APPENDIX T8

Additional and Re-Analyzed Intersections and Street Segments and Revised Trip Generation Table

APPENDIX T8-1

Additional and Re-Analyzed Intersections and Street Segments

ATTACHMENT A

INTERSECTION AND STREET SEGMENT ANALYSIS TABLES – ADDITIONAL AND RE-ANALYZED LOCATIONS

TABLE 1A
EXISTING + PROJECT INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Existing + Project		Delay Δ [c]	Sig?
			Delay [a]	LOS [b]	Delay	LOS		
15. SR-76 / Douglas Dr	Signal	AM	33.8	C	35.1	D	1.3	No
		PM	23.0	C	26.7	C	3.7	
18. SR-76 / Frazee Rd	Signal	AM	22.2	C	22.3	C	0.1	No
		PM	35.2	D	36.0	D	0.8	
19. SR-76 / College Blvd	Signal	AM	69.6	E	**76.3**	**E**	**6.7**	**Yes**
		PM	116.0	F	**138.6**	**F**	**22.6**	
24. SR-76 / Foussat Rd	Signal	AM	47.5	D	49.4	D	1.9	No
		PM	38.4	D	41.5	D	3.1	
25. SR-76 / Town Center Dr	Signal	AM	6.4	A	6.5	A	0.1	No
		PM	24.0	C	24.1	C	0.1	
26. SR-76 / Olive Hill Rd / Camino Del Rey	Signal	AM	52.4	D	53.1	D	0.7	No
		PM	45.2	D	45.9	D	0.7	
27. SR-76 / Mission Rd	Signal	AM	91.5	F	91.6	F	0.1	No
		PM	34.5	C	36.1	D	1.6	

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. Δ denotes the increase in delay due to Project.

General Notes:

1. Sig = Significant impact, yes or no.
2. **Bold** typeface and shading represents a significant direct impact.

SIGNALIZED

DELAY/LOS THRESHOLDS

Delay	LOS
0.0 ≤ 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
≥ 80.1	F

TABLE 1B
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E)[a]	Existing			Existing + Project			Δ [e]	Sig?
		ADT [b]	LOS [c]	V/C [d]	ADT	LOS	V/C		
State Route 76									
26. Via Montellano to Olive Hill Rd	60,000	42,500	C	0.708	43,659	C	0.728	0.019	No
27. Olive Hill Rd to South Mission Rd	60,000	43,000	C	0.717	44,159	C	0.736	0.019	No

Footnotes:

a. Capacities based on City of Oceanside Roadway Classification & LOS table.
b. Average Daily Traffic.
c. Level of Service.
d. Volume to Capacity ratio.
e. Δ denotes a Project-induced increase in the Volume to Capacity ratio.

General Notes:

1. Sig = Significant impact, yes or no.

TABLE 2A
NEAR-TERM CUMULATIVE INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing + Cumulative Projects		Existing + Cumulative Projects + Project		Delay Δ [c]	Sig?
			Delay [a]	LOS [b]	Delay	LOS		
15. SR-76 / Douglas Dr	Signal	AM	35.5	D	37.0	D	1.5	No
		PM	28.2	C	32.0	C	3.8	
18. SR-76 / Frazee Rd	Signal	AM	22.3	C	22.3	C	0.0	No
		PM	35.0	D	36.2	D	0.2	
19. SR-76 / College Blvd	Signal	AM	74.1	E	**81.7**	**F**	**7.6**	**Yes**
		PM	132.4	F	**155.4**	**F**	**23.0**	
24. SR-76 / Foussat Rd	Signal	AM	51.5	D	53.3	D	1.8	No
		PM	44.1	D	49.2	D	5.1	
25. SR-76 / Town Center Dr	Signal	AM	6.2	A	6.3	A	0.1	No
		PM	23.2	C	23.3	C	0.1	
26. SR-76 / Olive Hill Rd / Camino Del Rey	Signal	AM	52.7	D	53.4	D	0.7	No
		PM	45.3	D	45.9	D	0.6	
27. SR-76 / Mission Rd	Signal	AM	91.5	F	91.6	F	0.1	No
		PM	35.0	D	36.6	D	1.6	

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. Δ denotes the increase in delay due to Project.

General Notes:

1. Sig = Significant impact, yes or no.
2. **Bold** typeface and shading represents a significant direct impact.

SIGNALIZED

DELAY/LOS THRESHOLDS

Delay	LOS
0.0 ≤ 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
≥ 80.1	F

TABLE 2B
NEAR-TERM CUMULATIVE STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E)[a]	Existing + Cumulative Projects			Existing + Cumulative Projects + Project			Δ [e]	Sig?
		ADT [b]	LOS [c]	V/C [d]	ADT	LOS	V/C		
State Route 76									
26. Via Montellano to Olive Hill Rd	60,000	43,350	C	0.723	44,509	C	0.742	0.019	No
27. Olive Hill Rd to South Mission Rd	60,000	43,860	C	0.731	45,019	C	0.750	0.019	No

Footnotes:

a. Capacities based on City of Oceanside Roadway Classification & LOS table.
b. Average Daily Traffic.
c. Level of Service.
d. Volume to Capacity ratio.
e. Δ denotes a Project-induced increase in the Volume to Capacity ratio.

General Notes:

1. Sig = Significant impact, yes or no.

TABLE 3A
YEAR 2035 INTERSECTION OPERATIONS
(MASTER TRANSPORTATION ROADWAY PLAN)

Intersection	Control Type	Peak Hour	Year 2035 Without Project		Year 2035 With Project		Delay Δ [c]	Sig?
			Delay [a]	LOS [b]	Delay	LOS		
15. SR-76 / Douglas Dr	Signal	AM	36.4	D	37.2	D	0.8	No
		PM	35.1	D	39.5	D	4.4	
18. SR-76 / Frazee Rd	Signal	AM	30.1	C	30.8	C	0.7	**Yes**
		PM	53.9	D	**61.4**	**E**	**7.5**	
19. SR-76 / College Blvd	Signal	AM	83.4	F	**87.4**	**F**	**4.0**	**Yes**
		PM	150.8	F	**164.2**	**F**	**13.4**	
24. SR-76 / Foussat Rd	Signal	AM	60.5	E	61.9	E	1.4	No
		PM	45.4	D	48.4	D	3.0	
25. SR-76 / Town Center Dr	Signal	AM	5.9	A	6.0	A	0.1	No
		PM	23.6	C	23.7	C	0.1	
26. SR-76 / Olive Hill Rd / Camino Del Rey	Signal	AM	68.6	E	69.9	E	1.3	No
		PM	55.3	E	55.6	E	0.3	
27. SR-76 / Mission Rd	Signal	AM	124.6	F	124.7	F	0.1	No
		PM	49.2	D	51.8	D	2.6	

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. Δ denotes the increase in delay due to Project.

General Notes:

1. Sig = Significant impact, yes or no.
2. **Bold** typeface and shading represents a significant direct impact.

SIGNALIZED

DELAY/LOS THRESHOLDS

Delay	LOS
0.0 ≤ 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
≥ 80.1	F

TABLE 3B
YEAR 2035 STREET SEGMENT OPERATIONS
(MASTER TRANSPORTATION ROADWAY PLAN)

Street Segment	MTRP Capacity (LOS E)[a]	Year 2035 Without Project			Year 2035 With Project			Δ [e]	Sig?
		ADT [b]	LOS [c]	V/C [d]	ADT	LOS	V/C		
State Route 76									
26. Via Montellano to Olive Hill Rd	60,000	68,400	F	1.140	69,410	F	1.157	0.017	No
27. Olive Hill Rd to South Mission Rd	60,000	72,300	F	1.205	73,155	F	1.219	0.014	No

Footnotes:

a. Capacities based on City of Oceanside Roadway Classification & LOS table.
b. Average Daily Traffic.
c. Level of Service.
d. Volume to Capacity ratio.
e. Δ denotes a Project-induced increase in the Volume to Capacity ratio.

General Notes:

1. Sig = Significant impact, yes or no.

TABLE 4A
YEAR 2035 INTERSECTION OPERATIONS
(WITHOUT MELROSE DRIVE EXTENSION)

Intersection	Control Type	Peak Hour	Year 2035 Without Project		Year 2035 With Project		Delay Δ [c]	Sig?
			Delay [a]	LOS [b]	Delay	LOS		
15. SR-76 / Douglas Dr	Signal	AM	36.4	D	37.1	D	0.7	No
		PM	35.1	D	39.5	D	4.4	
18. SR-76 / Frazee Rd	Signal	AM	30.0	C	30.6	C	0.6	**Yes**
		PM	53.8	D	**61.3**	**E**	**7.5**	
19. SR-76 / College Blvd	Signal	AM	99.1	F	**109.5**	**F**	**10.4**	**Yes**
		PM	165.4	F	**188.6**	**F**	**23.2**	
24. SR-76 / Foussat Rd	Signal	AM	67.7	E	69.0	E	1.3	No
		PM	45.3	D	48.3	D	3.0	
25. SR-76 / Town Center Dr	Signal	AM	5.6	A	5.7	A	0.1	No
		PM	23.3	C	23.4	C	0.1	
26. SR-76 / Olive Hill Rd / Camino Del Rey	Signal	AM	68.6	E	69.9	E	1.3	No
		PM	55.3	E	55.6	E	0.3	
27. SR-76 / Mission Rd	Signal	AM	124.6	F	124.7	F	0.1	No
		PM	49.2	D	51.8	D	2.6	

Footnotes:

a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. Δ denotes the increase in delay due to Project.

General Notes:

1. Sig = Significant impact, yes or no.
2. **Bold** typeface and shading represents a significant direct impact.

SIGNALIZED

DELAY/LOS THRESHOLDS

Delay	LOS
0.0 ≤ 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
≥ 80.1	F

TABLE 4B
YEAR 2035 STREET SEGMENT OPERATIONS
(WITHOUT MELROSE DRIVE EXTENSION)

Street Segment	MTRP Capacity (LOS E)[a]	Year 2035 Without Project			Year 2035 With Project			Δ [e]	Sig?
		ADT [b]	LOS [c]	V/C [d]	ADT	LOS	V/C		
State Route 76									
26. Via Montellano to Olive Hill Rd	60,000	67,000	F	1.117	68,010	F	1.134	0.017	No
27. Olive Hill Rd to South Mission Rd	60,000	70,900	F	1.182	71,755	F	1.196	0.014	No

Footnotes:

a. Capacities based on City of Oceanside Roadway Classification & LOS table.
b. Average Daily Traffic.
c. Level of Service.
d. Volume to Capacity ratio.
e. Δ denotes a Project-induced increase in the Volume to Capacity ratio.

General Notes:

1. Sig = Significant impact, yes or no.

ATTACHMENT B

SYNCHRO ANALYSIS SHEETS – ADDITIONAL AND RE-ANALYZED LOCATIONS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	824	0	0	1649	205	0	0	0	272	0	549
Future Volume (veh/h)	275	824	0	0	1649	205	0	0	0	272	0	549
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1900	1863	0	1863
Adj Flow Rate, veh/h	299	896	0	0	1792	223	0	0	0	296	0	597
Adj No. of Lanes	2	2	0	0	2	1	0	1	0	1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	0	2
Cap, veh/h	286	3362	0	0	2942	1316	0	1	0	0	0	0
Arrive On Green	0.08	0.95	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3442	3632	0	0	3632	1583	0	1863	0		0	
Grp Volume(v), veh/h	299	896	0	0	1792	223	0	0	0		0.0	
Grp Sat Flow(s),veh/h/ln	1721	1770	0	0	1770	1583	0	1863	0			
Q Serve(g_s), s	13.3	2.7	0.0	0.0	70.6	17.2	0.0	0.0	0.0			
Cycle Q Clear(g_c), s	13.3	2.7	0.0	0.0	70.6	17.2	0.0	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00			
Lane Grp Cap(c), veh/h	286	3362	0	0	2942	1316	0	1	0			
V/C Ratio(X)	1.05	0.27	0.00	0.00	0.61	0.17	0.00	0.00	0.00			
Avail Cap(c_a), veh/h	286	3362	0	0	2942	1316	0	512	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.89	0.89	0.00	0.00	0.31	0.31	0.00	0.00	0.00			
Uniform Delay (d), s/veh	73.3	0.3	0.0	0.0	35.4	16.0	0.0	0.0	0.0			
Incr Delay (d2), s/veh	62.4	0.2	0.0	0.0	0.3	0.1	0.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.8	1.3	0.0	0.0	34.8	7.6	0.0	0.0	0.0			
LnGrp Delay(d),s/veh	135.8	0.4	0.0	0.0	35.7	16.1	0.0	0.0	0.0			
LnGrp LOS	F	A			D	B						
Approach Vol, veh/h		1195			2015			0				
Approach Delay, s/veh		34.3			33.5			0.0				
Approach LOS		C			C							

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		160.0			19.0	141.0		0.0
Change Period (Y+Rc), s		8.0			* 5.7	8.0		6.1
Max Green Setting (Gmax), s		73.9			* 13	54.9		44.0
Max Q Clear Time (g_c+I1), s		4.7			15.3	72.6		0.0
Green Ext Time (p_c), s		6.7			0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	33.8
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	862	54	68	1496	62	65	89	122	82	142	71
Future Volume (veh/h)	46	862	54	68	1496	62	65	89	122	82	142	71
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	50	937	59	74	1626	67	71	97	133	89	154	77
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	119	2032	1031	128	2051	1034	268	214	182	253	206	280
Arrive On Green	0.07	0.57	0.57	0.14	1.00	1.00	0.08	0.11	0.11	0.07	0.11	0.11
Sat Flow, veh/h	1774	3539	1582	1774	3539	1583	3442	1863	1583	3442	1863	1570
Grp Volume(v), veh/h	50	937	59	74	1626	67	71	97	133	89	154	77
Grp Sat Flow(s),veh/h/ln	1774	1770	1582	1774	1770	1583	1721	1863	1583	1721	1863	1570
Q Serve(g_s), s	4.3	24.5	2.2	6.2	0.0	0.0	3.1	7.8	13.0	3.9	12.8	6.8
Cycle Q Clear(g_c), s	4.3	24.5	2.2	6.2	0.0	0.0	3.1	7.8	13.0	3.9	12.8	6.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	119	2032	1031	128	2051	1034	268	214	182	253	206	280
V/C Ratio(X)	0.42	0.46	0.06	0.58	0.79	0.06	0.27	0.45	0.73	0.35	0.75	0.28
Avail Cap(c_a), veh/h	133	2032	1031	146	2051	1034	280	512	435	258	501	528
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.7	19.7	10.1	66.2	0.0	0.0	69.5	66.1	68.4	70.5	69.0	56.9
Incr Delay (d2), s/veh	1.9	0.6	0.1	3.2	2.5	0.1	0.5	1.5	5.5	0.8	5.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	12.1	1.0	3.2	0.7	0.0	1.5	4.1	6.0	1.9	6.9	3.0
LnGrp Delay(d),s/veh	73.6	20.3	10.1	69.4	2.5	0.1	70.0	67.6	73.9	71.3	74.3	57.4
LnGrp LOS	E	C	B	E	A	A	E	E	E	E	E	E
Approach Vol, veh/h		1046			1767			301			320	
Approach Delay, s/veh		22.3			5.2			71.0			69.4	
Approach LOS		C			A			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	99.9	18.1	24.7	16.4	100.7	17.5	25.4
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	7.0	* 5.7	8.0	* 5.7	7.0
Max Green Setting (Gmax), s	* 13	64.4	* 13	43.0	* 12	65.6	* 12	44.0
Max Q Clear Time (g_c+I1), s	8.2	26.5	5.1	14.8	6.3	2.0	5.9	15.0
Green Ext Time (p_c), s	0.1	7.1	0.1	1.1	0.0	23.0	0.1	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	22.2
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	438	652	35	509	1271	519	55	479	188	581	750	315
Future Volume (veh/h)	438	652	35	509	1271	519	55	479	188	581	750	315
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	476	709	38	553	1382	564	60	521	204	632	815	342
Adj No. of Lanes	2	3	1	2	3	1	2	2	0	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	469	1263	498	599	1455	737	240	581	226	617	1218	759
Arrive On Green	0.14	0.25	0.25	0.17	0.29	0.29	0.07	0.23	0.23	0.18	0.34	0.34
Sat Flow, veh/h	3442	5085	1561	3442	5085	1583	3442	2478	966	3442	3539	1579
Grp Volume(v), veh/h	476	709	38	553	1382	564	60	371	354	632	815	342
Grp Sat Flow(s),veh/h/ln	1721	1695	1561	1721	1695	1583	1721	1770	1675	1721	1770	1579
Q Serve(g_s), s	21.8	19.5	2.7	25.3	42.6	45.8	2.6	32.5	32.8	28.7	31.4	23.0
Cycle Q Clear(g_c), s	21.8	19.5	2.7	25.3	42.6	45.8	2.6	32.5	32.8	28.7	31.4	23.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.58	1.00		1.00
Lane Grp Cap(c), veh/h	469	1263	498	599	1455	737	240	415	393	617	1218	759
V/C Ratio(X)	1.02	0.56	0.08	0.92	0.95	0.77	0.25	0.89	0.90	1.02	0.67	0.45
Avail Cap(c_a), veh/h	469	1263	498	639	1455	737	258	453	429	617	1276	785
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)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.1	52.5	38.1	65.0	56.0	35.5	70.5	59.3	59.4	65.7	44.7	27.6
Incr Delay (d2), s/veh	43.3	1.6	0.3	18.6	14.3	7.4	0.5	18.9	20.6	42.4	1.3	0.4
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	13.2	9.3	1.2	13.6	21.9	22.1	1.3	18.1	17.5	17.3	15.6	10.1
LnGrp Delay(d),s/veh	112.5	54.2	38.4	83.6	70.3	42.9	71.0	78.2	80.0	108.0	46.0	28.0
LnGrp LOS	F	D	D	F	E	D	E	E	F	F	D	C
Approach Vol, veh/h		1223			2499			785			1789	
Approach Delay, s/veh		76.4			67.1			78.5			64.5	
Approach LOS		E			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.5	47.7	16.9	61.9	27.5	53.8	34.4	44.3
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	6.8	* 5.7	8.0	* 5.7	6.8
Max Green Setting (Gmax), s	* 30	34.4	* 12	57.7	* 22	42.3	* 29	41.0
Max Q Clear Time (g_c+I1), s	27.3	21.5	4.6	33.4	23.8	47.8	30.7	34.8
Green Ext Time (p_c), s	0.5	3.6	0.1	7.6	0.0	0.0	0.0	2.4

Intersection Summary	
HCM 2010 Ctrl Delay	69.6
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	917	65	151	1909	53	164	81	52	112	100	18
Future Volume (veh/h)	28	917	65	151	1909	53	164	81	52	112	100	18
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	30	997	71	164	2075	58	178	88	57	122	109	20
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	2	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	2135	955	258	2024	905	280	415	129	278	288	226
Arrive On Green	0.09	0.60	0.60	0.07	0.57	0.57	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	5085	1583	3442	3539	2787
Grp Volume(v), veh/h	30	997	71	164	2075	58	178	88	57	122	109	20
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1695	1583	1721	1770	1393
Q Serve(g_s), s	1.3	24.9	3.0	7.4	91.5	1.6	8.0	2.6	5.5	5.4	4.7	0.9
Cycle Q Clear(g_c), s	1.3	24.9	3.0	7.4	91.5	1.6	8.0	2.6	5.5	5.4	4.7	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	316	2135	955	258	2024	905	280	415	129	278	288	226
V/C Ratio(X)	0.09	0.47	0.07	0.64	1.03	0.06	0.64	0.21	0.44	0.44	0.38	0.09
Avail Cap(c_a), veh/h	316	2135	955	301	2024	905	280	521	162	280	363	286
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.47	0.47	0.47	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.6	17.5	13.2	71.9	34.3	5.7	71.2	68.7	70.0	70.1	69.7	44.0
Incr Delay (d2), s/veh	0.1	0.7	0.2	1.6	20.7	0.1	4.7	0.3	2.4	1.1	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	12.4	1.3	3.6	50.2	0.7	4.0	1.2	2.5	2.6	2.3	0.3
LnGrp Delay(d),s/veh	66.7	18.3	13.3	73.5	55.0	5.7	75.9	68.9	72.4	71.1	70.5	44.1
LnGrp LOS	E	B	B	E	F	A	E	E	E	E	E	D
Approach Vol, veh/h		1098			2297			323			251	
Approach Delay, s/veh		19.3			55.1			73.4			68.7	
Approach LOS		B			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	104.5	18.7	19.1	22.7	99.5	18.6	19.2
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	6.1	8.0	* 8	* 5.7	6.1
Max Green Setting (Gmax), s	* 14	91.1	* 13	16.4	13.6	* 92	* 13	16.4
Max Q Clear Time (g_c+I1), s	9.4	26.9	10.0	6.7	3.3	93.5	7.4	7.5
Green Ext Time (p_c), s	0.2	8.1	0.2	0.4	0.0	0.0	0.1	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	47.5
HCM 2010 LOS	D

Notes

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1048	109	80	1679	77	124
Future Volume (veh/h)	1048	109	80	1679	77	124
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	1139	118	87	1825	84	135
Adj No. of Lanes	2	1	2	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2536	1281	232	2900	318	253
Arrive On Green	1.00	1.00	0.09	1.00	0.09	0.09
Sat Flow, veh/h	3632	1583	3442	3632	3442	1583
Grp Volume(v), veh/h	1139	118	87	1825	84	135
Grp Sat Flow(s),veh/h/ln	1770	1583	1721	1770	1721	1583
Q Serve(g_s), s	0.0	0.0	3.8	0.0	3.6	12.5
Cycle Q Clear(g_c), s	0.0	0.0	3.8	0.0	3.6	12.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2536	1281	232	2900	318	253
V/C Ratio(X)	0.45	0.09	0.38	0.63	0.26	0.53
Avail Cap(c_a), veh/h	2536	1281	308	2900	407	294
HCM Platoon Ratio	2.00	2.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.37	0.37	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	69.7	0.0	67.5	61.7
Incr Delay (d2), s/veh	0.5	0.1	0.4	0.4	0.4	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.8	0.2	1.7	5.6
LnGrp Delay(d),s/veh	0.5	0.1	70.0	0.4	68.0	63.5
LnGrp LOS	A	A	E	A	E	E
Approach Vol, veh/h	1257			1912	219	
Approach Delay, s/veh	0.5			3.6	65.2	
Approach LOS	A			A	E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	16.5	122.6				139.1		20.9
Change Period (Y+Rc), s	* 5.7	8.0				8.0		6.1
Max Green Setting (Gmax), s	* 14	107.0				127.0		18.9
Max Q Clear Time (g_c+I1), s	5.8	2.0				2.0		14.5
Green Ext Time (p_c), s	0.1	10.3				33.1		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	6.4
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	198	103	118	87	230	77	990	185	514	1983	14
Future Volume (veh/h)	64	198	103	118	87	230	77	990	185	514	1983	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	70	215	112	128	95	250	84	1076	201	559	2155	15
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	437	237	201	268	281	526	196	1880	585	625	2240	698
Arrive On Green	0.13	0.13	0.13	0.15	0.15	0.15	0.11	0.37	0.37	0.18	0.44	0.44
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	70	215	112	128	95	250	84	1076	201	559	2155	15
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	2.7	16.9	9.9	9.8	6.8	18.6	6.6	25.2	13.6	23.6	61.2	0.8
Cycle Q Clear(g_c), s	2.7	16.9	9.9	9.8	6.8	18.6	6.6	25.2	13.6	23.6	61.2	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	437	237	201	268	281	526	196	1880	585	625	2240	698
V/C Ratio(X)	0.16	0.91	0.56	0.48	0.34	0.47	0.43	0.57	0.34	0.89	0.96	0.02
Avail Cap(c_a), veh/h	437	237	201	632	664	852	203	1880	585	780	2246	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	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	57.8	64.1	61.0	57.8	56.5	39.3	61.7	37.5	33.8	59.5	40.4	23.5
Incr Delay (d2), s/veh	0.2	34.9	3.4	1.3	0.7	0.7	1.5	0.4	0.3	11.0	11.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	11.0	4.5	4.9	3.6	8.2	3.3	11.8	6.0	12.2	30.9	0.4
LnGrp Delay(d),s/veh	58.0	99.0	64.3	59.1	57.2	40.0	63.2	37.9	34.2	70.4	51.8	23.5
LnGrp LOS	E	F	E	E	E	D	E	D	C	E	D	C
Approach Vol, veh/h		397			473			1361			2729	
Approach Delay, s/veh		82.0			48.6			38.9			55.5	
Approach LOS		F			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	32.7	62.5		25.0	22.2	73.0		28.5
Change Period (Y+Rc), s	* 5.7	7.5		6.1	* 5.7	7.5		6.1
Max Green Setting (Gmax), s	* 34	49.0		18.9	* 17	65.7		53.0
Max Q Clear Time (g_c+I1), s	25.6	27.2		18.9	8.6	63.2		20.6
Green Ext Time (p_c), s	1.4	8.9		0.0	0.1	2.3		1.8

Intersection Summary	
HCM 2010 Ctrl Delay	52.4
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	510	696	0	0	1677	75	0	0	0	110	0	1097
Future Volume (veh/h)	510	696	0	0	1677	75	0	0	0	110	0	1097
Number	5	2	12	1	6	16				7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	554	757	0	0	1823	82				120	0	1192
Adj No. of Lanes	2	3	0	1	2	1				2	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2				2	0	2
Cap, veh/h	633	4017	0	1	1953	874				395	0	833
Arrive On Green	0.18	0.79	0.00	0.00	0.55	0.55				0.11	0.00	0.11
Sat Flow, veh/h	3442	5253	0	1774	3539	1583				3442	0	2787
Grp Volume(v), veh/h	554	757	0	0	1823	82				120	0	1192
Grp Sat Flow(s),veh/h/ln	1721	1695	0	1774	1770	1583				1721	0	1393
Q Serve(g_s), s	22.4	5.2	0.0	0.0	68.0	3.5				4.6	0.0	16.4
Cycle Q Clear(g_c), s	22.4	5.2	0.0	0.0	68.0	3.5				4.6	0.0	16.4
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	633	4017	0	1	1953	874				395	0	833
V/C Ratio(X)	0.87	0.19	0.00	0.00	0.93	0.09				0.30	0.00	1.43
Avail Cap(c_a), veh/h	998	4142	0	99	2005	897				395	0	833
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	56.7	3.7	0.0	0.0	29.6	15.1				57.9	0.0	50.1
Incr Delay (d2), s/veh	5.5	0.0	0.0	0.0	8.6	0.0				0.4	0.0	201.0
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	11.1	2.5	0.0	0.0	35.2	4.7				2.2	0.0	51.3
LnGrp Delay(d),s/veh	62.1	3.7	0.0	0.0	38.1	15.2				58.4	0.0	251.0
LnGrp LOS	E	A			D	B				E		F
Approach Vol, veh/h		1311			1905						1312	
Approach Delay, s/veh		28.4			37.2						233.4	
Approach LOS		C			D						F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	0.0	120.3		22.5	34.0	86.3		
Change Period (Y+Rc), s	* 5.7	7.5		6.1	* 7.7	7.5		
Max Green Setting (Gmax), s	* 8	116.3		16.4	* 41	80.9		
Max Q Clear Time (g_c+I1), s	0.0	7.2		18.4	24.4	70.0		
Green Ext Time (p_c), s	0.0	6.5		0.0	1.9	8.9		

Intersection Summary	
HCM 2010 Ctrl Delay	91.5
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	559	1862	0	0	1259	232	0	0	0	237	0	342
Future Volume (veh/h)	559	1862	0	0	1259	232	0	0	0	237	0	342
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1900	1863	0	1863
Adj Flow Rate, veh/h	608	2024	0	0	1368	252	0	0	0	258	0	372
Adj No. of Lanes	2	2	0	0	2	1	0	1	0	1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	0	2
Cap, veh/h	522	3382	0	0	2733	1223	0	1	0	0	0	0
Arrive On Green	0.15	0.96	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3442	3632	0	0	3632	1583	0	1863	0		0	
Grp Volume(v), veh/h	608	2024	0	0	1368	252	0	0	0		0.0	
Grp Sat Flow(s),veh/h/ln	1721	1770	0	0	1770	1583	0	1863	0			
Q Serve(g_s), s	27.3	10.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Cycle Q Clear(g_c), s	27.3	10.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00			
Lane Grp Cap(c), veh/h	522	3382	0	0	2733	1223	0	1	0			
V/C Ratio(X)	1.16	0.60	0.00	0.00	0.50	0.21	0.00	0.00	0.00			
Avail Cap(c_a), veh/h	522	3382	0	0	2733	1223	0	455	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.41	0.41	0.00	0.00	0.67	0.67	0.00	0.00	0.00			
Uniform Delay (d), s/veh	76.3	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Incr Delay (d2), s/veh	83.1	0.3	0.0	0.0	0.4	0.3	0.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	19.0	4.9	0.0	0.0	0.2	0.1	0.0	0.0	0.0			
LnGrp Delay(d),s/veh	159.5	0.7	0.0	0.0	0.4	0.3	0.0	0.0	0.0			
LnGrp LOS	F	A			A	A						
Approach Vol, veh/h		2632			1620			0				
Approach Delay, s/veh		37.4			0.4			0.0				
Approach LOS		D			A							

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		180.0			33.0	147.0		0.0
Change Period (Y+Rc), s		8.0			* 5.7	8.0		6.1
Max Green Setting (Gmax), s		92.9			* 27	59.9		44.0
Max Q Clear Time (g_c+I1), s		12.7			29.3	2.0		0.0
Green Ext Time (p_c), s		30.8			0.0	18.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.3
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1646	134	141	1178	75	61	161	172	39	79	32
Future Volume (veh/h)	50	1646	134	141	1178	75	61	161	172	39	79	32
Number	5	2	12	1	6	16	3	8	18	7	4	14
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		0.99	1.00		0.99	1.00		0.97
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	54	1789	146	153	1280	82	66	175	187	42	86	35
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	1966	989	148	2041	994	239	291	244	201	270	321
Arrive On Green	0.06	0.56	0.56	0.17	1.00	1.00	0.07	0.16	0.16	0.06	0.14	0.14
Sat Flow, veh/h	1774	3539	1582	1774	3539	1563	3442	1863	1562	3442	1863	1533
Grp Volume(v), veh/h	54	1789	146	153	1280	82	66	175	187	42	86	35
Grp Sat Flow(s),veh/h/ln	1774	1770	1582	1774	1770	1563	1721	1863	1562	1721	1863	1533
Q Serve(g_s), s	5.3	81.8	6.9	15.0	0.0	0.0	3.3	15.8	20.7	2.1	7.4	3.3
Cycle Q Clear(g_c), s	5.3	81.8	6.9	15.0	0.0	0.0	3.3	15.8	20.7	2.1	7.4	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	110	1966	989	148	2041	994	239	291	244	201	270	321
V/C Ratio(X)	0.49	0.91	0.15	1.03	0.63	0.08	0.28	0.60	0.77	0.21	0.32	0.11
Avail Cap(c_a), veh/h	118	1966	989	148	2041	994	249	455	382	229	445	465
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.25	0.25	0.25	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.6	36.0	13.9	75.0	0.0	0.0	79.4	70.8	72.8	80.8	69.0	57.9
Incr Delay (d2), s/veh	0.8	2.2	0.1	79.5	1.3	0.1	0.6	2.0	5.0	0.5	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	40.4	3.0	10.6	0.4	0.0	1.6	8.3	9.3	1.0	3.9	1.4
LnGrp Delay(d),s/veh	82.5	38.2	14.0	154.8	1.3	0.1	80.1	72.8	77.8	81.3	69.7	58.0
LnGrp LOS	F	D	B	F	A	A	F	E	E	F	E	E
Approach Vol, veh/h		1989			1515			428			163	
Approach Delay, s/veh		37.6			16.8			76.1			70.2	
Approach LOS		D			B			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.7	108.0	18.2	33.1	16.9	111.8	16.2	35.1
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	7.0	* 5.7	8.0	* 5.7	7.0
Max Green Setting (Gmax), s	* 15	82.6	* 13	43.0	* 12	85.6	* 12	44.0
Max Q Clear Time (g_c+I1), s	17.0	83.8	5.3	9.4	7.3	2.0	4.1	22.7
Green Ext Time (p_c), s	0.0	0.0	0.1	0.6	0.0	15.3	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	35.2
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	691	1335	71	282	923	641	61	999	322	520	940	406
Future Volume (veh/h)	691	1335	71	282	923	641	61	999	322	520	940	406
Number	5	2	12	1	6	16	3	8	18	7	4	14
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		0.99	1.00		0.98
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	751	1451	77	307	1003	697	66	1086	350	565	1022	441
Adj No. of Lanes	2	3	1	2	3	1	2	2	0	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	598	1497	568	273	1017	539	221	895	285	484	1474	921
Arrive On Green	0.35	0.59	0.59	0.08	0.20	0.20	0.06	0.34	0.34	0.14	0.42	0.42
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	2633	837	3442	3539	1550
Grp Volume(v), veh/h	751	1451	77	307	1003	697	66	725	711	565	1022	441
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1700	1721	1770	1550
Q Serve(g_s), s	31.3	49.2	3.6	14.3	35.4	36.0	3.3	61.2	61.2	25.3	42.7	29.3
Cycle Q Clear(g_c), s	31.3	49.2	3.6	14.3	35.4	36.0	3.3	61.2	61.2	25.3	42.7	29.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.49	1.00		1.00
Lane Grp Cap(c), veh/h	598	1497	568	273	1017	539	221	602	578	484	1474	921
V/C Ratio(X)	1.25	0.97	0.14	1.12	0.99	1.29	0.30	1.21	1.23	1.17	0.69	0.48
Avail Cap(c_a), veh/h	598	1497	568	273	1017	539	229	602	578	484	1474	921
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.7	36.2	22.2	82.8	71.8	59.3	80.4	59.4	59.4	77.3	43.1	21.1
Incr Delay (d2), s/veh	123.1	12.2	0.3	91.6	25.1	145.1	0.7	107.5	117.9	96.0	1.4	0.4
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	25.0	24.3	1.6	10.3	19.0	48.5	1.6	47.9	47.7	18.5	21.2	12.6
LnGrp Delay(d),s/veh	181.8	48.4	22.5	174.4	96.8	204.4	81.1	166.9	177.3	173.3	44.5	21.5
LnGrp LOS	F	D	C	F	F	F	F	F	F	F	D	C
Approach Vol, veh/h		2279			2007			1502			2028	
Approach Delay, s/veh		91.5			146.1			168.1			75.4	
Approach LOS		F			F			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	61.0	17.3	81.7	37.0	44.0	31.0	68.0
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	6.8	* 5.7	8.0	* 5.7	6.8
Max Green Setting (Gmax), s	* 14	53.0	* 12	74.5	* 31	36.0	* 25	61.2
Max Q Clear Time (g_c+I1), s	16.3	51.2	5.3	44.7	33.3	38.0	27.3	63.2
Green Ext Time (p_c), s	0.0	1.4	0.1	11.2	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	116.0
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	1878	133	90	1187	101	87	130	102	106	69	19
Future Volume (veh/h)	39	1878	133	90	1187	101	87	130	102	106	69	19
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	42	2041	145	98	1290	110	95	141	111	115	75	21
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	2	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	383	2249	1006	228	2045	915	246	430	134	248	301	237
Arrive On Green	0.11	0.64	0.64	0.07	0.58	0.58	0.07	0.08	0.08	0.07	0.09	0.09
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	5085	1583	3442	3539	2787
Grp Volume(v), veh/h	42	2041	145	98	1290	110	95	141	111	115	75	21
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1695	1583	1721	1770	1393
Q Serve(g_s), s	2.0	89.4	6.6	4.9	43.6	3.7	4.7	4.7	12.4	5.8	3.6	1.0
Cycle Q Clear(g_c), s	2.0	89.4	6.6	4.9	43.6	3.7	4.7	4.7	12.4	5.8	3.6	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	383	2249	1006	228	2045	915	246	430	134	248	301	237
V/C Ratio(X)	0.11	0.91	0.14	0.43	0.63	0.12	0.39	0.33	0.83	0.46	0.25	0.09
Avail Cap(c_a), veh/h	383	2249	1006	229	2045	915	254	675	210	254	470	370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.0	28.2	13.2	80.8	25.2	7.3	79.8	77.6	81.1	80.2	77.0	47.7
Incr Delay (d2), s/veh	0.1	6.7	0.3	0.8	1.0	0.2	1.0	0.4	14.2	1.4	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	45.5	3.0	2.4	21.6	1.6	2.3	2.2	6.0	2.8	1.8	0.4
LnGrp Delay(d),s/veh	72.1	35.0	13.5	81.6	26.2	7.4	80.8	78.0	95.3	81.5	77.4	47.9
LnGrp LOS	E	C	B	F	C	A	F	E	F	F	E	D
Approach Vol, veh/h		2228			1498			347			211	
Approach Delay, s/veh		34.3			28.4			84.3			76.7	
Approach LOS		C			C			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.6	122.4	18.6	21.4	28.0	112.0	18.7	21.3
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	6.1	8.0	* 8	* 5.7	6.1
Max Green Setting (Gmax), s	* 12	105.3	* 13	23.9	13.3	* 1E2	* 13	23.9
Max Q Clear Time (g_c+I1), s	6.9	91.4	6.7	5.6	4.0	45.6	7.8	14.4
Green Ext Time (p_c), s	0.1	11.1	0.1	0.4	0.0	15.1	0.1	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	38.4
HCM 2010 LOS	D

Notes

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1596	259	162	1178	153	287
Future Volume (veh/h)	1596	259	162	1178	153	287
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	1735	282	176	1280	166	312
Adj No. of Lanes	2	1	2	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2588	1308	219	2926	327	251
Arrive On Green	1.00	1.00	0.13	1.00	0.10	0.10
Sat Flow, veh/h	3632	1583	3442	3632	3442	1583
Grp Volume(v), veh/h	1735	282	176	1280	166	312
Grp Sat Flow(s),veh/h/ln	1770	1583	1721	1770	1721	1583
Q Serve(g_s), s	0.0	0.0	8.9	0.0	8.3	17.1
Cycle Q Clear(g_c), s	0.0	0.0	8.9	0.0	8.3	17.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2588	1308	219	2926	327	251
V/C Ratio(X)	0.67	0.22	0.80	0.44	0.51	1.24
Avail Cap(c_a), veh/h	2588	1308	598	2926	327	251
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.30	0.30	0.49	0.49	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	77.4	0.0	77.4	75.7
Incr Delay (d2), s/veh	0.4	0.1	3.4	0.2	1.3	137.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	4.4	0.1	4.0	22.1
LnGrp Delay(d),s/veh	0.4	0.1	80.8	0.2	78.7	213.3
LnGrp LOS	A	A	F	A	E	F
Approach Vol, veh/h	2017			1456	478	
Approach Delay, s/veh	0.4			10.0	166.6	
Approach LOS	A			A	F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	17.2	139.6				156.8		23.2
Change Period (Y+Rc), s	* 5.7	8.0				8.0		6.1
Max Green Setting (Gmax), s	* 31	111.8				148.8		17.1
Max Q Clear Time (g_c+I1), s	10.9	2.0				2.0		19.1
Green Ext Time (p_c), s	0.5	25.8				14.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	24.0
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	61	94	126	99	297	145	2340	113	205	1196	61
Future Volume (veh/h)	111	61	94	126	99	297	145	2340	113	205	1196	61
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	121	66	102	137	108	323	158	2543	123	223	1300	66
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	155	132	200	210	303	180	2919	909	270	2803	873
Arrive On Green	0.08	0.08	0.08	0.11	0.11	0.11	0.10	0.57	0.57	0.08	0.55	0.55
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	121	66	102	137	108	323	158	2543	123	223	1300	66
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	5.6	5.6	10.6	12.5	9.2	18.9	14.7	71.5	6.0	10.7	25.9	3.3
Cycle Q Clear(g_c), s	5.6	5.6	10.6	12.5	9.2	18.9	14.7	71.5	6.0	10.7	25.9	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	287	155	132	200	210	303	180	2919	909	270	2803	873
V/C Ratio(X)	0.42	0.42	0.77	0.69	0.51	1.07	0.88	0.87	0.14	0.82	0.46	0.08
Avail Cap(c_a), veh/h	295	160	136	200	210	303	277	3031	944	437	2883	898
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	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	73.0	73.1	75.3	71.6	70.1	67.8	74.4	30.5	16.5	76.2	22.7	17.6
Incr Delay (d2), s/veh	1.0	1.8	22.9	9.3	2.2	70.6	17.9	3.0	0.1	6.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	3.0	5.5	6.6	4.9	20.0	8.1	34.2	2.6	5.4	12.1	1.4
LnGrp Delay(d),s/veh	74.0	74.9	98.3	80.9	72.3	138.4	92.3	33.4	16.6	82.9	22.8	17.7
LnGrp LOS	E	E	F	F	E	F	F	C	B	F	C	B
Approach Vol, veh/h		289			568			2824			1589	
Approach Delay, s/veh		82.8			112.0			36.0			31.0	
Approach LOS		F			F			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	18.9	103.8		20.1	22.7	100.0		25.0
Change Period (Y+Rc), s	* 5.7	7.5		6.1	* 5.7	7.5		6.1
Max Green Setting (Gmax), s	* 21	100.0		14.4	* 26	95.1		18.9
Max Q Clear Time (g_c+I1), s	12.7	73.5		12.6	16.7	27.9		20.9
Green Ext Time (p_c), s	0.5	22.8		0.2	0.3	14.5		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	45.2
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1227	1321	0	0	982	134	0	0	0	148	0	527
Future Volume (veh/h)	1227	1321	0	0	982	134	0	0	0	148	0	527
Number	5	2	12	1	6	16				7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	1334	1436	0	0	1067	146				161	0	573
Adj No. of Lanes	2	3	0	1	2	1				2	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2				2	0	2
Cap, veh/h	1438	4120	0	1	1216	544				357	0	1454
Arrive On Green	0.42	0.81	0.00	0.00	0.34	0.34				0.10	0.00	0.10
Sat Flow, veh/h	3442	5253	0	1774	3539	1583				3442	0	2787
Grp Volume(v), veh/h	1334	1436	0	0	1067	146				161	0	573
Grp Sat Flow(s),veh/h/ln	1721	1695	0	1774	1770	1583				1721	0	1393
Q Serve(g_s), s	58.2	11.8	0.0	0.0	44.8	10.5				7.0	0.0	16.4
Cycle Q Clear(g_c), s	58.2	11.8	0.0	0.0	44.8	10.5				7.0	0.0	16.4
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	1438	4120	0	1	1216	544				357	0	1454
V/C Ratio(X)	0.93	0.35	0.00	0.00	0.88	0.27				0.45	0.00	0.39
Avail Cap(c_a), veh/h	1726	4384	0	90	1410	631				357	0	1454
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	43.7	4.0	0.0	0.0	48.8	37.5				66.6	0.0	22.8
Incr Delay (d2), s/veh	8.2	0.1	0.0	0.0	5.9	0.3				0.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.3	5.5	0.0	0.0	22.9	10.7				3.4	0.0	18.6
LnGrp Delay(d),s/veh	52.0	4.0	0.0	0.0	54.7	37.8				67.5	0.0	22.9
LnGrp LOS	D	A			D	D				E		C
Approach Vol, veh/h		2770			1213						734	
Approach Delay, s/veh		27.1			52.6						32.7	
Approach LOS		C			D						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	0.0	135.6		22.5	73.8	61.8		
Change Period (Y+Rc), s	* 5.7	7.5		6.1	* 7.7	7.5		
Max Green Setting (Gmax), s	* 8	136.3		16.4	* 79	63.0		
Max Q Clear Time (g_c+I1), s	0.0	13.8		18.4	60.2	46.8		
Green Ext Time (p_c), s	0.0	17.3		0.0	5.8	7.5		

Intersection Summary	
HCM 2010 Ctrl Delay	34.5
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	283	836	0	0	1677	205	0	0	0	272	0	569
Future Volume (veh/h)	283	836	0	0	1677	205	0	0	0	272	0	569
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1900	1863	0	1863
Adj Flow Rate, veh/h	308	909	0	0	1823	223	0	0	0	296	0	618
Adj No. of Lanes	2	2	0	0	2	1	0	1	0	1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	0	2
Cap, veh/h	286	3362	0	0	2942	1316	0	1	0	0	0	0
Arrive On Green	0.08	0.95	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3442	3632	0	0	3632	1583	0	1863	0		0	
Grp Volume(v), veh/h	308	909	0	0	1823	223	0	0	0		0.0	
Grp Sat Flow(s),veh/h/ln	1721	1770	0	0	1770	1583	0	1863	0			
Q Serve(g_s), s	13.3	2.8	0.0	0.0	72.1	17.2	0.0	0.0	0.0			
Cycle Q Clear(g_c), s	13.3	2.8	0.0	0.0	72.1	17.2	0.0	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00			
Lane Grp Cap(c), veh/h	286	3362	0	0	2942	1316	0	1	0			
V/C Ratio(X)	1.08	0.27	0.00	0.00	0.62	0.17	0.00	0.00	0.00			
Avail Cap(c_a), veh/h	286	3362	0	0	2942	1316	0	512	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.88	0.88	0.00	0.00	0.28	0.28	0.00	0.00	0.00			
Uniform Delay (d), s/veh	73.3	0.3	0.0	0.0	35.9	16.0	0.0	0.0	0.0			
Incr Delay (d2), s/veh	71.9	0.2	0.0	0.0	0.3	0.1	0.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.2	1.3	0.0	0.0	35.4	7.6	0.0	0.0	0.0			
LnGrp Delay(d),s/veh	145.2	0.4	0.0	0.0	36.2	16.1	0.0	0.0	0.0			
LnGrp LOS	F	A			D	B						
Approach Vol, veh/h		1217			2046			0				
Approach Delay, s/veh		37.1			34.0			0.0				
Approach LOS		D			C							

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		160.0			19.0	141.0		0.0
Change Period (Y+Rc), s		8.0			* 5.7	8.0		6.1
Max Green Setting (Gmax), s		73.9			* 13	54.9		44.0
Max Q Clear Time (g_c+I1), s		4.8			15.3	74.1		0.0
Green Ext Time (p_c), s		6.8			0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	35.2
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	879	54	68	1536	70	65	89	122	85	142	71
Future Volume (veh/h)	46	879	54	68	1536	70	65	89	122	85	142	71
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	50	955	59	74	1670	76	71	97	133	92	154	77
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	119	2032	1031	128	2051	1034	268	214	182	254	206	280
Arrive On Green	0.07	0.57	0.57	0.14	1.00	1.00	0.08	0.11	0.11	0.07	0.11	0.11
Sat Flow, veh/h	1774	3539	1582	1774	3539	1583	3442	1863	1583	3442	1863	1570
Grp Volume(v), veh/h	50	955	59	74	1670	76	71	97	133	92	154	77
Grp Sat Flow(s),veh/h/ln	1774	1770	1582	1774	1770	1583	1721	1863	1583	1721	1863	1570
Q Serve(g_s), s	4.3	25.2	2.2	6.2	0.0	0.0	3.1	7.8	13.0	4.1	12.8	6.8
Cycle Q Clear(g_c), s	4.3	25.2	2.2	6.2	0.0	0.0	3.1	7.8	13.0	4.1	12.8	6.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	119	2032	1031	128	2051	1034	268	214	182	254	206	280
V/C Ratio(X)	0.42	0.47	0.06	0.58	0.81	0.07	0.27	0.45	0.73	0.36	0.75	0.28
Avail Cap(c_a), veh/h	133	2032	1031	146	2051	1034	280	512	435	258	501	528
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.7	19.9	10.1	66.2	0.0	0.0	69.5	66.1	68.4	70.5	69.0	56.9
Incr Delay (d2), s/veh	1.9	0.6	0.1	3.2	2.8	0.1	0.5	1.5	5.6	0.9	5.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	12.5	1.0	3.2	0.8	0.0	1.5	4.1	6.0	2.0	6.9	3.0
LnGrp Delay(d),s/veh	73.5	20.5	10.1	69.3	2.8	0.1	70.0	67.6	74.0	71.4	74.3	57.4
LnGrp LOS	E	C	B	E	A	A	E	E	E	E	E	E
Approach Vol, veh/h		1064			1820			301			323	
Approach Delay, s/veh		22.4			5.4			71.0			69.4	
Approach LOS		C			A			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	99.9	18.1	24.7	16.4	100.7	17.5	25.4
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	7.0	* 5.7	8.0	* 5.7	7.0
Max Green Setting (Gmax), s	* 13	64.4	* 13	43.0	* 12	65.6	* 12	44.0
Max Q Clear Time (g_c+I1), s	8.2	27.2	5.1	14.8	6.3	2.0	6.1	15.0
Green Ext Time (p_c), s	0.1	7.2	0.1	1.1	0.0	24.4	0.1	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	22.1
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	458	652	35	509	1271	546	55	511	188	644	825	363
Future Volume (veh/h)	458	652	35	509	1271	546	55	511	188	644	825	363
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	498	709	38	553	1382	593	60	555	204	700	897	395
Adj No. of Lanes	2	3	1	2	3	1	2	2	0	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	469	1230	488	599	1422	727	240	609	223	617	1241	769
Arrive On Green	0.14	0.24	0.24	0.17	0.28	0.28	0.07	0.24	0.24	0.18	0.35	0.35
Sat Flow, veh/h	3442	5085	1561	3442	5085	1583	3442	2527	926	3442	3539	1579
Grp Volume(v), veh/h	498	709	38	553	1382	593	60	388	371	700	897	395
Grp Sat Flow(s),veh/h/ln	1721	1695	1561	1721	1695	1583	1721	1770	1683	1721	1770	1579
Q Serve(g_s), s	21.8	19.7	2.7	25.3	43.0	44.7	2.6	34.1	34.3	28.7	35.3	27.4
Cycle Q Clear(g_c), s	21.8	19.7	2.7	25.3	43.0	44.7	2.6	34.1	34.3	28.7	35.3	27.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	469	1230	488	599	1422	727	240	427	406	617	1241	769
V/C Ratio(X)	1.06	0.58	0.08	0.92	0.97	0.82	0.25	0.91	0.91	1.13	0.72	0.51
Avail Cap(c_a), veh/h	469	1230	488	639	1422	727	258	453	431	617	1276	785
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)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.1	53.4	38.9	65.0	57.0	37.4	70.5	59.0	59.1	65.7	45.2	28.1
Incr Delay (d2), s/veh	56.9	1.8	0.3	18.6	18.1	9.8	0.5	21.6	23.1	79.1	2.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.1	9.4	1.2	13.6	22.5	24.6	1.3	19.3	18.6	20.4	17.5	12.1
LnGrp Delay(d),s/veh	126.0	55.2	39.1	83.6	75.1	47.3	71.0	80.6	82.2	144.7	47.2	28.6
LnGrp LOS	F	E	D	F	E	D	E	F	F	F	D	C
Approach Vol, veh/h		1245			2528			819			1992	
Approach Delay, s/veh		83.0			70.4			80.6			77.8	
Approach LOS		F			E			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.5	46.7	16.9	62.9	27.5	52.7	34.4	45.4
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	6.8	* 5.7	8.0	* 5.7	6.8
Max Green Setting (Gmax), s	* 30	34.4	* 12	57.7	* 22	42.3	* 29	41.0
Max Q Clear Time (g_c+I1), s	27.3	21.7	4.6	37.3	23.8	46.7	30.7	36.3
Green Ext Time (p_c), s	0.5	3.6	0.1	8.1	0.0	0.0	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	76.3
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	932	65	163	1945	53	164	81	57	112	100	18
Future Volume (veh/h)	28	932	65	163	1945	53	164	81	57	112	100	18
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	30	1013	71	177	2114	58	178	88	62	122	109	20
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	2	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	303	2135	955	258	2037	911	280	415	129	278	288	226
Arrive On Green	0.09	0.60	0.60	0.07	0.58	0.58	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	5085	1583	3442	3539	2787
Grp Volume(v), veh/h	30	1013	71	177	2114	58	178	88	62	122	109	20
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1695	1583	1721	1770	1393
Q Serve(g_s), s	1.3	25.5	3.0	8.0	92.1	1.6	8.0	2.6	6.0	5.4	4.7	0.9
Cycle Q Clear(g_c), s	1.3	25.5	3.0	8.0	92.1	1.6	8.0	2.6	6.0	5.4	4.7	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	303	2135	955	258	2037	911	280	415	129	278	288	226
V/C Ratio(X)	0.10	0.47	0.07	0.69	1.04	0.06	0.64	0.21	0.48	0.44	0.38	0.09
Avail Cap(c_a), veh/h	303	2135	955	301	2037	911	280	521	162	280	363	286
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.44	0.44	0.44	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.1	17.6	13.2	72.2	34.0	5.5	71.2	68.7	70.2	70.1	69.7	44.4
Incr Delay (d2), s/veh	0.1	0.8	0.2	2.3	24.4	0.1	4.7	0.3	2.7	1.1	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	12.6	1.3	3.9	51.6	0.7	4.0	1.2	2.7	2.6	2.3	0.3
LnGrp Delay(d),s/veh	67.2	18.4	13.3	74.5	58.3	5.6	75.9	68.9	73.0	71.1	70.5	44.6
LnGrp LOS	E	B	B	E	F	A	E	E	E	E	E	D
Approach Vol, veh/h		1114			2349			328			251	
Approach Delay, s/veh		19.4			58.3			73.5			68.7	
Approach LOS		B			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	104.5	18.7	19.1	22.1	100.1	18.6	19.2
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	6.1	8.0	* 8	* 5.7	6.1
Max Green Setting (Gmax), s	* 14	91.1	* 13	16.4	13.0	* 92	* 13	16.4
Max Q Clear Time (g_c+I1), s	10.0	27.5	10.0	6.7	3.3	94.1	7.4	8.0
Green Ext Time (p_c), s	0.2	8.3	0.2	0.4	0.0	0.0	0.1	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	49.4
HCM 2010 LOS	D

Notes

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1068	109	80	1727	77	124
Future Volume (veh/h)	1068	109	80	1727	77	124
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	1161	118	87	1877	84	135
Adj No. of Lanes	2	1	2	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2536	1281	232	2900	318	253
Arrive On Green	1.00	1.00	0.09	1.00	0.09	0.09
Sat Flow, veh/h	3632	1583	3442	3632	3442	1583
Grp Volume(v), veh/h	1161	118	87	1877	84	135
Grp Sat Flow(s),veh/h/ln	1770	1583	1721	1770	1721	1583
Q Serve(g_s), s	0.0	0.0	3.8	0.0	3.6	12.5
Cycle Q Clear(g_c), s	0.0	0.0	3.8	0.0	3.6	12.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2536	1281	232	2900	318	253
V/C Ratio(X)	0.46	0.09	0.38	0.65	0.26	0.53
Avail Cap(c_a), veh/h	2536	1281	308	2900	407	294
HCM Platoon Ratio	2.00	2.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.36	0.36	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	69.7	0.0	67.5	61.7
Incr Delay (d2), s/veh	0.5	0.1	0.4	0.4	0.4	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.8	0.2	1.7	5.6
LnGrp Delay(d),s/veh	0.5	0.1	70.0	0.4	68.0	63.5
LnGrp LOS	A	A	E	A	E	E
Approach Vol, veh/h	1279			1964	219	
Approach Delay, s/veh	0.5			3.5	65.2	
Approach LOS	A			A	E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	16.5	122.6				139.1		20.9
Change Period (Y+Rc), s	* 5.7	8.0				8.0		6.1
Max Green Setting (Gmax), s	* 14	107.0				127.0		18.9
Max Q Clear Time (g_c+I1), s	5.8	2.0				2.0		14.5
Green Ext Time (p_c), s	0.1	10.6				35.7		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	6.3
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	198	103	121	87	230	77	1034	193	514	2001	14
Future Volume (veh/h)	64	198	103	121	87	230	77	1034	193	514	2001	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	70	215	112	132	95	250	84	1124	210	559	2175	15
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	437	237	201	268	281	526	196	1881	586	625	2242	698
Arrive On Green	0.13	0.13	0.13	0.15	0.15	0.15	0.11	0.37	0.37	0.18	0.44	0.44
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	70	215	112	132	95	250	84	1124	210	559	2175	15
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	2.7	17.0	9.9	10.2	6.8	18.6	6.6	26.6	14.3	23.6	62.2	0.8
Cycle Q Clear(g_c), s	2.7	17.0	9.9	10.2	6.8	18.6	6.6	26.6	14.3	23.6	62.2	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	437	237	201	268	281	526	196	1881	586	625	2242	698
V/C Ratio(X)	0.16	0.91	0.56	0.49	0.34	0.47	0.43	0.60	0.36	0.89	0.97	0.02
Avail Cap(c_a), veh/h	437	237	201	632	663	851	203	1881	586	779	2245	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	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	57.9	64.1	61.0	58.0	56.5	39.4	61.8	37.9	34.1	59.5	40.7	23.5
Incr Delay (d2), s/veh	0.2	35.1	3.4	1.4	0.7	0.7	1.5	0.5	0.4	11.0	12.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	11.0	4.5	5.1	3.6	8.2	3.3	12.6	6.3	12.2	31.6	0.4
LnGrp Delay(d),s/veh	58.1	99.2	64.4	59.4	57.2	40.0	63.3	38.5	34.4	70.5	53.4	23.5
LnGrp LOS	E	F	E	E	E	D	E	D	C	E	D	C
Approach Vol, veh/h		397			477			1418			2749	
Approach Delay, s/veh		82.1			48.8			39.3			56.7	
Approach LOS		F			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	32.7	62.6		25.0	22.2	73.1		28.6
Change Period (Y+Rc), s	* 5.7	7.5		6.1	* 5.7	7.5		6.1
Max Green Setting (Gmax), s	* 34	49.0		18.9	* 17	65.7		53.0
Max Q Clear Time (g_c+I1), s	25.6	28.6		19.0	8.6	64.2		20.6
Green Ext Time (p_c), s	1.4	9.1		0.0	0.1	1.4		1.8

Intersection Summary	
HCM 2010 Ctrl Delay	53.1
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	526	724	0	0	1689	75	0	0	0	110	0	1104
Future Volume (veh/h)	526	724	0	0	1689	75	0	0	0	110	0	1104
Number	5	2	12	1	6	16				7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	572	787	0	0	1836	82				120	0	1200
Adj No. of Lanes	2	3	0	1	2	1				2	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2				2	0	2
Cap, veh/h	651	4029	0	1	1946	871				391	0	843
Arrive On Green	0.19	0.79	0.00	0.00	0.55	0.55				0.11	0.00	0.11
Sat Flow, veh/h	3442	5253	0	1774	3539	1583				3442	0	2787
Grp Volume(v), veh/h	572	787	0	0	1836	82				120	0	1200
Grp Sat Flow(s),veh/h/ln	1721	1695	0	1774	1770	1583				1721	0	1393
Q Serve(g_s), s	23.3	5.5	0.0	0.0	70.1	3.6				4.6	0.0	16.4
Cycle Q Clear(g_c), s	23.3	5.5	0.0	0.0	70.1	3.6				4.6	0.0	16.4
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	651	4029	0	1	1946	871				391	0	843
V/C Ratio(X)	0.88	0.20	0.00	0.00	0.94	0.09				0.31	0.00	1.42
Avail Cap(c_a), veh/h	986	4095	0	98	1982	887				391	0	843
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	57.0	3.7	0.0	0.0	30.4	15.4				58.8	0.0	50.4
Incr Delay (d2), s/veh	6.2	0.0	0.0	0.0	9.8	0.0				0.4	0.0	197.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	2.6	0.0	0.0	36.8	4.8				2.2	0.0	51.8
LnGrp Delay(d),s/veh	63.1	3.7	0.0	0.0	40.2	15.5				59.2	0.0	247.7
LnGrp LOS	E	A			D	B				E		F
Approach Vol, veh/h		1359			1918						1320	
Approach Delay, s/veh		28.7			39.2						230.5	
Approach LOS		C			D						F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	0.0	121.9		22.5	35.0	86.9		
Change Period (Y+Rc), s	* 5.7	7.5		6.1	* 7.7	7.5		
Max Green Setting (Gmax), s	* 8	116.3		16.4	* 41	80.9		
Max Q Clear Time (g_c+I1), s	0.0	7.5		18.4	25.3	72.1		
Green Ext Time (p_c), s	0.0	6.8		0.0	2.0	7.4		

Intersection Summary	
HCM 2010 Ctrl Delay	91.0
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	584	1897	0	0	1277	232	0	0	0	237	0	355
Future Volume (veh/h)	584	1897	0	0	1277	232	0	0	0	237	0	355
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1900	1863	0	1863
Adj Flow Rate, veh/h	635	2062	0	0	1388	252	0	0	0	258	0	386
Adj No. of Lanes	2	2	0	0	2	1	0	1	0	1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	0	2
Cap, veh/h	522	3382	0	0	2733	1223	0	1	0	0	0	0
Arrive On Green	0.15	0.96	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3442	3632	0	0	3632	1583	0	1863	0		0	
Grp Volume(v), veh/h	635	2062	0	0	1388	252	0	0	0		0.0	
Grp Sat Flow(s),veh/h/ln	1721	1770	0	0	1770	1583	0	1863	0			
Q Serve(g_s), s	27.3	11.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Cycle Q Clear(g_c), s	27.3	11.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00			
Lane Grp Cap(c), veh/h	522	3382	0	0	2733	1223	0	1	0			
V/C Ratio(X)	1.22	0.61	0.00	0.00	0.51	0.21	0.00	0.00	0.00			
Avail Cap(c_a), veh/h	522	3382	0	0	2733	1223	0	455	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.37	0.37	0.00	0.00	0.66	0.66	0.00	0.00	0.00			
Uniform Delay (d), s/veh	76.3	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Incr Delay (d2), s/veh	104.1	0.3	0.0	0.0	0.4	0.3	0.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	20.5	5.0	0.0	0.0	0.2	0.1	0.0	0.0	0.0			
LnGrp Delay(d),s/veh	180.5	0.7	0.0	0.0	0.4	0.3	0.0	0.0	0.0			
LnGrp LOS	F	A			A	A						
Approach Vol, veh/h		2697			1640			0				
Approach Delay, s/veh		43.1			0.4			0.0				
Approach LOS		D			A							

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		180.0			33.0	147.0		0.0
Change Period (Y+Rc), s		8.0			* 5.7	8.0		6.1
Max Green Setting (Gmax), s		92.9			* 27	59.9		44.0
Max Q Clear Time (g_c+I1), s		13.2			29.3	2.0		0.0
Green Ext Time (p_c), s		32.1			0.0	18.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	26.9
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1697	134	141	1204	80	61	161	172	49	79	32
Future Volume (veh/h)	50	1697	134	141	1204	80	61	161	172	49	79	32
Number	5	2	12	1	6	16	3	8	18	7	4	14
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		0.99	1.00		0.99	1.00		0.97
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	54	1845	146	153	1309	87	66	175	187	53	86	35
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	1954	983	148	2029	994	239	291	244	213	276	326
Arrive On Green	0.06	0.55	0.55	0.17	1.00	1.00	0.07	0.16	0.16	0.06	0.15	0.15
Sat Flow, veh/h	1774	3539	1582	1774	3539	1563	3442	1863	1562	3442	1863	1534
Grp Volume(v), veh/h	54	1845	146	153	1309	87	66	175	187	53	86	35
Grp Sat Flow(s),veh/h/ln	1774	1770	1582	1774	1770	1563	1721	1863	1562	1721	1863	1534
Q Serve(g_s), s	5.3	87.8	6.9	15.0	0.0	0.0	3.3	15.8	20.7	2.6	7.4	3.3
Cycle Q Clear(g_c), s	5.3	87.8	6.9	15.0	0.0	0.0	3.3	15.8	20.7	2.6	7.4	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	110	1954	983	148	2029	994	239	291	244	213	276	326
V/C Ratio(X)	0.49	0.94	0.15	1.03	0.65	0.09	0.28	0.60	0.77	0.25	0.31	0.11
Avail Cap(c_a), veh/h	118	1954	983	148	2029	994	249	455	382	229	445	465
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.17	0.17	0.17	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.6	37.7	14.2	75.0	0.0	0.0	79.4	70.8	72.8	80.4	68.4	57.4
Incr Delay (d2), s/veh	0.6	2.5	0.1	79.2	1.4	0.2	0.6	2.0	5.0	0.6	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	43.5	3.0	10.6	0.4	0.0	1.6	8.3	9.3	1.3	3.9	1.4
LnGrp Delay(d),s/veh	82.2	40.2	14.3	154.6	1.4	0.2	80.1	72.8	77.8	81.0	69.1	57.5
LnGrp LOS	F	D	B	F	A	A	F	E	E	F	E	E
Approach Vol, veh/h		2045			1549			428			174	
Approach Delay, s/veh		39.5			16.5			76.1			70.4	
Approach LOS		D			B			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.7	107.4	18.2	33.7	16.9	111.2	16.9	35.1
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	7.0	* 5.7	8.0	* 5.7	7.0
Max Green Setting (Gmax), s	* 15	82.6	* 13	43.0	* 12	85.6	* 12	44.0
Max Q Clear Time (g_c+I1), s	17.0	89.8	5.3	9.4	7.3	2.0	4.6	22.7
Green Ext Time (p_c), s	0.0	0.0	0.1	0.6	0.0	16.0	0.1	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	36.0
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	752	1335	71	282	923	722	61	1095	322	561	989	437
Future Volume (veh/h)	752	1335	71	282	923	722	61	1095	322	561	989	437
Number	5	2	12	1	6	16	3	8	18	7	4	14
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		0.99	1.00		0.98
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	817	1451	77	307	1003	785	66	1190	350	610	1075	475
Adj No. of Lanes	2	3	1	2	3	1	2	2	0	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	598	1497	568	273	1017	539	221	918	265	484	1474	921
Arrive On Green	0.35	0.59	0.59	0.08	0.20	0.20	0.06	0.34	0.34	0.14	0.42	0.42
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	2701	780	3442	3539	1550
Grp Volume(v), veh/h	817	1451	77	307	1003	785	66	772	768	610	1075	475
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1711	1721	1770	1550
Q Serve(g_s), s	31.3	49.2	3.6	14.3	35.4	36.0	3.3	61.2	61.2	25.3	45.8	32.6
Cycle Q Clear(g_c), s	31.3	49.2	3.6	14.3	35.4	36.0	3.3	61.2	61.2	25.3	45.8	32.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	598	1497	568	273	1017	539	221	602	582	484	1474	921
V/C Ratio(X)	1.37	0.97	0.14	1.12	0.99	1.46	0.30	1.28	1.32	1.26	0.73	0.52
Avail Cap(c_a), veh/h	598	1497	568	273	1017	539	229	602	582	484	1474	921
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.7	36.2	22.2	82.8	71.8	59.3	80.4	59.4	59.4	77.3	44.0	21.8
Incr Delay (d2), s/veh	170.5	11.7	0.3	91.6	25.1	215.3	0.7	139.8	155.7	133.3	1.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.0	24.2	1.6	10.3	19.0	59.0	1.6	53.3	54.1	21.0	22.8	14.1
LnGrp Delay(d),s/veh	229.2	47.9	22.5	174.4	96.8	274.6	81.1	199.2	215.1	210.6	45.9	22.3
LnGrp LOS	F	D	C	F	F	F	F	F	F	F	D	C
Approach Vol, veh/h		2345			2095			1606			2160	
Approach Delay, s/veh		110.2			174.8			202.0			87.2	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	61.0	17.3	81.7	37.0	44.0	31.0	68.0
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	6.8	* 5.7	8.0	* 5.7	6.8
Max Green Setting (Gmax), s	* 14	53.0	* 12	74.5	* 31	36.0	* 25	61.2
Max Q Clear Time (g_c+I1), s	16.3	51.2	5.3	47.8	33.3	38.0	27.3	63.2
Green Ext Time (p_c), s	0.0	1.4	0.1	11.5	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	138.6
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	1924	133	98	1210	101	87	130	117	106	69	19
Future Volume (veh/h)	39	1924	133	98	1210	101	87	130	117	106	69	19
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	42	2091	145	107	1315	110	95	141	127	115	75	21
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	2	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	349	2215	991	228	2045	915	246	479	149	248	335	264
Arrive On Green	0.10	0.63	0.63	0.07	0.58	0.58	0.07	0.09	0.09	0.07	0.09	0.09
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	5085	1583	3442	3539	2787
Grp Volume(v), veh/h	42	2091	145	107	1315	110	95	141	127	115	75	21
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1695	1583	1721	1770	1393
Q Serve(g_s), s	2.0	97.3	6.8	5.4	44.9	3.7	4.7	4.6	14.2	5.8	3.5	1.0
Cycle Q Clear(g_c), s	2.0	97.3	6.8	5.4	44.9	3.7	4.7	4.6	14.2	5.8	3.5	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	349	2215	991	228	2045	915	246	479	149	248	335	264
V/C Ratio(X)	0.12	0.94	0.15	0.47	0.64	0.12	0.39	0.29	0.85	0.46	0.22	0.08
Avail Cap(c_a), veh/h	349	2215	991	229	2045	915	254	675	210	254	470	370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.59	0.59	0.59	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.5	30.8	13.9	81.0	25.5	7.3	79.8	75.9	80.3	80.2	75.4	47.7
Incr Delay (d2), s/veh	0.2	9.9	0.3	0.9	0.9	0.2	1.0	0.3	20.1	1.4	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	50.4	3.0	2.6	22.2	1.6	2.3	2.2	7.1	2.8	1.7	0.4
LnGrp Delay(d),s/veh	73.7	40.7	14.2	81.9	26.5	7.4	80.8	76.3	100.4	81.5	75.7	47.9
LnGrp LOS	E	D	B	F	C	A	F	E	F	F	E	D
Approach Vol, veh/h		2278			1532			363			211	
Approach Delay, s/veh		39.6			29.0			85.9			76.1	
Approach LOS		D			C			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.6	120.6	18.6	23.1	26.3	112.0	18.7	23.1
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	6.1	8.0	* 8	* 5.7	6.1
Max Green Setting (Gmax), s	* 12	105.3	* 13	23.9	13.3	* 1E2	* 13	23.9
Max Q Clear Time (g_c+I1), s	7.4	99.3	6.7	5.5	4.0	46.9	7.8	16.2
Green Ext Time (p_c), s	0.1	5.3	0.1	0.4	0.0	15.6	0.1	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	41.5
HCM 2010 LOS	D

Notes

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1657	259	162	1209	153	287
Future Volume (veh/h)	1657	259	162	1209	153	287
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	1801	282	176	1314	166	312
Adj No. of Lanes	2	1	2	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2588	1308	219	2926	327	251
Arrive On Green	1.00	1.00	0.13	1.00	0.10	0.10
Sat Flow, veh/h	3632	1583	3442	3632	3442	1583
Grp Volume(v), veh/h	1801	282	176	1314	166	312
Grp Sat Flow(s),veh/h/ln	1770	1583	1721	1770	1721	1583
Q Serve(g_s), s	0.0	0.0	8.9	0.0	8.3	17.1
Cycle Q Clear(g_c), s	0.0	0.0	8.9	0.0	8.3	17.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2588	1308	219	2926	327	251
V/C Ratio(X)	0.70	0.22	0.80	0.45	0.51	1.24
Avail Cap(c_a), veh/h	2588	1308	598	2926	327	251
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.24	0.24	0.49	0.49	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	77.4	0.0	77.4	75.7
Incr Delay (d2), s/veh	0.4	0.1	3.4	0.2	1.3	137.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	4.4	0.1	4.0	22.1
LnGrp Delay(d),s/veh	0.4	0.1	80.8	0.2	78.7	213.3
LnGrp LOS	A	A	F	A	E	F
Approach Vol, veh/h	2083			1490	478	
Approach Delay, s/veh	0.3			9.8	166.6	
Approach LOS	A			A	F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	17.2	139.6				156.8		23.2
Change Period (Y+Rc), s	* 5.7	8.0				8.0		6.1
Max Green Setting (Gmax), s	* 31	111.8				148.8		17.1
Max Q Clear Time (g_c+I1), s	10.9	2.0				2.0		19.1
Green Ext Time (p_c), s	0.5	28.2				15.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.4
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	61	94	136	99	297	145	2368	118	205	1252	61
Future Volume (veh/h)	111	61	94	136	99	297	145	2368	118	205	1252	61
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	121	66	102	148	108	323	158	2574	128	223	1361	66
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	283	153	130	207	217	308	179	2921	909	268	2802	873
Arrive On Green	0.08	0.08	0.08	0.12	0.12	0.12	0.10	0.57	0.57	0.08	0.55	0.55
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	121	66	102	148	108	323	158	2574	128	223	1361	66
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	5.7	5.7	10.8	13.7	9.3	19.9	15.0	74.4	6.4	10.9	28.0	3.3
Cycle Q Clear(g_c), s	5.7	5.7	10.8	13.7	9.3	19.9	15.0	74.4	6.4	10.9	28.0	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	283	153	130	207	217	308	179	2921	909	268	2802	873
V/C Ratio(X)	0.43	0.43	0.78	0.71	0.50	1.05	0.88	0.88	0.14	0.83	0.49	0.08
Avail Cap(c_a), veh/h	291	157	134	207	217	308	273	3013	938	390	2807	874
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	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	74.4	74.5	76.8	72.6	70.6	68.7	75.6	31.3	16.8	77.5	23.5	17.9
Incr Delay (d2), s/veh	1.0	1.9	25.1	11.1	1.8	64.5	18.7	3.3	0.1	9.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	3.1	5.6	7.4	4.9	20.0	8.3	35.5	2.8	5.6	13.1	1.5
LnGrp Delay(d),s/veh	75.5	76.4	101.9	83.6	72.4	133.2	94.4	34.6	16.9	87.2	23.6	18.0
LnGrp LOS	E	E	F	F	E	F	F	C	B	F	C	B
Approach Vol, veh/h		289			579			2860			1650	
Approach Delay, s/veh		85.0			109.2			37.1			32.0	
Approach LOS		F			F			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	19.0	105.4		20.1	22.9	101.5		26.0
Change Period (Y+Rc), s	* 5.7	7.5		6.1	* 5.7	7.5		6.1
Max Green Setting (Gmax), s	* 19	101.0		14.4	* 26	94.1		19.9
Max Q Clear Time (g_c+I1), s	12.9	76.4		12.8	17.0	30.0		21.9
Green Ext Time (p_c), s	0.4	21.5		0.2	0.3	15.5		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	45.9
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1237	1339	0	0	1017	134	0	0	0	148	0	547
Future Volume (veh/h)	1237	1339	0	0	1017	134	0	0	0	148	0	547
Number	5	2	12	1	6	16				7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	1345	1455	0	0	1105	146				161	0	595
Adj No. of Lanes	2	3	0	1	2	1				2	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2				2	0	2
Cap, veh/h	1443	4149	0	1	1236	553				347	0	1449
Arrive On Green	0.42	0.82	0.00	0.00	0.35	0.35				0.10	0.00	0.10
Sat Flow, veh/h	3442	5253	0	1774	3539	1583				3442	0	2787
Grp Volume(v), veh/h	1345	1455	0	0	1105	146				161	0	595
Grp Sat Flow(s),veh/h/ln	1721	1695	0	1774	1770	1583				1721	0	1393
Q Serve(g_s), s	60.7	12.0	0.0	0.0	48.1	10.8				7.2	0.0	16.4
Cycle Q Clear(g_c), s	60.7	12.0	0.0	0.0	48.1	10.8				7.2	0.0	16.4
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	1443	4149	0	1	1236	553				347	0	1449
V/C Ratio(X)	0.93	0.35	0.00	0.00	0.89	0.26				0.46	0.00	0.41
Avail Cap(c_a), veh/h	1676	4256	0	87	1369	613				347	0	1449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	45.1	3.9	0.0	0.0	50.1	38.0				69.1	0.0	23.9
Incr Delay (d2), s/veh	9.1	0.1	0.0	0.0	7.4	0.3				1.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	30.6	5.5	0.0	0.0	24.8	10.9				3.5	0.0	19.9
LnGrp Delay(d),s/veh	54.2	3.9	0.0	0.0	57.5	38.2				70.1	0.0	24.1
LnGrp LOS	D	A			E	D				E		C
Approach Vol, veh/h		2800			1251						756	
Approach Delay, s/veh		28.1			55.3						33.8	
Approach LOS		C			E						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	0.0	140.4		22.5	76.0	64.4		
Change Period (Y+Rc), s	* 5.7	7.5		6.1	* 7.7	7.5		
Max Green Setting (Gmax), s	* 8	136.3		16.4	* 79	63.0		
Max Q Clear Time (g_c+I1), s	0.0	14.0		18.4	62.7	50.1		
Green Ext Time (p_c), s	0.0	17.7		0.0	5.6	6.8		

Intersection Summary	
HCM 2010 Ctrl Delay	36.1
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	288	906	0	0	1736	209	0	0	0	278	0	586
Future Volume (veh/h)	288	906	0	0	1736	209	0	0	0	278	0	586
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1900	1863	0	1863
Adj Flow Rate, veh/h	313	985	0	0	1887	227	0	0	0	302	0	637
Adj No. of Lanes	2	2	0	0	2	1	0	1	0	1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	0	2
Cap, veh/h	286	3362	0	0	2942	1316	0	1	0	0	0	0
Arrive On Green	0.08	0.95	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3442	3632	0	0	3632	1583	0	1863	0		0	
Grp Volume(v), veh/h	313	985	0	0	1887	227	0	0	0		0.0	
Grp Sat Flow(s),veh/h/ln	1721	1770	0	0	1770	1583	0	1863	0			
Q Serve(g_s), s	13.3	3.1	0.0	0.0	75.1	17.5	0.0	0.0	0.0			
Cycle Q Clear(g_c), s	13.3	3.1	0.0	0.0	75.1	17.5	0.0	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00			
Lane Grp Cap(c), veh/h	286	3362	0	0	2942	1316	0	1	0			
V/C Ratio(X)	1.09	0.29	0.00	0.00	0.64	0.17	0.00	0.00	0.00			
Avail Cap(c_a), veh/h	286	3362	0	0	2942	1316	0	512	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.87	0.87	0.00	0.00	0.09	0.09	0.00	0.00	0.00			
Uniform Delay (d), s/veh	73.3	0.3	0.0	0.0	37.1	16.1	0.0	0.0	0.0			
Incr Delay (d2), s/veh	77.3	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.4	1.5	0.0	0.0	36.9	7.7	0.0	0.0	0.0			
LnGrp Delay(d),s/veh	150.6	0.5	0.0	0.0	37.2	16.2	0.0	0.0	0.0			
LnGrp LOS	F	A			D	B						
Approach Vol, veh/h		1298			2114			0				
Approach Delay, s/veh		36.7			34.9			0.0				
Approach LOS		D			C							

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		160.0			19.0	141.0		0.0
Change Period (Y+Rc), s		8.0			* 5.7	8.0		6.1
Max Green Setting (Gmax), s		73.9			* 13	54.9		44.0
Max Q Clear Time (g_c+I1), s		5.1			15.3	77.1		0.0
Green Ext Time (p_c), s		7.6			0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	35.6
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	922	73	68	1533	62	71	89	122	82	142	73
Future Volume (veh/h)	52	922	73	68	1533	62	71	89	122	82	142	73
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	57	1002	79	74	1666	67	77	97	133	89	154	79
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	122	2029	1031	128	2041	1029	271	216	183	253	206	283
Arrive On Green	0.07	0.57	0.57	0.14	1.00	1.00	0.08	0.12	0.12	0.07	0.11	0.11
Sat Flow, veh/h	1774	3539	1582	1774	3539	1583	3442	1863	1583	3442	1863	1570
Grp Volume(v), veh/h	57	1002	79	74	1666	67	77	97	133	89	154	79
Grp Sat Flow(s),veh/h/ln	1774	1770	1582	1774	1770	1583	1721	1863	1583	1721	1863	1570
Q Serve(g_s), s	4.9	27.0	2.9	6.2	0.0	0.0	3.4	7.8	13.0	3.9	12.8	7.0
Cycle Q Clear(g_c), s	4.9	27.0	2.9	6.2	0.0	0.0	3.4	7.8	13.0	3.9	12.8	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	122	2029	1031	128	2041	1029	271	216	183	253	206	283
V/C Ratio(X)	0.47	0.49	0.08	0.58	0.82	0.07	0.28	0.45	0.73	0.35	0.75	0.28
Avail Cap(c_a), veh/h	133	2029	1031	146	2041	1029	280	512	435	258	501	531
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	0.75	0.75	0.75	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.6	20.3	10.2	66.2	0.0	0.0	69.5	66.0	68.3	70.5	69.0	56.7
Incr Delay (d2), s/veh	2.0	0.6	0.1	3.2	2.8	0.1	0.6	1.5	5.4	0.8	5.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	13.3	1.3	3.2	0.8	0.0	1.6	4.1	5.9	1.9	6.9	3.1
LnGrp Delay(d),s/veh	73.6	20.9	10.3	69.3	2.8	0.1	70.0	67.4	73.6	71.3	74.3	57.2
LnGrp LOS	E	C	B	E	A	A	E	E	E	E	E	E
Approach Vol, veh/h		1138			1807			307			322	
Approach Delay, s/veh		22.8			5.5			70.8			69.3	
Approach LOS		C			A			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	99.7	18.3	24.7	16.7	100.3	17.5	25.5
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	7.0	* 5.7	8.0	* 5.7	7.0
Max Green Setting (Gmax), s	* 13	64.4	* 13	43.0	* 12	65.6	* 12	44.0
Max Q Clear Time (g_c+I1), s	8.2	29.0	5.4	14.8	6.9	2.0	5.9	15.0
Green Ext Time (p_c), s	0.1	7.8	0.1	1.1	0.0	24.2	0.1	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	22.3
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	450	695	41	546	1302	531	57	493	197	602	810	321
Future Volume (veh/h)	450	695	41	546	1302	531	57	493	197	602	810	321
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	489	755	45	593	1415	577	62	536	214	654	880	349
Adj No. of Lanes	2	3	1	2	3	1	2	2	0	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	469	1189	476	631	1428	729	242	590	235	617	1235	767
Arrive On Green	0.14	0.23	0.23	0.18	0.28	0.28	0.07	0.24	0.24	0.18	0.35	0.35
Sat Flow, veh/h	3442	5085	1561	3442	5085	1583	3442	2463	979	3442	3539	1579
Grp Volume(v), veh/h	489	755	45	593	1415	577	62	385	365	654	880	349
Grp Sat Flow(s),veh/h/ln	1721	1695	1561	1721	1695	1583	1721	1770	1672	1721	1770	1579
Q Serve(g_s), s	21.8	21.4	3.3	27.2	44.4	44.9	2.7	33.8	34.0	28.7	34.5	23.4
Cycle Q Clear(g_c), s	21.8	21.4	3.3	27.2	44.4	44.9	2.7	33.8	34.0	28.7	34.5	23.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.59	1.00		1.00
Lane Grp Cap(c), veh/h	469	1189	476	631	1428	729	242	424	401	617	1235	767
V/C Ratio(X)	1.04	0.64	0.09	0.94	0.99	0.79	0.26	0.91	0.91	1.06	0.71	0.46
Avail Cap(c_a), veh/h	469	1189	476	639	1428	729	258	453	429	617	1276	785
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)	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.1	55.2	39.9	64.5	57.3	36.7	70.4	59.1	59.2	65.7	45.1	27.2
Incr Delay (d2), s/veh	50.7	2.3	0.3	21.8	21.7	8.6	0.6	20.9	22.7	53.0	1.8	0.4
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	13.7	10.3	1.5	14.8	23.7	23.3	1.3	19.0	18.3	18.2	17.2	10.3
LnGrp Delay(d),s/veh	119.8	57.5	40.3	86.3	79.0	45.3	71.0	80.0	81.8	118.6	47.0	27.6
LnGrp LOS	F	E	D	F	E	D	E	F	F	F	D	C
Approach Vol, veh/h		1289			2585			812			1883	
Approach Delay, s/veh		80.5			73.1			80.1			68.3	
Approach LOS		F			E			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	35.0	45.4	16.9	62.6	27.5	52.9	34.4	45.2
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	6.8	* 5.7	8.0	* 5.7	6.8
Max Green Setting (Gmax), s	* 30	34.4	* 12	57.7	* 22	42.3	* 29	41.0
Max Q Clear Time (g_c+I1), s	29.2	23.4	4.7	36.5	23.8	46.9	30.7	36.0
Green Ext Time (p_c), s	0.1	3.6	0.1	7.9	0.0	0.0	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	74.1
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	954	65	175	1947	54	164	82	84	115	101	18
Future Volume (veh/h)	28	954	65	175	1947	54	164	82	84	115	101	18
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	30	1037	71	190	2116	59	178	89	91	125	110	20
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	2	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	2135	955	258	2020	903	280	415	129	279	288	226
Arrive On Green	0.09	0.60	0.60	0.07	0.57	0.57	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	5085	1583	3442	3539	2787
Grp Volume(v), veh/h	30	1037	71	190	2116	59	178	89	91	125	110	20
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1695	1583	1721	1770	1393
Q Serve(g_s), s	1.3	26.3	3.0	8.6	91.3	1.6	8.0	2.6	9.0	5.5	4.7	0.9
Cycle Q Clear(g_c), s	1.3	26.3	3.0	8.6	91.3	1.6	8.0	2.6	9.0	5.5	4.7	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	321	2135	955	258	2020	903	280	415	129	279	288	226
V/C Ratio(X)	0.09	0.49	0.07	0.74	1.05	0.07	0.64	0.21	0.70	0.45	0.38	0.09
Avail Cap(c_a), veh/h	321	2135	955	314	2020	903	286	537	167	286	374	294
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.38	0.38	0.38	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.4	17.8	13.2	72.5	34.3	5.7	71.2	68.7	71.6	70.1	69.7	43.8
Incr Delay (d2), s/veh	0.1	0.8	0.2	2.8	27.4	0.1	4.5	0.3	8.9	1.1	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	13.1	1.3	4.2	52.0	0.7	4.0	1.2	4.2	2.7	2.3	0.3
LnGrp Delay(d),s/veh	66.5	18.6	13.3	75.2	61.7	5.8	75.7	68.9	80.5	71.3	70.5	44.0
LnGrp LOS	E	B	B	E	F	A	E	E	F	E	E	D
Approach Vol, veh/h		1138			2365			358			255	
Approach Delay, s/veh		19.5			61.4			75.2			68.8	
Approach LOS		B			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	104.5	18.7	19.1	22.9	99.3	18.6	19.1
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	6.1	8.0	* 8	* 5.7	6.1
Max Green Setting (Gmax), s	* 15	89.7	* 13	16.9	13.0	* 91	* 13	16.9
Max Q Clear Time (g_c+I1), s	10.6	28.3	10.0	6.7	3.3	93.3	7.5	11.0
Green Ext Time (p_c), s	0.2	8.6	0.2	0.4	0.0	0.0	0.2	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	51.5
HCM 2010 LOS	D

Notes

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1111	109	80	1716	77	124
Future Volume (veh/h)	1111	109	80	1716	77	124
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	1208	118	87	1865	84	135
Adj No. of Lanes	2	1	2	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2536	1281	232	2900	318	253
Arrive On Green	1.00	1.00	0.09	1.00	0.09	0.09
Sat Flow, veh/h	3632	1583	3442	3632	3442	1583
Grp Volume(v), veh/h	1208	118	87	1865	84	135
Grp Sat Flow(s),veh/h/ln	1770	1583	1721	1770	1721	1583
Q Serve(g_s), s	0.0	0.0	3.8	0.0	3.6	12.5
Cycle Q Clear(g_c), s	0.0	0.0	3.8	0.0	3.6	12.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2536	1281	232	2900	318	253
V/C Ratio(X)	0.48	0.09	0.38	0.64	0.26	0.53
Avail Cap(c_a), veh/h	2536	1281	308	2900	407	294
HCM Platoon Ratio	2.00	2.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.31	0.31	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	69.7	0.0	67.5	61.7
Incr Delay (d2), s/veh	0.6	0.1	0.3	0.3	0.4	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.8	0.1	1.7	5.6
LnGrp Delay(d),s/veh	0.6	0.1	70.0	0.3	68.0	63.5
LnGrp LOS	A	A	E	A	E	E
Approach Vol, veh/h	1326			1952	219	
Approach Delay, s/veh	0.5			3.4	65.2	
Approach LOS	A			A	E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	16.5	122.6				139.1		20.9
Change Period (Y+Rc), s	* 5.7	8.0				8.0		6.1
Max Green Setting (Gmax), s	* 14	107.0				127.0		18.9
Max Q Clear Time (g_c+I1), s	5.8	2.0				2.0		14.5
Green Ext Time (p_c), s	0.1	11.3				35.1		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	6.2
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	198	103	118	87	230	77	1004	185	514	1990	14
Future Volume (veh/h)	64	198	103	118	87	230	77	1004	185	514	1990	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	70	215	112	128	95	250	84	1091	201	559	2163	15
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	437	237	201	268	281	526	196	1880	585	625	2241	698
Arrive On Green	0.13	0.13	0.13	0.15	0.15	0.15	0.11	0.37	0.37	0.18	0.44	0.44
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	70	215	112	128	95	250	84	1091	201	559	2163	15
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	2.7	16.9	9.9	9.8	6.8	18.6	6.6	25.6	13.6	23.6	61.6	0.8
Cycle Q Clear(g_c), s	2.7	16.9	9.9	9.8	6.8	18.6	6.6	25.6	13.6	23.6	61.6	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	437	237	201	268	281	526	196	1880	585	625	2241	698
V/C Ratio(X)	0.16	0.91	0.56	0.48	0.34	0.47	0.43	0.58	0.34	0.89	0.97	0.02
Avail Cap(c_a), veh/h	437	237	201	632	664	852	203	1880	585	780	2246	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	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	57.9	64.1	61.0	57.8	56.5	39.4	61.7	37.6	33.8	59.5	40.5	23.5
Incr Delay (d2), s/veh	0.2	35.0	3.4	1.3	0.7	0.7	1.5	0.5	0.3	11.0	11.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	11.0	4.5	4.9	3.6	8.2	3.3	12.1	6.0	12.2	31.3	0.4
LnGrp Delay(d),s/veh	58.0	99.1	64.4	59.1	57.2	40.0	63.2	38.1	34.2	70.5	52.4	23.5
LnGrp LOS	E	F	E	E	E	D	E	D	C	E	D	C
Approach Vol, veh/h		397			473			1376			2737	
Approach Delay, s/veh		82.0			48.7			39.0			55.9	
Approach LOS		F			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	32.7	62.5		25.0	22.2	73.1		28.5
Change Period (Y+Rc), s	* 5.7	7.5		6.1	* 5.7	7.5		6.1
Max Green Setting (Gmax), s	* 34	49.0		18.9	* 17	65.7		53.0
Max Q Clear Time (g_c+I1), s	25.6	27.6		18.9	8.6	63.6		20.6
Green Ext Time (p_c), s	1.4	9.0		0.0	0.1	2.0		1.8

Intersection Summary	
HCM 2010 Ctrl Delay	52.7
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	510	710	0	0	1684	75	0	0	0	110	0	1097
Future Volume (veh/h)	510	710	0	0	1684	75	0	0	0	110	0	1097
Number	5	2	12	1	6	16				7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	554	772	0	0	1830	82				120	0	1192
Adj No. of Lanes	2	3	0	1	2	1				2	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2				2	0	2
Cap, veh/h	633	4018	0	1	1955	875				395	0	832
Arrive On Green	0.18	0.79	0.00	0.00	0.55	0.55				0.11	0.00	0.11
Sat Flow, veh/h	3442	5253	0	1774	3539	1583				3442	0	2787
Grp Volume(v), veh/h	554	772	0	0	1830	82				120	0	1192
Grp Sat Flow(s),veh/h/ln	1721	1695	0	1774	1770	1583				1721	0	1393
Q Serve(g_s), s	22.4	5.4	0.0	0.0	68.5	3.5				4.6	0.0	16.4
Cycle Q Clear(g_c), s	22.4	5.4	0.0	0.0	68.5	3.5				4.6	0.0	16.4
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	633	4018	0	1	1955	875				395	0	832
V/C Ratio(X)	0.87	0.19	0.00	0.00	0.94	0.09				0.30	0.00	1.43
Avail Cap(c_a), veh/h	996	4136	0	99	2002	896				395	0	832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	56.7	3.7	0.0	0.0	29.7	15.1				58.1	0.0	50.1
Incr Delay (d2), s/veh	5.5	0.0	0.0	0.0	8.9	0.0				0.4	0.0	201.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	2.5	0.0	0.0	35.7	0.0				2.2	0.0	23.3
LnGrp Delay(d),s/veh	62.3	3.7	0.0	0.0	38.6	15.2				58.5	0.0	251.6
LnGrp LOS	E	A			D	B				E		F
Approach Vol, veh/h		1326			1912						1312	
Approach Delay, s/veh		28.2			37.6						233.9	
Approach LOS		C			D						F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	0.0	120.5		22.5	34.0	86.5		
Change Period (Y+Rc), s	* 5.7	7.5		6.1	* 7.7	7.5		
Max Green Setting (Gmax), s	* 8	116.3		16.4	* 41	80.9		
Max Q Clear Time (g_c+I1), s	0.0	7.4		18.4	24.4	70.5		
Green Ext Time (p_c), s	0.0	6.6		0.0	1.9	8.5		

Intersection Summary	
HCM 2010 Ctrl Delay	91.5
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	600	1973	0	0	1363	246	0	0	0	250	0	362
Future Volume (veh/h)	600	1973	0	0	1363	246	0	0	0	250	0	362
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1900	1863	0	1863
Adj Flow Rate, veh/h	652	2145	0	0	1482	267	0	0	0	272	0	393
Adj No. of Lanes	2	2	0	0	2	1	0	1	0	1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	0	2
Cap, veh/h	522	3382	0	0	2733	1223	0	1	0	0	0	0
Arrive On Green	0.15	0.96	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3442	3632	0	0	3632	1583	0	1863	0		0	
Grp Volume(v), veh/h	652	2145	0	0	1482	267	0	0	0		0.0	
Grp Sat Flow(s),veh/h/ln	1721	1770	0	0	1770	1583	0	1863	0			
Q Serve(g_s), s	27.3	12.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Cycle Q Clear(g_c), s	27.3	12.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00			
Lane Grp Cap(c), veh/h	522	3382	0	0	2733	1223	0	1	0			
V/C Ratio(X)	1.25	0.63	0.00	0.00	0.54	0.22	0.00	0.00	0.00			
Avail Cap(c_a), veh/h	522	3382	0	0	2733	1223	0	455	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.35	0.35	0.00	0.00	0.48	0.48	0.00	0.00	0.00			
Uniform Delay (d), s/veh	76.3	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Incr Delay (d2), s/veh	117.9	0.3	0.0	0.0	0.4	0.2	0.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	21.5	5.5	0.0	0.0	0.1	0.1	0.0	0.0	0.0			
LnGrp Delay(d),s/veh	194.2	0.8	0.0	0.0	0.4	0.2	0.0	0.0	0.0			
LnGrp LOS	F	A			A	A						
Approach Vol, veh/h		2797			1749			0				
Approach Delay, s/veh		45.9			0.3			0.0				
Approach LOS		D			A							

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		180.0			33.0	147.0		0.0
Change Period (Y+Rc), s		8.0			* 5.7	8.0		6.1
Max Green Setting (Gmax), s		92.9			* 27	59.9		44.0
Max Q Clear Time (g_c+I1), s		14.3			29.3	2.0		0.0
Green Ext Time (p_c), s		35.0			0.0	20.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	28.4
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	1694	144	141	1245	75	81	161	172	39	79	39
Future Volume (veh/h)	53	1694	144	141	1245	75	81	161	172	39	79	39
Number	5	2	12	1	6	16	3	8	18	7	4	14
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		0.99	1.00		0.99	1.00		0.97
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	58	1841	157	153	1353	82	88	175	187	42	86	42
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	112	1966	991	148	2038	993	246	291	244	201	267	319
Arrive On Green	0.06	0.56	0.56	0.17	1.00	1.00	0.07	0.16	0.16	0.06	0.14	0.14
Sat Flow, veh/h	1774	3539	1582	1774	3539	1563	3442	1863	1562	3442	1863	1533
Grp Volume(v), veh/h	58	1841	157	153	1353	82	88	175	187	42	86	42
Grp Sat Flow(s),veh/h/ln	1774	1770	1582	1774	1770	1563	1721	1863	1562	1721	1863	1533
Q Serve(g_s), s	5.7	86.7	7.4	15.0	0.0	0.0	4.4	15.8	20.7	2.1	7.5	4.0
Cycle Q Clear(g_c), s	5.7	86.7	7.4	15.0	0.0	0.0	4.4	15.8	20.7	2.1	7.5	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	112	1966	991	148	2038	993	246	291	244	201	267	319
V/C Ratio(X)	0.52	0.94	0.16	1.03	0.66	0.08	0.36	0.60	0.77	0.21	0.32	0.13
Avail Cap(c_a), veh/h	118	1966	991	148	2038	993	249	455	382	229	445	466
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.7	37.1	13.9	75.0	0.0	0.0	79.7	70.8	72.8	80.8	69.3	58.3
Incr Delay (d2), s/veh	0.3	1.2	0.0	78.9	1.5	0.1	0.9	2.0	5.0	0.5	0.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	42.5	3.2	10.5	0.4	0.0	2.1	8.3	9.3	1.0	3.9	1.7
LnGrp Delay(d),s/veh	82.0	38.2	13.9	154.2	1.5	0.1	80.5	72.8	77.8	81.3	70.0	58.5
LnGrp LOS	F	D	B	F	A	A	F	E	E	F	E	E
Approach Vol, veh/h		2056			1588			450			170	
Approach Delay, s/veh		37.6			16.2			76.4			69.9	
Approach LOS		D			B			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.7	108.0	18.5	32.8	17.0	111.6	16.2	35.1
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	7.0	* 5.7	8.0	* 5.7	7.0
Max Green Setting (Gmax), s	* 15	82.6	* 13	43.0	* 12	85.6	* 12	44.0
Max Q Clear Time (g_c+I1), s	17.0	88.7	6.4	9.5	7.7	2.0	4.1	22.7
Green Ext Time (p_c), s	0.0	0.0	0.1	0.6	0.0	17.0	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	35.0
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	699	1374	74	302	971	664	68	1066	367	536	968	419
Future Volume (veh/h)	699	1374	74	302	971	664	68	1066	367	536	968	419
Number	5	2	12	1	6	16	3	8	18	7	4	14
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		0.99	1.00		0.98
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	760	1493	80	328	1055	722	74	1159	399	583	1052	455
Adj No. of Lanes	2	3	1	2	3	1	2	2	0	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	598	1497	569	273	1017	539	224	881	296	484	1471	920
Arrive On Green	0.35	0.59	0.59	0.08	0.20	0.20	0.07	0.34	0.34	0.14	0.42	0.42
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	2591	872	3442	3539	1550
Grp Volume(v), veh/h	760	1493	80	328	1055	722	74	783	775	583	1052	455
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1693	1721	1770	1550
Q Serve(g_s), s	31.3	52.6	3.8	14.3	36.0	36.0	3.7	61.2	61.2	25.3	44.5	30.7
Cycle Q Clear(g_c), s	31.3	52.6	3.8	14.3	36.0	36.0	3.7	61.2	61.2	25.3	44.5	30.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.51	1.00		1.00
Lane Grp Cap(c), veh/h	598	1497	569	273	1017	539	224	602	576	484	1471	920
V/C Ratio(X)	1.27	1.00	0.14	1.20	1.04	1.34	0.33	1.30	1.35	1.21	0.72	0.49
Avail Cap(c_a), veh/h	598	1497	569	273	1017	539	229	602	576	484	1471	920
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	0.58	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.7	36.9	22.2	82.8	72.0	59.3	80.4	59.4	59.4	77.3	43.7	21.5
Incr Delay (d2), s/veh	129.2	17.0	0.3	119.6	38.3	164.8	0.9	147.6	167.0	110.6	1.7	0.4
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	25.5	26.7	1.7	11.3	20.5	51.4	1.8	54.6	55.3	19.5	22.1	13.2
LnGrp Delay(d),s/veh	187.9	54.0	22.5	202.4	110.3	224.1	81.3	207.0	226.4	187.9	45.4	21.9
LnGrp LOS	F	D	C	F	F	F	F	F	F	F	D	C
Approach Vol, veh/h		2333			2105			1632			2090	
Approach Delay, s/veh		96.5			163.7			210.5			80.1	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	61.0	17.4	81.6	37.0	44.0	31.0	68.0
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	6.8	* 5.7	8.0	* 5.7	6.8
Max Green Setting (Gmax), s	* 14	53.0	* 12	74.5	* 31	36.0	* 25	61.2
Max Q Clear Time (g_c+I1), s	16.3	54.6	5.7	46.5	33.3	38.0	27.3	63.2
Green Ext Time (p_c), s	0.0	0.0	0.1	11.3	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	132.4
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	1926	133	124	1235	105	87	131	133	108	70	19
Future Volume (veh/h)	39	1926	133	124	1235	105	87	131	133	108	70	19
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	42	2093	145	135	1342	114	95	142	145	117	76	21
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	2	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	2176	973	229	2045	915	246	534	166	248	373	294
Arrive On Green	0.09	0.61	0.61	0.07	0.58	0.58	0.07	0.10	0.10	0.07	0.11	0.11
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	5085	1583	3442	3539	2787
Grp Volume(v), veh/h	42	2093	145	135	1342	114	95	142	145	117	76	21
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1695	1583	1721	1770	1393
Q Serve(g_s), s	2.0	100.3	7.0	6.9	46.4	3.8	4.7	4.6	16.2	5.9	3.5	1.0
Cycle Q Clear(g_c), s	2.0	100.3	7.0	6.9	46.4	3.8	4.7	4.6	16.2	5.9	3.5	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	313	2176	973	229	2045	915	246	534	166	248	373	294
V/C Ratio(X)	0.13	0.96	0.15	0.59	0.66	0.12	0.39	0.27	0.87	0.47	0.20	0.07
Avail Cap(c_a), veh/h	313	2176	973	229	2045	915	254	675	210	254	470	370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.48	0.48	0.48	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.3	32.7	14.7	81.6	25.8	7.3	79.8	74.2	79.4	80.2	73.6	47.7
Incr Delay (d2), s/veh	0.2	12.2	0.3	1.9	0.8	0.1	1.0	0.3	26.2	1.4	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	52.5	3.1	3.3	22.8	1.7	2.3	2.2	8.3	2.8	1.7	0.4
LnGrp Delay(d),s/veh	75.5	44.9	15.0	83.5	26.7	7.4	80.8	74.4	105.6	81.6	73.9	47.8
LnGrp LOS	E	D	B	F	C	A	F	E	F	F	E	D
Approach Vol, veh/h		2280			1591			382			214	
Approach Delay, s/veh		43.5			30.1			87.8			75.6	
Approach LOS		D			C			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	118.7	18.6	25.1	24.4	112.0	18.7	25.0
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	6.1	8.0	* 8	* 5.7	6.1
Max Green Setting (Gmax), s	* 12	105.3	* 13	23.9	13.3	* 1E2	* 13	23.9
Max Q Clear Time (g_c+I1), s	8.9	102.3	6.7	5.5	4.0	48.4	7.9	18.2
Green Ext Time (p_c), s	0.1	2.7	0.1	0.4	0.0	16.1	0.1	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	44.1
HCM 2010 LOS	D

Notes

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1644	259	162	1247	153	287
Future Volume (veh/h)	1644	259	162	1247	153	287
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	1787	282	176	1355	166	312
Adj No. of Lanes	2	1	2	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2588	1308	219	2926	327	251
Arrive On Green	1.00	1.00	0.13	1.00	0.10	0.10
Sat Flow, veh/h	3632	1583	3442	3632	3442	1583
Grp Volume(v), veh/h	1787	282	176	1355	166	312
Grp Sat Flow(s),veh/h/ln	1770	1583	1721	1770	1721	1583
Q Serve(g_s), s	0.0	0.0	8.9	0.0	8.3	17.1
Cycle Q Clear(g_c), s	0.0	0.0	8.9	0.0	8.3	17.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2588	1308	219	2926	327	251
V/C Ratio(X)	0.69	0.22	0.80	0.46	0.51	1.24
Avail Cap(c_a), veh/h	2588	1308	598	2926	327	251
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.24	0.24	0.42	0.42	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	77.4	0.0	77.4	75.7
Incr Delay (d2), s/veh	0.4	0.1	2.9	0.2	1.3	137.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	4.3	0.1	4.0	22.1
LnGrp Delay(d),s/veh	0.4	0.1	80.4	0.2	78.7	213.3
LnGrp LOS	A	A	F	A	E	F
Approach Vol, veh/h	2069			1531	478	
Approach Delay, s/veh	0.3			9.4	166.6	
Approach LOS	A			A	F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	17.2	139.6				156.8		23.2
Change Period (Y+Rc), s	* 5.7	8.0				8.0		6.1
Max Green Setting (Gmax), s	* 31	111.8				148.8		17.1
Max Q Clear Time (g_c+I1), s	10.9	2.0				2.0		19.1
Green Ext Time (p_c), s	0.5	27.7				16.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.2
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	61	94	126	99	297	145	2347	113	205	1210	61
Future Volume (veh/h)	111	61	94	126	99	297	145	2347	113	205	1210	61
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	121	66	102	137	108	323	158	2551	123	223	1315	66
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	155	132	200	210	303	180	2921	909	270	2805	873
Arrive On Green	0.08	0.08	0.08	0.11	0.11	0.11	0.10	0.57	0.57	0.08	0.55	0.55
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	121	66	102	137	108	323	158	2551	123	223	1315	66
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	5.6	5.7	10.6	12.5	9.2	18.9	14.8	72.0	6.0	10.7	26.3	3.3
Cycle Q Clear(g_c), s	5.6	5.7	10.6	12.5	9.2	18.9	14.8	72.0	6.0	10.7	26.3	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	287	155	132	200	210	303	180	2921	909	270	2805	873
V/C Ratio(X)	0.42	0.43	0.77	0.69	0.52	1.07	0.88	0.87	0.14	0.83	0.47	0.08
Avail Cap(c_a), veh/h	295	160	136	200	210	303	277	3028	943	437	2880	897
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	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	73.1	73.1	75.4	71.7	70.2	67.9	74.4	30.5	16.5	76.2	22.8	17.6
Incr Delay (d2), s/veh	1.0	1.8	23.1	9.4	2.2	70.8	17.9	3.0	0.1	6.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	3.0	5.5	6.6	4.9	20.0	8.1	34.4	2.6	5.4	12.3	1.4
LnGrp Delay(d),s/veh	74.1	75.0	98.5	81.1	72.4	138.7	92.4	33.6	16.6	83.0	22.9	17.7
LnGrp LOS	E	E	F	F	E	F	F	C	B	F	C	B
Approach Vol, veh/h		289			568			2832			1604	
Approach Delay, s/veh		82.9			112.2			36.1			31.0	
Approach LOS		F			F			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	18.9	103.9		20.1	22.7	100.1		25.0
Change Period (Y+Rc), s	* 5.7	7.5		6.1	* 5.7	7.5		6.1
Max Green Setting (Gmax), s	* 21	100.0		14.4	* 26	95.1		18.9
Max Q Clear Time (g_c+I1), s	12.7	74.0		12.6	16.8	28.3		20.9
Green Ext Time (p_c), s	0.5	22.5		0.2	0.3	14.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	45.3
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1227	1328	0	0	996	134	0	0	0	148	0	527
Future Volume (veh/h)	1227	1328	0	0	996	134	0	0	0	148	0	527
Number	5	2	12	1	6	16				7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	1334	1443	0	0	1083	146				161	0	573
Adj No. of Lanes	2	3	0	1	2	1				2	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2				2	0	2
Cap, veh/h	1436	4130	0	1	1226	549				354	0	1449
Arrive On Green	0.42	0.81	0.00	0.00	0.35	0.35				0.10	0.00	0.10
Sat Flow, veh/h	3442	5253	0	1774	3539	1583				3442	0	2787
Grp Volume(v), veh/h	1334	1443	0	0	1083	146				161	0	573
Grp Sat Flow(s),veh/h/ln	1721	1695	0	1774	1770	1583				1721	0	1393
Q Serve(g_s), s	58.9	11.9	0.0	0.0	46.0	10.6				7.0	0.0	16.4
Cycle Q Clear(g_c), s	58.9	11.9	0.0	0.0	46.0	10.6				7.0	0.0	16.4
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	1436	4130	0	1	1226	549				354	0	1449
V/C Ratio(X)	0.93	0.35	0.00	0.00	0.88	0.27				0.46	0.00	0.40
Avail Cap(c_a), veh/h	1710	4342	0	89	1397	625				354	0	1449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	44.2	3.9	0.0	0.0	49.1	37.6				67.4	0.0	23.1
Incr Delay (d2), s/veh	8.5	0.1	0.0	0.0	6.4	0.3				0.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.7	5.5	0.0	0.0	23.5	10.7				3.4	0.0	18.8
LnGrp Delay(d),s/veh	52.7	4.0	0.0	0.0	55.5	37.8				68.3	0.0	23.3
LnGrp LOS	D	A			E	D				E		C
Approach Vol, veh/h		2777			1229						734	
Approach Delay, s/veh		27.4			53.4						33.2	
Approach LOS		C			D						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	0.0	137.1		22.5	74.3	62.8		
Change Period (Y+Rc), s	* 5.7	7.5		6.1	* 7.7	7.5		
Max Green Setting (Gmax), s	* 8	136.3		16.4	* 79	63.0		
Max Q Clear Time (g_c+I1), s	0.0	13.9		18.4	60.9	48.0		
Green Ext Time (p_c), s	0.0	17.4		0.0	5.8	7.3		

Intersection Summary	
HCM 2010 Ctrl Delay	35.0
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	296	918	0	0	1764	209	0	0	0	278	0	606
Future Volume (veh/h)	296	918	0	0	1764	209	0	0	0	278	0	606
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1900	1863	0	1863
Adj Flow Rate, veh/h	322	998	0	0	1917	227	0	0	0	302	0	659
Adj No. of Lanes	2	2	0	0	2	1	0	1	0	1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	0	2
Cap, veh/h	286	3362	0	0	2942	1316	0	1	0	0	0	0
Arrive On Green	0.08	0.95	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3442	3632	0	0	3632	1583	0	1863	0		0	
Grp Volume(v), veh/h	322	998	0	0	1917	227	0	0	0		0.0	
Grp Sat Flow(s),veh/h/ln	1721	1770	0	0	1770	1583	0	1863	0			
Q Serve(g_s), s	13.3	3.1	0.0	0.0	76.6	17.5	0.0	0.0	0.0			
Cycle Q Clear(g_c), s	13.3	3.1	0.0	0.0	76.6	17.5	0.0	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00			
Lane Grp Cap(c), veh/h	286	3362	0	0	2942	1316	0	1	0			
V/C Ratio(X)	1.13	0.30	0.00	0.00	0.65	0.17	0.00	0.00	0.00			
Avail Cap(c_a), veh/h	286	3362	0	0	2942	1316	0	512	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.87	0.87	0.00	0.00	0.09	0.09	0.00	0.00	0.00			
Uniform Delay (d), s/veh	73.3	0.3	0.0	0.0	37.6	16.1	0.0	0.0	0.0			
Incr Delay (d2), s/veh	87.9	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.8	1.5	0.0	0.0	37.6	7.7	0.0	0.0	0.0			
LnGrp Delay(d),s/veh	161.2	0.5	0.0	0.0	37.7	16.2	0.0	0.0	0.0			
LnGrp LOS	F	A			D	B						
Approach Vol, veh/h		1320			2144			0				
Approach Delay, s/veh		39.7			35.4			0.0				
Approach LOS		D			D							

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		160.0			19.0	141.0		0.0
Change Period (Y+Rc), s		8.0			* 5.7	8.0		6.1
Max Green Setting (Gmax), s		73.9			* 13	54.9		44.0
Max Q Clear Time (g_c+I1), s		5.1			15.3	78.6		0.0
Green Ext Time (p_c), s		7.8			0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	37.0
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	939	73	68	1573	70	71	89	122	85	142	73
Future Volume (veh/h)	52	939	73	68	1573	70	71	89	122	85	142	73
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	57	1021	79	74	1710	76	77	97	133	92	154	79
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	122	2029	1031	128	2041	1030	271	215	183	254	206	283
Arrive On Green	0.07	0.57	0.57	0.14	1.00	1.00	0.08	0.12	0.12	0.07	0.11	0.11
Sat Flow, veh/h	1774	3539	1582	1774	3539	1583	3442	1863	1583	3442	1863	1570
Grp Volume(v), veh/h	57	1021	79	74	1710	76	77	97	133	92	154	79
Grp Sat Flow(s),veh/h/ln	1774	1770	1582	1774	1770	1583	1721	1863	1583	1721	1863	1570
Q Serve(g_s), s	4.9	27.7	2.9	6.2	0.0	0.0	3.4	7.8	13.0	4.1	12.8	7.0
Cycle Q Clear(g_c), s	4.9	27.7	2.9	6.2	0.0	0.0	3.4	7.8	13.0	4.1	12.8	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	122	2029	1031	128	2041	1030	271	215	183	254	206	283
V/C Ratio(X)	0.47	0.50	0.08	0.58	0.84	0.07	0.28	0.45	0.73	0.36	0.75	0.28
Avail Cap(c_a), veh/h	133	2029	1031	146	2041	1030	280	512	435	258	501	531
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.6	20.5	10.2	66.2	0.0	0.0	69.5	66.0	68.3	70.5	69.0	56.7
Incr Delay (d2), s/veh	2.0	0.6	0.1	3.1	3.2	0.1	0.6	1.5	5.4	0.9	5.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	13.7	1.3	3.2	0.9	0.0	1.6	4.1	5.9	2.0	6.9	3.1
LnGrp Delay(d),s/veh	73.6	21.1	10.3	69.3	3.2	0.1	70.0	67.5	73.7	71.4	74.3	57.2
LnGrp LOS	E	C	B	E	A	A	E	E	E	E	E	E
Approach Vol, veh/h		1157			1860			307			325	
Approach Delay, s/veh		22.9			5.7			70.8			69.3	
Approach LOS		C			A			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	99.7	18.3	24.7	16.7	100.3	17.5	25.5
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	7.0	* 5.7	8.0	* 5.7	7.0
Max Green Setting (Gmax), s	* 13	64.4	* 13	43.0	* 12	65.6	* 12	44.0
Max Q Clear Time (g_c+I1), s	8.2	29.7	5.4	14.8	6.9	2.0	6.1	15.0
Green Ext Time (p_c), s	0.1	7.9	0.1	1.1	0.0	25.5	0.1	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	22.3
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	470	695	41	546	1302	558	57	525	197	665	885	369
Future Volume (veh/h)	470	695	41	546	1302	558	57	525	197	665	885	369
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	511	755	45	593	1415	607	62	571	214	723	962	401
Adj No. of Lanes	2	3	1	2	3	1	2	2	0	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	469	1157	466	631	1396	719	242	618	231	617	1257	777
Arrive On Green	0.14	0.23	0.23	0.18	0.27	0.27	0.07	0.25	0.25	0.18	0.36	0.36
Sat Flow, veh/h	3442	5085	1561	3442	5085	1583	3442	2511	939	3442	3539	1579
Grp Volume(v), veh/h	511	755	45	593	1415	607	62	402	383	723	962	401
Grp Sat Flow(s),veh/h/ln	1721	1695	1561	1721	1695	1583	1721	1770	1680	1721	1770	1579
Q Serve(g_s), s	21.8	21.6	3.3	27.2	43.9	43.9	2.7	35.5	35.6	28.7	38.5	27.7
Cycle Q Clear(g_c), s	21.8	21.6	3.3	27.2	43.9	43.9	2.7	35.5	35.6	28.7	38.5	27.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	469	1157	466	631	1396	719	242	435	413	617	1257	777
V/C Ratio(X)	1.09	0.65	0.10	0.94	1.01	0.84	0.26	0.92	0.93	1.17	0.77	0.52
Avail Cap(c_a), veh/h	469	1157	466	639	1396	719	258	453	431	617	1276	785
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)	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.1	56.1	40.6	64.5	58.0	38.7	70.4	58.8	58.9	65.7	45.7	27.7
Incr Delay (d2), s/veh	65.7	2.5	0.4	21.8	27.4	11.7	0.6	24.1	25.6	93.5	2.8	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.6	10.4	1.5	14.8	24.1	26.0	1.3	20.2	19.5	21.6	19.3	12.2
LnGrp Delay(d),s/veh	134.8	58.6	41.0	86.3	85.5	50.3	71.0	82.9	84.5	159.1	48.5	28.3
LnGrp LOS	F	E	D	F	F	D	E	F	F	F	D	C
Approach Vol, veh/h		1311			2615			847			2086	
Approach Delay, s/veh		87.7			77.5			82.8			82.9	
Approach LOS		F			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	35.0	44.4	16.9	63.6	27.5	51.9	34.4	46.2
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	6.8	* 5.7	8.0	* 5.7	6.8
Max Green Setting (Gmax), s	* 30	34.4	* 12	57.7	* 22	42.3	* 29	41.0
Max Q Clear Time (g_c+I1), s	29.2	23.6	4.7	40.5	23.8	45.9	30.7	37.6
Green Ext Time (p_c), s	0.1	3.5	0.1	8.0	0.0	0.0	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	81.7
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	969	65	187	1983	54	164	82	89	115	101	18
Future Volume (veh/h)	28	969	65	187	1983	54	164	82	89	115	101	18
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	30	1053	71	203	2155	59	178	89	97	125	110	20
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	2	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	303	2135	955	258	2037	911	280	415	129	279	288	226
Arrive On Green	0.09	0.60	0.60	0.07	0.58	0.58	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	5085	1583	3442	3539	2787
Grp Volume(v), veh/h	30	1053	71	203	2155	59	178	89	97	125	110	20
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1695	1583	1721	1770	1393
Q Serve(g_s), s	1.3	26.9	3.0	9.3	92.1	1.6	8.0	2.6	9.6	5.5	4.7	0.9
Cycle Q Clear(g_c), s	1.3	26.9	3.0	9.3	92.1	1.6	8.0	2.6	9.6	5.5	4.7	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	303	2135	955	258	2037	911	280	415	129	279	288	226
V/C Ratio(X)	0.10	0.49	0.07	0.79	1.06	0.06	0.64	0.21	0.75	0.45	0.38	0.09
Avail Cap(c_a), veh/h	303	2135	955	314	2037	911	280	521	162	280	363	286
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.34	0.34	0.34	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.1	17.9	13.2	72.7	34.0	5.5	71.2	68.7	71.9	70.1	69.7	44.4
Incr Delay (d2), s/veh	0.1	0.8	0.2	3.8	30.7	0.0	4.7	0.3	13.8	1.1	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	13.3	1.3	4.6	53.4	0.7	4.0	1.2	4.7	2.7	2.3	0.3
LnGrp Delay(d),s/veh	67.2	18.8	13.3	76.5	64.6	5.6	75.9	68.9	85.7	71.3	70.5	44.6
LnGrp LOS	E	B	B	E	F	A	E	E	F	E	E	D
Approach Vol, veh/h		1154			2417			364			255	
Approach Delay, s/veh		19.7			64.2			76.8			68.8	
Approach LOS		B			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	104.5	18.7	19.1	22.1	100.1	18.6	19.1
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	6.1	8.0	* 8	* 5.7	6.1
Max Green Setting (Gmax), s	* 15	90.5	* 13	16.4	13.0	* 92	* 13	16.4
Max Q Clear Time (g_c+I1), s	11.3	28.9	10.0	6.7	3.3	94.1	7.5	11.6
Green Ext Time (p_c), s	0.2	8.8	0.2	0.4	0.0	0.0	0.1	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	53.3
HCM 2010 LOS	D

Notes

Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Traffic Volume (veh/h)	1131	109	80	1764	77	124		
Future Volume (veh/h)	1131	109	80	1764	77	124		
Number	2	12	1	6	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	1229	118	87	1917	84	135		
Adj No. of Lanes	2	1	2	2	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	2536	1281	232	2900	318	253		
Arrive On Green	1.00	1.00	0.09	1.00	0.09	0.09		
Sat Flow, veh/h	3632	1583	3442	3632	3442	1583		
Grp Volume(v), veh/h	1229	118	87	1917	84	135		
Grp Sat Flow(s),veh/h/ln	1770	1583	1721	1770	1721	1583		
Q Serve(g_s), s	0.0	0.0	3.8	0.0	3.6	12.5		
Cycle Q Clear(g_c), s	0.0	0.0	3.8	0.0	3.6	12.5		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	2536	1281	232	2900	318	253		
V/C Ratio(X)	0.48	0.09	0.38	0.66	0.26	0.53		
Avail Cap(c_a), veh/h	2536	1281	308	2900	407	294		
HCM Platoon Ratio	2.00	2.00	1.33	1.33	1.00	1.00		
Upstream Filter(I)	0.85	0.85	0.31	0.31	1.00	1.00		
Uniform Delay (d), s/veh	0.0	0.0	69.7	0.0	67.5	61.7		
Incr Delay (d2), s/veh	0.6	0.1	0.3	0.4	0.4	1.7		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.8	0.1	1.7	5.6		
LnGrp Delay(d),s/veh	0.6	0.1	70.0	0.4	68.0	63.5		
LnGrp LOS	A	A	E	A	E	E		
Approach Vol, veh/h	1347			2004	219			
Approach Delay, s/veh	0.5			3.4	65.2			
Approach LOS	A			A	E			

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	16.5	122.6				139.1		20.9
Change Period (Y+Rc), s	* 5.7	8.0				8.0		6.1
Max Green Setting (Gmax), s	* 14	107.0				127.0		18.9
Max Q Clear Time (g_c+I1), s	5.8	2.0				2.0		14.5
Green Ext Time (p_c), s	0.1	11.7				37.8		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	6.1
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	198	103	121	87	230	77	1048	193	514	2008	14
Future Volume (veh/h)	64	198	103	121	87	230	77	1048	193	514	2008	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	70	215	112	132	95	250	84	1139	210	559	2183	15
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	437	236	201	268	281	526	196	1881	586	625	2242	698
Arrive On Green	0.13	0.13	0.13	0.15	0.15	0.15	0.11	0.37	0.37	0.18	0.44	0.44
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	70	215	112	132	95	250	84	1139	210	559	2183	15
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	2.7	17.0	9.9	10.2	6.8	18.6	6.6	27.1	14.3	23.6	62.6	0.8
Cycle Q Clear(g_c), s	2.7	17.0	9.9	10.2	6.8	18.6	6.6	27.1	14.3	23.6	62.6	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	437	236	201	268	281	526	196	1881	586	625	2242	698
V/C Ratio(X)	0.16	0.91	0.56	0.49	0.34	0.47	0.43	0.61	0.36	0.89	0.97	0.02
Avail Cap(c_a), veh/h	437	236	201	632	663	851	203	1881	586	779	2244	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	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	57.9	64.1	61.1	58.0	56.6	39.4	61.8	38.1	34.1	59.5	40.8	23.5
Incr Delay (d2), s/veh	0.2	35.1	3.4	1.4	0.7	0.7	1.5	0.6	0.4	11.0	13.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	11.0	4.5	5.1	3.6	8.2	3.3	12.8	6.4	12.2	32.1	0.4
LnGrp Delay(d),s/veh	58.1	99.3	64.4	59.4	57.3	40.1	63.3	38.6	34.4	70.5	54.1	23.5
LnGrp LOS	E	F	E	E	E	D	E	D	C	E	D	C
Approach Vol, veh/h		397			477			1433			2757	
Approach Delay, s/veh		82.2			48.8			39.5			57.3	
Approach LOS		F			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	32.7	62.6		25.0	22.2	73.1		28.6
Change Period (Y+Rc), s	* 5.7	7.5		6.1	* 5.7	7.5		6.1
Max Green Setting (Gmax), s	* 34	49.0		18.9	* 17	65.7		53.0
Max Q Clear Time (g_c+I1), s	25.6	29.1		19.0	8.6	64.6		20.6
Green Ext Time (p_c), s	1.4	9.1		0.0	0.1	1.0		1.8

Intersection Summary	
HCM 2010 Ctrl Delay	53.4
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	526	738	0	0	1696	75	0	0	0	110	0	1104
Future Volume (veh/h)	526	738	0	0	1696	75	0	0	0	110	0	1104
Number	5	2	12	1	6	16				7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	572	802	0	0	1843	82				120	0	1200
Adj No. of Lanes	2	3	0	1	2	1				2	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2				2	0	2
Cap, veh/h	651	4030	0	1	1948	871				390	0	843
Arrive On Green	0.19	0.79	0.00	0.00	0.55	0.55				0.11	0.00	0.11
Sat Flow, veh/h	3442	5253	0	1774	3539	1583				3442	0	2787
Grp Volume(v), veh/h	572	802	0	0	1843	82				120	0	1200
Grp Sat Flow(s),veh/h/ln	1721	1695	0	1774	1770	1583				1721	0	1393
Q Serve(g_s), s	23.4	5.6	0.0	0.0	70.7	3.6				4.6	0.0	16.4
Cycle Q Clear(g_c), s	23.4	5.6	0.0	0.0	70.7	3.6				4.6	0.0	16.4
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	651	4030	0	1	1948	871				390	0	843
V/C Ratio(X)	0.88	0.20	0.00	0.00	0.95	0.09				0.31	0.00	1.42
Avail Cap(c_a), veh/h	985	4089	0	98	1980	886				390	0	843
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	57.0	3.7	0.0	0.0	30.5	15.4				58.9	0.0	50.4
Incr Delay (d2), s/veh	6.2	0.0	0.0	0.0	10.2	0.0				0.4	0.0	197.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	2.6	0.0	0.0	37.1	4.8				2.2	0.0	51.8
LnGrp Delay(d),s/veh	63.2	3.7	0.0	0.0	40.7	15.5				59.3	0.0	248.2
LnGrp LOS	E	A			D	B				E		F
Approach Vol, veh/h		1374			1925						1320	
Approach Delay, s/veh		28.5			39.6						231.0	
Approach LOS		C			D						F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	0.0	122.1		22.5	35.0	87.1		
Change Period (Y+Rc), s	* 5.7	7.5		6.1	* 7.7	7.5		
Max Green Setting (Gmax), s	* 8	116.3		16.4	* 41	80.9		
Max Q Clear Time (g_c+I1), s	0.0	7.6		18.4	25.4	72.7		
Green Ext Time (p_c), s	0.0	7.0		0.0	2.0	6.9		

Intersection Summary	
HCM 2010 Ctrl Delay	91.0
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	625	2008	0	0	1381	246	0	0	0	250	0	375
Future Volume (veh/h)	625	2008	0	0	1381	246	0	0	0	250	0	375
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1900	1863	0	1863
Adj Flow Rate, veh/h	679	2183	0	0	1501	267	0	0	0	272	0	408
Adj No. of Lanes	2	2	0	0	2	1	0	1	0	1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	0	2
Cap, veh/h	522	3382	0	0	2733	1223	0	1	0	0	0	0
Arrive On Green	0.15	0.96	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3442	3632	0	0	3632	1583	0	1863	0		0	
Grp Volume(v), veh/h	679	2183	0	0	1501	267	0	0	0		0.0	
Grp Sat Flow(s),veh/h/ln	1721	1770	0	0	1770	1583	0	1863	0			
Q Serve(g_s), s	27.3	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Cycle Q Clear(g_c), s	27.3	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00			
Lane Grp Cap(c), veh/h	522	3382	0	0	2733	1223	0	1	0			
V/C Ratio(X)	1.30	0.65	0.00	0.00	0.55	0.22	0.00	0.00	0.00			
Avail Cap(c_a), veh/h	522	3382	0	0	2733	1223	0	455	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	0.30	0.30	0.00	0.00	0.47	0.47	0.00	0.00	0.00			
Uniform Delay (d), s/veh	76.3	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Incr Delay (d2), s/veh	139.6	0.3	0.0	0.0	0.4	0.2	0.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	23.1	5.9	0.0	0.0	0.1	0.1	0.0	0.0	0.0			
LnGrp Delay(d),s/veh	216.0	0.7	0.0	0.0	0.4	0.2	0.0	0.0	0.0			
LnGrp LOS	F	A			A	A						
Approach Vol, veh/h		2862			1768			0				
Approach Delay, s/veh		51.8			0.3			0.0				
Approach LOS		D			A							

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		180.0			33.0	147.0		0.0
Change Period (Y+Rc), s		8.0			* 5.7	8.0		6.1
Max Green Setting (Gmax), s		92.9			* 27	59.9		44.0
Max Q Clear Time (g_c+I1), s		14.9			29.3	2.0		0.0
Green Ext Time (p_c), s		36.3			0.0	21.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	32.2
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	1745	144	141	1271	80	81	161	172	49	79	39
Future Volume (veh/h)	53	1745	144	141	1271	80	81	161	172	49	79	39
Number	5	2	12	1	6	16	3	8	18	7	4	14
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		0.99	1.00		0.99	1.00		0.97
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	58	1897	157	153	1382	87	88	175	187	53	86	42
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	112	1954	986	148	2026	993	246	291	244	213	273	325
Arrive On Green	0.06	0.55	0.55	0.17	1.00	1.00	0.07	0.16	0.16	0.06	0.15	0.15
Sat Flow, veh/h	1774	3539	1582	1774	3539	1563	3442	1863	1562	3442	1863	1533
Grp Volume(v), veh/h	58	1897	157	153	1382	87	88	175	187	53	86	42
Grp Sat Flow(s),veh/h/ln	1774	1770	1582	1774	1770	1563	1721	1863	1562	1721	1863	1533
Q Serve(g_s), s	5.7	93.1	7.5	15.0	0.0	0.0	4.4	15.8	20.7	2.6	7.4	4.0
Cycle Q Clear(g_c), s	5.7	93.1	7.5	15.0	0.0	0.0	4.4	15.8	20.7	2.6	7.4	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	112	1954	986	148	2026	993	246	291	244	213	273	325
V/C Ratio(X)	0.52	0.97	0.16	1.03	0.68	0.09	0.36	0.60	0.77	0.25	0.31	0.13
Avail Cap(c_a), veh/h	118	1954	986	148	2026	993	249	455	382	229	445	466
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.7	38.9	14.2	75.0	0.0	0.0	79.7	70.8	72.8	80.4	68.7	57.8
Incr Delay (d2), s/veh	0.3	2.4	0.0	78.6	1.6	0.2	0.9	2.0	5.0	0.6	0.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	46.0	3.3	10.5	0.5	0.0	2.1	8.3	9.3	1.3	3.9	1.7
LnGrp Delay(d),s/veh	82.0	41.3	14.2	154.0	1.6	0.2	80.5	72.8	77.8	81.0	69.4	58.0
LnGrp LOS	F	D	B	F	A	A	F	E	E	F	E	E
Approach Vol, veh/h		2112			1622			450			181	
Approach Delay, s/veh		40.4			15.9			76.4			70.1	
Approach LOS		D			B			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.7	107.4	18.5	33.4	17.0	111.0	16.9	35.1
Change Period (Y+Rc), s	5.7	8.0	* 5.7	7.0	* 5.7	8.0	* 5.7	7.0
Max Green Setting (Gmax), s	15.0	82.6	* 13	43.0	* 12	85.6	* 12	44.0
Max Q Clear Time (g_c+I1), s	17.0	95.1	6.4	9.4	7.7	2.0	4.6	22.7
Green Ext Time (p_c), s	0.0	0.0	0.1	0.6	0.0	17.7	0.1	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	36.2
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	760	1374	74	302	971	745	68	1162	367	577	1017	450
Future Volume (veh/h)	760	1374	74	302	971	745	68	1162	367	577	1017	450
Number	5	2	12	1	6	16	3	8	18	7	4	14
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		0.99	1.00		0.98
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	826	1493	80	328	1055	810	74	1263	399	627	1105	489
Adj No. of Lanes	2	3	1	2	3	1	2	2	0	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	598	1497	569	273	1017	539	224	904	277	484	1471	920
Arrive On Green	0.35	0.59	0.59	0.08	0.20	0.20	0.07	0.34	0.34	0.14	0.42	0.42
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	2658	816	3442	3539	1550
Grp Volume(v), veh/h	826	1493	80	328	1055	810	74	829	833	627	1105	489
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1704	1721	1770	1550
Q Serve(g_s), s	31.3	52.6	3.8	14.3	36.0	36.0	3.7	61.2	61.2	25.3	47.8	34.1
Cycle Q Clear(g_c), s	31.3	52.6	3.8	14.3	36.0	36.0	3.7	61.2	61.2	25.3	47.8	34.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.48	1.00		1.00
Lane Grp Cap(c), veh/h	598	1497	569	273	1017	539	224	602	579	484	1471	920
V/C Ratio(X)	1.38	1.00	0.14	1.20	1.04	1.50	0.33	1.38	1.44	1.30	0.75	0.53
Avail Cap(c_a), veh/h	598	1497	569	273	1017	539	229	602	579	484	1471	920
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.54	0.54	0.54	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.7	36.9	22.2	82.8	72.0	59.3	80.4	59.4	59.4	77.3	44.7	22.2
Incr Delay (d2), s/veh	176.8	16.5	0.3	119.6	38.3	235.6	0.9	180.0	207.0	147.9	2.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.5	26.6	1.7	11.3	20.5	62.0	1.8	60.0	62.1	22.0	23.8	14.7
LnGrp Delay(d),s/veh	235.5	53.4	22.5	202.4	110.3	294.9	81.3	239.4	266.4	225.3	46.9	22.8
LnGrp LOS	F	D	C	F	F	F	F	F	F	F	D	C
Approach Vol, veh/h		2399			2193			1736			2221	
Approach Delay, s/veh		115.1			192.3			245.6			91.9	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	61.0	17.4	81.6	37.0	44.0	31.0	68.0
Change Period (Y+Rc), s	5.7	8.0	* 5.7	6.8	* 5.7	8.0	* 5.7	6.8
Max Green Setting (Gmax), s	14.3	53.0	* 12	74.5	* 31	36.0	* 25	61.2
Max Q Clear Time (g_c+I1), s	16.3	54.6	5.7	49.8	33.3	38.0	27.3	63.2
Green Ext Time (p_c), s	0.0	0.0	0.1	11.5	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	155.4
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	1972	133	132	1258	105	87	131	148	108	70	19
Future Volume (veh/h)	39	1972	133	132	1258	105	87	131	148	108	70	19
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	42	2143	145	143	1367	114	95	142	161	117	76	21
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	2	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	281	2143	959	229	2045	915	246	581	181	248	406	319
Arrive On Green	0.08	0.61	0.61	0.07	0.58	0.58	0.07	0.11	0.11	0.07	0.11	0.11
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	5085	1583	3442	3539	2787
Grp Volume(v), veh/h	42	2143	145	143	1367	114	95	142	161	117	76	21
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1695	1583	1721	1770	1393
Q Serve(g_s), s	2.0	109.0	7.2	7.3	47.8	3.8	4.7	4.6	18.0	5.9	3.5	1.0
Cycle Q Clear(g_c), s	2.0	109.0	7.2	7.3	47.8	3.8	4.7	4.6	18.0	5.9	3.5	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	281	2143	959	229	2045	915	246	581	181	248	406	319
V/C Ratio(X)	0.15	1.00	0.15	0.62	0.67	0.12	0.39	0.24	0.89	0.47	0.19	0.07
Avail Cap(c_a), veh/h	281	2143	959	229	2045	915	254	675	210	254	470	370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.42	0.42	0.42	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.9	35.5	15.4	81.8	26.1	7.3	79.8	72.7	78.6	80.2	72.1	47.7
Incr Delay (d2), s/veh	0.2	19.4	0.3	2.2	0.7	0.1	1.0	0.2	31.3	1.4	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	58.8	3.2	3.5	23.6	1.7	2.3	2.2	9.5	2.8	1.7	0.4
LnGrp Delay(d),s/veh	77.1	54.9	15.8	84.0	26.9	7.4	80.8	72.9	110.0	81.6	72.3	47.8
LnGrp LOS	E	D	B	F	C	A	F	E	F	F	E	D
Approach Vol, veh/h		2330			1624			398			214	
Approach Delay, s/veh		52.9			30.5			89.8			75.0	
Approach LOS		D			C			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	117.0	18.6	26.7	22.7	112.0	18.7	26.7
Change Period (Y+Rc), s	5.7	8.0	* 5.7	6.1	8.0	* 8	* 5.7	6.1
Max Green Setting (Gmax)	12.3	105.3	* 13	23.9	13.3	* 1E2	* 13	23.9
Max Q Clear Time (g_c+I1), s	9.3	111.0	6.7	5.5	4.0	49.8	7.9	20.0
Green Ext Time (p_c), s	0.1	0.0	0.1	0.4	0.0	16.5	0.1	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	49.2
HCM 2010 LOS	D

Notes

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1705	259	162	1278	153	287
Future Volume (veh/h)	1705	259	162	1278	153	287
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	1853	282	176	1389	166	312
Adj No. of Lanes	2	1	2	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2588	1308	219	2926	327	251
Arrive On Green	0.97	0.97	0.13	1.00	0.10	0.10
Sat Flow, veh/h	3632	1583	3442	3632	3442	1583
Grp Volume(v), veh/h	1853	282	176	1389	166	312
Grp Sat Flow(s),veh/h/ln	1770	1583	1721	1770	1721	1583
Q Serve(g_s), s	8.5	0.7	8.9	0.0	8.3	17.1
Cycle Q Clear(g_c), s	8.5	0.7	8.9	0.0	8.3	17.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2588	1308	219	2926	327	251
V/C Ratio(X)	0.72	0.22	0.80	0.47	0.51	1.24
Avail Cap(c_a), veh/h	2588	1308	598	2926	327	251
HCM Platoon Ratio	1.33	1.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.18	0.18	0.42	0.42	1.00	1.00
Uniform Delay (d), s/veh	0.8	0.3	77.4	0.0	77.4	75.7
Incr Delay (d2), s/veh	0.3	0.1	2.9	0.2	1.3	137.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.5	4.3	0.1	4.0	22.1
LnGrp Delay(d),s/veh	1.1	0.4	80.3	0.2	78.7	213.3
LnGrp LOS	A	A	F	A	E	F
Approach Vol, veh/h	2135			1565	478	
Approach Delay, s/veh	1.0			9.2	166.6	
Approach LOS	A			A	F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	17.2	139.6				156.8		23.2
Change Period (Y+Rc), s	5.7	8.0				8.0		6.1
Max Green Setting (Gmax)	13.1	111.8				148.8		17.1
Max Q Clear Time (g_c+I1), s	10.5	10.5				2.0		19.1
Green Ext Time (p_c), s	0.5	29.9				17.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.0
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	61	94	136	99	297	145	2375	118	205	1266	61
Future Volume (veh/h)	111	61	94	136	99	297	145	2375	118	205	1266	61
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	121	66	102	148	108	323	158	2582	128	223	1376	66
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	282	153	130	207	217	308	179	2922	910	268	2804	873
Arrive On Green	0.08	0.08	0.08	0.12	0.12	0.12	0.10	0.57	0.57	0.08	0.55	0.55
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	121	66	102	148	108	323	158	2582	128	223	1376	66
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	5.7	5.8	10.8	13.7	9.3	19.9	15.0	74.9	6.4	10.9	28.4	3.3
Cycle Q Clear(g_c), s	5.7	5.8	10.8	13.7	9.3	19.9	15.0	74.9	6.4	10.9	28.4	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	282	153	130	207	217	308	179	2922	910	268	2804	873
V/C Ratio(X)	0.43	0.43	0.79	0.72	0.50	1.05	0.88	0.88	0.14	0.83	0.49	0.08
Avail Cap(c_a), veh/h	290	157	134	207	217	308	272	3010	937	389	2804	873
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	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	74.5	74.5	76.8	72.6	70.7	68.7	75.7	31.4	16.8	77.6	23.5	17.9
Incr Delay (d2), s/veh	1.0	1.9	25.3	11.1	1.8	64.7	18.8	3.4	0.1	9.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	3.1	5.6	7.4	4.9	20.0	8.3	35.8	2.8	5.6	13.3	1.5
LnGrp Delay(d),s/veh	75.5	76.5	102.1	83.8	72.4	133.4	94.5	34.8	16.9	87.3	23.7	18.0
LnGrp LOS	E	E	F	F	E	F	F	C	B	F	C	B
Approach Vol, veh/h		289			579			2868			1665	
Approach Delay, s/veh		85.1			109.4			37.3			32.0	
Approach LOS		F			F			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.0	105.6		20.1	22.9	101.6		26.0
Change Period (Y+Rc), s	5.7	7.5		6.1	* 5.7	7.5		6.1
Max Green Setting (Gmax), s	13.3	101.0		14.4	* 26	94.1		19.9
Max Q Clear Time (g_c+I1), s	12.9	76.9		12.8	17.0	30.4		21.9
Green Ext Time (p_c), s	0.4	21.2		0.2	0.3	15.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	45.9
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1237	1346	0	0	1031	134	0	0	0	148	0	547
Future Volume (veh/h)	1237	1346	0	0	1031	134	0	0	0	148	0	547
Number	5	2	12	1	6	16				7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	1345	1463	0	0	1121	146				161	0	595
Adj No. of Lanes	2	3	0	1	2	1				2	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2				2	0	2
Cap, veh/h	1441	4156	0	1	1245	557				344	0	1445
Arrive On Green	0.42	0.82	0.00	0.00	0.35	0.35				0.10	0.00	0.10
Sat Flow, veh/h	3442	5253	0	1774	3539	1583				3442	0	2787
Grp Volume(v), veh/h	1345	1463	0	0	1121	146				161	0	595
Grp Sat Flow(s),veh/h/ln	1721	1695	0	1774	1770	1583				1721	0	1393
Q Serve(g_s), s	61.2	12.1	0.0	0.0	49.3	10.8				7.3	0.0	16.4
Cycle Q Clear(g_c), s	61.2	12.1	0.0	0.0	49.3	10.8				7.3	0.0	16.4
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	1441	4156	0	1	1245	557				344	0	1445
V/C Ratio(X)	0.93	0.35	0.00	0.00	0.90	0.26				0.47	0.00	0.41
Avail Cap(c_a), veh/h	1662	4221	0	86	1358	607				344	0	1445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	45.6	3.8	0.0	0.0	50.5	38.0				69.8	0.0	24.2
Incr Delay (d2), s/veh	9.4	0.1	0.0	0.0	8.1	0.2				1.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	31.0	5.6	0.0	0.0	25.5	11.0				3.5	0.0	20.1
LnGrp Delay(d),s/veh	54.9	3.9	0.0	0.0	58.5	38.3				70.8	0.0	24.4
LnGrp LOS	D	A			E	D				E		C
Approach Vol, veh/h		2808			1267						756	
Approach Delay, s/veh		28.3			56.2						34.3	
Approach LOS		C			E						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	10.0	141.7		22.5	76.5	65.3		
Change Period (Y+Rc), s	5.7	7.5		6.1	* 7.7	7.5		
Max Green Setting (Gmax), s	4.3	136.3		16.4	* 79	63.0		
Max Q Clear Time (g_c+I1), s	10.6	14.1		18.4	63.2	51.3		
Green Ext Time (p_c), s	0.0	17.9		0.0	5.5	6.4		

Intersection Summary	
HCM 2010 Ctrl Delay	36.6
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	1075	0	0	1935	215	0	0	0	275	0	575
Future Volume (veh/h)	290	1075	0	0	1935	215	0	0	0	275	0	575
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1900	1863	0	1863
Adj Flow Rate, veh/h	315	1168	0	0	2103	234	0	0	0	299	0	625
Adj No. of Lanes	2	2	0	0	2	1	0	1	0	1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	0	2
Cap, veh/h	286	3362	0	0	2942	1316	0	1	0	0	0	0
Arrive On Green	0.08	0.95	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3442	3632	0	0	3632	1583	0	1863	0		0	
Grp Volume(v), veh/h	315	1168	0	0	2103	234	0	0	0		0.0	
Grp Sat Flow(s),veh/h/ln	1721	1770	0	0	1770	1583	0	1863	0			
Q Serve(g_s), s	13.3	3.9	0.0	0.0	85.8	18.0	0.0	0.0	0.0			
Cycle Q Clear(g_c), s	13.3	3.9	0.0	0.0	85.8	18.0	0.0	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00			
Lane Grp Cap(c), veh/h	286	3362	0	0	2942	1316	0	1	0			
V/C Ratio(X)	1.10	0.35	0.00	0.00	0.71	0.18	0.00	0.00	0.00			
Avail Cap(c_a), veh/h	286	3362	0	0	2942	1316	0	512	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.70	0.70	0.00	0.00	0.09	0.09	0.00	0.00	0.00			
Uniform Delay (d), s/veh	73.3	0.3	0.0	0.0	40.9	16.3	0.0	0.0	0.0			
Incr Delay (d2), s/veh	74.7	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.3	1.9	0.0	0.0	42.2	7.9	0.0	0.0	0.0			
LnGrp Delay(d),s/veh	148.0	0.5	0.0	0.0	41.1	16.4	0.0	0.0	0.0			
LnGrp LOS	F	A			D	B						
Approach Vol, veh/h		1483			2337			0				
Approach Delay, s/veh		31.8			38.6			0.0				
Approach LOS		C			D							

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		160.0			19.0	141.0		0.0
Change Period (Y+Rc), s		8.0			* 5.7	8.0		6.1
Max Green Setting (Gmax), s		74.9			* 13	55.9		44.0
Max Q Clear Time (g_c+I1), s		5.9			15.3	87.8		0.0
Green Ext Time (p_c), s		10.0			0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	36.0
HCM 2010 LOS	D

Notes

HCM 2010 Signalized Intersection Summary
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1025	80	75	1695	60	75	85	130	75	140	70
Future Volume (veh/h)	50	1025	80	75	1695	60	75	85	130	75	140	70
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	54	1114	87	82	1842	65	82	92	141	82	152	76
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	2028	1032	130	2046	1031	272	216	183	251	204	280
Arrive On Green	0.07	0.57	0.57	0.10	0.77	0.77	0.08	0.12	0.12	0.07	0.11	0.11
Sat Flow, veh/h	1774	3539	1582	1774	3539	1583	3442	1863	1583	3442	1863	1570
Grp Volume(v), veh/h	54	1114	87	82	1842	65	82	92	141	82	152	76
Grp Sat Flow(s),veh/h/ln	1774	1770	1582	1774	1770	1583	1721	1863	1583	1721	1863	1570
Q Serve(g_s), s	4.7	31.4	3.2	7.1	62.6	1.3	3.6	7.4	13.8	3.6	12.7	6.7
Cycle Q Clear(g_c), s	4.7	31.4	3.2	7.1	62.6	1.3	3.6	7.4	13.8	3.6	12.7	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	121	2028	1032	130	2046	1031	272	216	183	251	204	280
V/C Ratio(X)	0.45	0.55	0.08	0.63	0.90	0.06	0.30	0.43	0.77	0.33	0.74	0.27
Avail Cap(c_a), veh/h	133	2028	1032	165	2046	1031	280	512	435	258	501	530
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	0.68	0.68	0.68	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.6	21.3	10.2	70.2	15.0	5.5	69.5	65.8	68.7	70.4	69.0	56.8
Incr Delay (d2), s/veh	1.6	0.7	0.1	3.5	4.9	0.1	0.6	1.3	6.6	0.7	5.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	15.5	1.4	3.6	31.1	0.6	1.7	3.9	6.4	1.7	6.8	2.9
LnGrp Delay(d),s/veh	73.2	21.9	10.3	73.6	19.9	5.5	70.1	67.1	75.3	71.2	74.3	57.3
LnGrp LOS	E	C	B	E	B	A	E	E	E	E	E	E
Approach Vol, veh/h		1255			1989			315			310	
Approach Delay, s/veh		23.3			21.7			71.6			69.3	
Approach LOS		C			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	99.7	18.4	24.6	16.6	100.5	17.4	25.5
Change Period (Y+Rc), s	5.7	8.0	* 5.7	7.0	* 5.7	8.0	* 5.7	7.0
Max Green Setting (Gmax), s	11.3	62.7	* 13	43.0	* 12	65.6	* 12	44.0
Max Q Clear Time (g_c+I1), s	9.7	33.4	5.6	14.7	6.7	64.6	5.6	15.8
Green Ext Time (p_c), s	0.1	8.6	0.1	1.1	0.0	0.9	0.1	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	30.1
HCM 2010 LOS	C

Notes

HCM 2010 Signalized Intersection Summary
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	455	845	45	595	1470	550	60	490	215	610	775	330
Future Volume (veh/h)	455	845	45	595	1470	550	60	490	215	610	775	330
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	495	918	49	647	1598	598	65	533	234	663	842	359
Adj No. of Lanes	2	3	1	2	3	1	2	2	0	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	437	1186	476	671	1533	738	244	581	254	566	1193	733
Arrive On Green	0.17	0.31	0.31	0.20	0.30	0.30	0.07	0.24	0.24	0.16	0.34	0.34
Sat Flow, veh/h	3442	5085	1561	3442	5085	1583	3442	2386	1044	3442	3539	1579
Grp Volume(v), veh/h	495	918	49	647	1598	598	65	395	372	663	842	359
Grp Sat Flow(s),veh/h/ln	1721	1695	1561	1721	1695	1583	1721	1770	1660	1721	1770	1579
Q Serve(g_s), s	20.3	26.2	3.3	29.8	48.2	48.2	2.9	34.8	35.0	26.3	33.1	25.2
Cycle Q Clear(g_c), s	20.3	26.2	3.3	29.8	48.2	48.2	2.9	34.8	35.0	26.3	33.1	25.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.63	1.00		1.00
Lane Grp Cap(c), veh/h	437	1186	476	671	1533	738	244	431	404	566	1193	733
V/C Ratio(X)	1.13	0.77	0.10	0.96	1.04	0.81	0.27	0.92	0.92	1.17	0.71	0.49
Avail Cap(c_a), veh/h	437	1186	476	671	1533	738	258	453	425	566	1223	747
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.5	51.3	35.9	63.8	55.9	36.7	70.4	58.9	59.0	66.8	46.1	29.7
Incr Delay (d2), s/veh	82.1	4.3	0.4	26.0	34.9	9.4	0.6	22.7	24.6	95.0	1.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.6	12.7	1.5	16.6	27.5	24.6	1.4	19.7	18.8	20.0	16.4	11.0
LnGrp Delay(d),s/veh	148.6	55.6	36.2	89.9	90.8	46.1	71.0	81.6	83.6	161.9	47.9	30.3
LnGrp LOS	F	E	D	F	F	D	E	F	F	F	D	C
Approach Vol, veh/h		1462			2843			832			1864	
Approach Delay, s/veh		86.5			81.2			81.7			85.1	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	36.9	45.3	17.0	60.7	26.0	56.2	32.0	45.8
Change Period (Y+Rc), s	5.7	8.0	* 5.7	6.8	* 5.7	8.0	* 5.7	6.8
Max Green Setting (Gmax), s	31.1	35.3	* 12	55.3	* 20	46.2	* 26	41.0
Max Q Clear Time (g_c+I1), s	31.8	28.2	4.9	35.1	22.3	50.2	28.3	37.0
Green Ext Time (p_c), s	0.0	3.2	0.1	7.4	0.0	0.0	0.0	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	83.4
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	985	85	230	2010	150	220	205	110	325	255	50
Future Volume (veh/h)	80	985	85	230	2010	150	220	205	110	325	255	50
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	87	1071	92	250	2185	163	239	223	120	353	277	54
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	2	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1349	3170	1418	297	2037	911	280	448	139	318	351	277
Arrive On Green	0.39	0.90	0.90	0.09	0.58	0.58	0.08	0.09	0.09	0.09	0.10	0.10
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	5085	1583	3442	3539	2787
Grp Volume(v), veh/h	87	1071	92	250	2185	163	239	223	120	353	277	54
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1695	1583	1721	1770	1393
Q Serve(g_s), s	2.5	7.2	1.0	11.5	92.1	10.4	11.0	6.7	12.0	14.8	12.2	2.3
Cycle Q Clear(g_c), s	2.5	7.2	1.0	11.5	92.1	10.4	11.0	6.7	12.0	14.8	12.2	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1349	3170	1418	297	2037	911	280	448	139	318	351	277
V/C Ratio(X)	0.06	0.34	0.06	0.84	1.07	0.18	0.85	0.50	0.86	1.11	0.79	0.20
Avail Cap(c_a), veh/h	1349	3170	1418	391	2037	911	280	464	144	318	363	286
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.19	0.19	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	1.2	0.9	72.0	34.0	28.8	72.6	69.6	72.0	72.6	70.4	45.0
Incr Delay (d2), s/veh	0.0	0.3	0.1	2.6	35.0	0.1	21.9	0.9	36.9	83.0	10.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.5	0.5	5.6	54.6	4.6	6.1	3.2	6.7	10.7	6.5	0.9
LnGrp Delay(d),s/veh	30.4	1.5	1.0	74.6	68.9	28.9	94.5	70.4	108.9	155.6	81.2	45.3
LnGrp LOS	C	A	A	E	F	C	F	E	F	F	F	D
Approach Vol, veh/h		1250			2598			582			684	
Approach Delay, s/veh		3.5			67.0			88.2			116.7	
Approach LOS		A			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	152.8	18.7	22.0	72.3	100.1	20.5	20.2
Change Period (Y+Rc), s	5.7	8.0	* 5.7	6.1	8.0	* 8	* 5.7	6.1
Max Green Setting (Gmax), s	3.8	86.9	* 13	16.4	13.0	* 92	* 15	14.6
Max Q Clear Time (g_c+I1), s	3.5	9.2	13.0	14.2	4.5	94.1	16.8	14.0
Green Ext Time (p_c), s	0.4	9.1	0.0	0.4	0.1	0.0	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	60.5
HCM 2010 LOS	E

Notes

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1205	110	80	1865	80	125
Future Volume (veh/h)	1205	110	80	1865	80	125
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	1310	120	87	2027	87	136
Adj No. of Lanes	2	1	2	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2535	1281	232	2899	319	253
Arrive On Green	1.00	1.00	0.09	1.00	0.09	0.09
Sat Flow, veh/h	3632	1583	3442	3632	3442	1583
Grp Volume(v), veh/h	1310	120	87	2027	87	136
Grp Sat Flow(s),veh/h/ln	1770	1583	1721	1770	1721	1583
Q Serve(g_s), s	0.0	0.0	3.8	0.0	3.8	12.6
Cycle Q Clear(g_c), s	0.0	0.0	3.8	0.0	3.8	12.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2535	1281	232	2899	319	253
V/C Ratio(X)	0.52	0.09	0.38	0.70	0.27	0.54
Avail Cap(c_a), veh/h	2535	1281	286	2899	385	284
HCM Platoon Ratio	2.00	2.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.21	0.21	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	69.7	0.0	67.6	61.7
Incr Delay (d2), s/veh	0.6	0.1	0.2	0.3	0.5	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.8	0.1	1.8	5.7
LnGrp Delay(d),s/veh	0.6	0.1	69.9	0.3	68.0	63.5
LnGrp LOS	A	A	E	A	E	E
Approach Vol, veh/h	1430			2114	223	
Approach Delay, s/veh	0.6			3.2	65.3	
Approach LOS	A			A	E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	16.5	122.6				139.1		20.9
Change Period (Y+Rc), s	5.7	8.0				8.0		6.1
Max Green Setting (Gmax), s	13.3	109.0				128.0		17.9
Max Q Clear Time (g_c+I1), s	5.8	2.0				2.0		14.6
Green Ext Time (p_c), s	0.1	13.1				44.1		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.9
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	215	105	140	95	270	80	1085	215	605	2145	15
Future Volume (veh/h)	65	215	105	140	95	270	80	1085	215	605	2145	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	71	234	114	152	103	293	87	1179	234	658	2332	16
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	427	231	197	299	314	597	193	1688	526	718	2195	683
Arrive On Green	0.12	0.12	0.12	0.17	0.17	0.17	0.11	0.33	0.33	0.21	0.43	0.43
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	71	234	114	152	103	293	87	1179	234	658	2332	16
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	2.8	18.9	10.3	11.9	7.4	21.5	7.0	30.7	17.6	28.5	65.7	0.9
Cycle Q Clear(g_c), s	2.8	18.9	10.3	11.9	7.4	21.5	7.0	30.7	17.6	28.5	65.7	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	427	231	197	299	314	597	193	1688	526	718	2195	683
V/C Ratio(X)	0.17	1.01	0.58	0.51	0.33	0.49	0.45	0.70	0.45	0.92	1.06	0.02
Avail Cap(c_a), veh/h	427	231	197	618	649	881	198	1688	526	803	2195	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	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	59.6	66.7	62.9	57.6	55.7	36.3	63.6	44.2	39.9	58.9	43.3	24.8
Incr Delay (d2), s/veh	0.2	62.2	4.2	1.3	0.6	0.6	1.6	1.3	0.6	14.4	38.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	13.7	4.8	5.9	3.9	9.5	3.5	14.6	7.8	15.0	38.5	0.4
LnGrp Delay(d),s/veh	59.8	128.9	67.1	58.9	56.3	36.9	65.2	45.5	40.4	73.3	81.6	24.9
LnGrp LOS	E	F	E	E	E	D	E	D	D	E	F	C
Approach Vol, veh/h		419			548			1500			3006	
Approach Delay, s/veh		100.4			46.6			45.9			79.5	
Approach LOS		F			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	37.4	58.0		25.0	22.3	73.2		31.7
Change Period (Y+Rc), s	5.7	7.5		6.1	* 5.7	7.5		6.1
Max Green Setting (Gmax), s	31.6	47.2		18.9	* 17	65.7		53.0
Max Q Clear Time (g_c+I1), s	30.5	32.7		20.9	9.0	67.7		23.5
Green Ext Time (p_c), s	1.3	7.9		0.0	0.1	0.0		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	68.6
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	615	760	0	0	1800	90	0	0	0	130	0	1320
Future Volume (veh/h)	615	760	0	0	1800	90	0	0	0	130	0	1320
Number	5	2	12	1	6	16				7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	668	826	0	0	1957	98				141	0	1435
Adj No. of Lanes	2	3	0	1	2	1				2	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2				2	0	2
Cap, veh/h	748	4053	0	1	1867	835				382	0	915
Arrive On Green	0.22	0.80	0.00	0.00	0.53	0.53				0.11	0.00	0.11
Sat Flow, veh/h	3442	5253	0	1774	3539	1583				3442	0	2787
Grp Volume(v), veh/h	668	826	0	0	1957	98				141	0	1435
Grp Sat Flow(s),veh/h/ln	1721	1695	0	1774	1770	1583				1721	0	1393
Q Serve(g_s), s	27.9	5.8	0.0	0.0	78.0	4.6				5.6	0.0	16.4
Cycle Q Clear(g_c), s	27.9	5.8	0.0	0.0	78.0	4.6				5.6	0.0	16.4
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	748	4053	0	1	1867	835				382	0	915
V/C Ratio(X)	0.89	0.20	0.00	0.00	1.05	0.12				0.37	0.00	1.57
Avail Cap(c_a), veh/h	1031	4053	0	96	1867	835				382	0	915
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	56.2	3.6	0.0	0.0	34.9	17.6				60.9	0.0	49.7
Incr Delay (d2), s/veh	7.7	0.0	0.0	0.0	34.7	0.1				0.6	0.0	261.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.1	2.7	0.0	0.0	46.9	5.9				2.7	0.0	64.5
LnGrp Delay(d),s/veh	63.9	3.7	0.0	0.0	69.6	17.6				61.5	0.0	310.8
LnGrp LOS	E	A			F	B				E		F
Approach Vol, veh/h		1494			2055						1576	
Approach Delay, s/veh		30.6			67.1						288.5	
Approach LOS		C			E						F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	10.0	125.3		22.5	39.8	85.5		
Change Period (Y+Rc), s	5.7	7.5		6.1	* 7.7	7.5		
Max Green Setting (Gmax), s	8.3	116.3		16.4	* 44	78.0		
Max Q Clear Time (g_c+I1), s	10.0	7.8		18.4	29.9	80.0		
Green Ext Time (p_c), s	0.0	7.2		0.0	2.3	0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	124.6
HCM 2010 LOS	F

Notes

HCM 2010 Signalized Intersection Summary
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	625	2240	0	0	1550	265	0	0	0	265	0	430
Future Volume (veh/h)	625	2240	0	0	1550	265	0	0	0	265	0	430
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1900	1863	0	1863
Adj Flow Rate, veh/h	679	2435	0	0	1685	288	0	0	0	288	0	467
Adj No. of Lanes	2	2	0	0	2	1	0	1	0	1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	0	2
Cap, veh/h	484	3382	0	0	2772	1240	0	1	0	0	0	0
Arrive On Green	0.14	0.96	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3442	3632	0	0	3632	1583	0	1863	0		0	
Grp Volume(v), veh/h	679	2435	0	0	1685	288	0	0	0		0.0	
Grp Sat Flow(s),veh/h/ln	1721	1770	0	0	1770	1583	0	1863	0			
Q Serve(g_s), s	25.3	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Cycle Q Clear(g_c), s	25.3	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00			
Lane Grp Cap(c), veh/h	484	3382	0	0	2772	1240	0	1	0			
V/C Ratio(X)	1.40	0.72	0.00	0.00	0.61	0.23	0.00	0.00	0.00			
Avail Cap(c_a), veh/h	484	3382	0	0	2772	1240	0	455	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	0.16	0.16	0.00	0.00	0.09	0.09	0.00	0.00	0.00			
Uniform Delay (d), s/veh	77.3	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Incr Delay (d2), s/veh	183.7	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	24.4	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
LnGrp Delay(d),s/veh	261.1	0.8	0.0	0.0	0.1	0.0	0.0	0.0	0.0			
LnGrp LOS	F	A			A	A						
Approach Vol, veh/h		3114			1973			0				
Approach Delay, s/veh		57.5			0.1			0.0				
Approach LOS		E			A							

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		180.0			31.0	149.0		0.0
Change Period (Y+Rc), s		8.0			* 5.7	8.0		6.1
Max Green Setting (Gmax), s		91.9			* 25	60.9		44.0
Max Q Clear Time (g_c+I1), s		19.6			27.3	2.0		0.0
Green Ext Time (p_c), s		44.1			0.0	26.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	35.3
HCM 2010 LOS	D

Notes

HCM 2010 Signalized Intersection Summary
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1955	155	150	1410	70	85	155	185	35	75	35
Future Volume (veh/h)	50	1955	155	150	1410	70	85	155	185	35	75	35
Number	5	2	12	1	6	16	3	8	18	7	4	14
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		0.99	1.00		0.99	1.00		0.97
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	54	2125	168	163	1533	76	92	168	201	38	82	38
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	1962	990	141	2023	983	246	304	255	195	276	326
Arrive On Green	0.06	0.55	0.55	0.16	1.00	1.00	0.07	0.16	0.16	0.06	0.15	0.15
Sat Flow, veh/h	1774	3539	1582	1774	3539	1563	3442	1863	1562	3442	1863	1534
Grp Volume(v), veh/h	54	2125	168	163	1533	76	92	168	201	38	82	38
Grp Sat Flow(s),veh/h/ln	1774	1770	1582	1774	1770	1563	1721	1863	1562	1721	1863	1534
Q Serve(g_s), s	5.3	99.8	8.0	14.3	0.0	0.0	4.6	14.9	22.2	1.9	7.1	3.6
Cycle Q Clear(g_c), s	5.3	99.8	8.0	14.3	0.0	0.0	4.6	14.9	22.2	1.9	7.1	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	110	1962	990	141	2023	983	246	304	255	195	276	326
V/C Ratio(X)	0.49	1.08	0.17	1.16	0.76	0.08	0.37	0.55	0.79	0.19	0.30	0.12
Avail Cap(c_a), veh/h	118	1962	990	141	2023	983	249	455	382	229	445	465
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.6	40.1	14.1	75.7	0.0	0.0	79.7	69.3	72.4	81.0	68.3	57.5
Incr Delay (d2), s/veh	0.3	38.5	0.0	118.4	2.3	0.1	0.9	1.6	6.4	0.5	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	59.0	3.5	11.6	0.7	0.0	2.2	7.8	10.1	0.9	3.7	1.5
LnGrp Delay(d),s/veh	81.9	78.7	14.1	194.1	2.3	0.1	80.7	70.9	78.8	81.5	68.9	57.7
LnGrp LOS	F	F	B	F	A	A	F	E	E	F	E	E
Approach Vol, veh/h		2347			1772			461			158	
Approach Delay, s/veh		74.1			19.9			76.3			69.2	
Approach LOS		E			B			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	107.8	18.6	33.7	16.9	110.9	15.9	36.3
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	7.0	* 5.7	8.0	* 5.7	7.0
Max Green Setting (Gmax), s	14.3	83.3	* 13	43.0	* 12	85.6	* 12	44.0
Max Q Clear Time (g_c+I1), s	16.3	101.8	6.6	9.1	7.3	2.0	3.9	24.2
Green Ext Time (p_c), s	0.0	0.0	0.1	0.6	0.0	21.7	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	53.9
HCM 2010 LOS	D

Notes

HCM 2010 Signalized Intersection Summary
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	715	1565	80	330	1125	675	70	1030	400	550	960	435
Future Volume (veh/h)	715	1565	80	330	1125	675	70	1030	400	550	960	435
Number	5	2	12	1	6	16	3	8	18	7	4	14
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		0.99	1.00		0.98
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	777	1701	87	359	1223	734	76	1120	435	598	1043	473
Adj No. of Lanes	2	3	1	2	3	1	2	2	0	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	541	1497	569	293	1130	557	224	864	327	446	1450	884
Arrive On Green	0.31	0.59	0.59	0.09	0.22	0.22	0.07	0.35	0.35	0.13	0.41	0.41
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	2501	947	3442	3539	1550
Grp Volume(v), veh/h	777	1701	87	359	1223	734	76	784	771	598	1043	473
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1679	1721	1770	1550
Q Serve(g_s), s	28.3	53.0	4.1	15.3	40.0	40.0	3.8	62.2	62.2	23.3	44.4	34.2
Cycle Q Clear(g_c), s	28.3	53.0	4.1	15.3	40.0	40.0	3.8	62.2	62.2	23.3	44.4	34.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	541	1497	569	293	1130	557	224	611	580	446	1450	884
V/C Ratio(X)	1.44	1.14	0.15	1.23	1.08	1.32	0.34	1.28	1.33	1.34	0.72	0.53
Avail Cap(c_a), veh/h	541	1497	569	293	1130	557	239	611	580	446	1450	884
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.48	0.48	0.48	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.7	37.0	22.3	82.3	70.0	58.3	80.4	58.9	58.9	78.4	44.4	24.3
Incr Delay (d2), s/veh	201.3	65.7	0.3	128.6	51.9	155.5	0.9	139.1	159.7	168.5	1.8	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.5	33.5	1.9	12.5	24.2	51.7	1.8	54.0	54.6	21.5	22.1	14.7
LnGrp Delay(d),s/veh	263.0	102.7	22.6	211.0	121.9	213.9	81.3	198.0	218.6	246.9	46.2	24.9
LnGrp LOS	F	F	C	F	F	F	F	F	F	F	D	C
Approach Vol, veh/h		2565			2316			1631			2114	
Approach Delay, s/veh		148.6			164.9			202.3			98.2	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	61.0	17.4	80.6	34.0	48.0	29.0	69.0
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	6.8	* 5.7	8.0	* 5.7	6.8
Max Green Setting (Gmax), s	15.3	53.0	* 13	73.0	* 28	40.0	* 23	62.2
Max Q Clear Time (g_c+I1), s	17.3	55.0	5.8	46.4	30.3	42.0	25.3	64.2
Green Ext Time (p_c), s	0.0	0.0	0.1	11.1	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	150.8
HCM 2010 LOS	F

Notes

HCM 2010 Signalized Intersection Summary
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	1990	180	165	1275	295	115	330	175	305	175	55
Future Volume (veh/h)	110	1990	180	165	1275	295	115	330	175	305	175	55
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	120	2163	196	179	1386	321	125	359	190	332	190	60
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	2	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1679	3710	1660	229	2175	973	248	373	116	338	352	278
Arrive On Green	0.49	1.00	1.00	0.07	0.61	0.61	0.07	0.07	0.07	0.10	0.10	0.10
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	5085	1583	3442	3539	2787
Grp Volume(v), veh/h	120	2163	196	179	1386	321	125	359	190	332	190	60
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1695	1583	1721	1770	1393
Q Serve(g_s), s	3.3	0.0	0.0	9.2	44.7	29.3	6.3	12.7	13.2	17.3	9.2	3.0
Cycle Q Clear(g_c), s	3.3	0.0	0.0	9.2	44.7	29.3	6.3	12.7	13.2	17.3	9.2	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1679	3710	1660	229	2175	973	248	373	116	338	352	278
V/C Ratio(X)	0.07	0.58	0.12	0.78	0.64	0.33	0.50	0.96	1.64	0.98	0.54	0.22
Avail Cap(c_a), veh/h	1679	3710	1660	229	2175	973	249	373	116	338	352	278
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.17	0.17	0.17	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	0.0	0.0	82.7	22.0	46.2	80.4	83.2	83.4	81.0	77.1	53.5
Incr Delay (d2), s/veh	0.0	0.7	0.1	3.0	0.2	0.2	1.6	36.8	321.8	43.6	1.6	0.4
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	1.6	0.3	0.1	4.5	21.8	12.9	3.1	7.2	16.2	10.3	4.6	1.2
LnGrp Delay(d),s/veh	24.5	0.7	0.1	85.7	22.2	46.3	82.0	119.9	405.2	124.6	78.8	53.9
LnGrp LOS	C	A	A	F	C	D	F	F	F	F	E	D
Approach Vol, veh/h		2479			1886			674			582	
Approach Delay, s/veh		1.8			32.4			193.3			102.4	
Approach LOS		A			C			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	199.0	18.7	24.0	98.1	118.6	23.4	19.3
Change Period (Y+Rc), s	5.7	8.0	* 5.7	6.1	8.0	* 8	* 5.7	6.1
Max Green Setting (Gmax)	12	111.6	* 13	17.9	13.0*	1.1E2	* 18	13.2
Max Q Clear Time (g_c+I1), s	11.2	2.0	8.3	11.2	5.3	46.7	19.3	15.2
Green Ext Time (p_c), s	0.0	43.0	0.1	0.7	0.2	19.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	45.4
HCM 2010 LOS	D

Notes

HCM 2010 Signalized Intersection Summary
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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1785	265	165	1355	155	295
Future Volume (veh/h)	1785	265	165	1355	155	295
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	1940	288	179	1473	168	321
Adj No. of Lanes	2	1	2	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2589	1307	222	2930	323	251
Arrive On Green	0.97	0.97	0.13	1.00	0.09	0.09
Sat Flow, veh/h	3632	1583	3442	3632	3442	1583
Grp Volume(v), veh/h	1940	288	179	1473	168	321
Grp Sat Flow(s),veh/h/ln	1770	1583	1721	1770	1721	1583
Q Serve(g_s), s	9.8	0.8	9.1	0.0	8.4	16.9
Cycle Q Clear(g_c), s	9.8	0.8	9.1	0.0	8.4	16.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2589	1307	222	2930	323	251
V/C Ratio(X)	0.75	0.22	0.81	0.50	0.52	1.28
Avail Cap(c_a), veh/h	2589	1307	541	2930	323	251
HCM Platoon Ratio	1.33	1.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.32	0.32	1.00	1.00
Uniform Delay (d), s/veh	0.8	0.3	77.3	0.0	77.7	75.7
Incr Delay (d2), s/veh	0.2	0.0	2.2	0.2	1.5	153.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.5	4.4	0.1	4.1	23.2
LnGrp Delay(d),s/veh	1.0	0.3	79.5	0.2	79.2	228.8
LnGrp LOS	A	A	E	A	E	F
Approach Vol, veh/h	2228			1652	489	
Approach Delay, s/veh	0.9			8.8	177.4	
Approach LOS	A			A	F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	17.3	139.7				157.0		23.0
Change Period (Y+Rc), s	5.7	8.0				8.0		6.1
Max Green Setting (Gmax)	23	115.0				149.0		16.9
Max Q Clear Time (g_c+I1), s	11.1	11.8				2.0		18.9
Green Ext Time (p_c), s	0.5	33.6				19.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.6
HCM 2010 LOS	C

Notes

HCM 2010 Signalized Intersection Summary
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	65	95	150	110	350	150	2530	135	240	1305	65
Future Volume (veh/h)	115	65	95	150	110	350	150	2530	135	240	1305	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	125	71	103	163	120	380	163	2750	147	261	1418	71
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	274	148	126	181	190	300	184	2980	928	302	2900	903
Arrive On Green	0.08	0.08	0.08	0.10	0.10	0.10	0.10	0.59	0.59	0.09	0.57	0.57
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	125	71	103	163	120	380	163	2750	147	261	1418	71
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	6.1	6.4	11.2	16.0	10.9	17.9	15.9	85.6	7.4	13.1	29.2	3.5
Cycle Q Clear(g_c), s	6.1	6.4	11.2	16.0	10.9	17.9	15.9	85.6	7.4	13.1	29.2	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	274	148	126	181	190	300	184	2980	928	302	2900	903
V/C Ratio(X)	0.46	0.48	0.82	0.90	0.63	1.27	0.89	0.92	0.16	0.86	0.49	0.08
Avail Cap(c_a), veh/h	282	153	130	181	190	300	270	3011	938	359	2900	903
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	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	77.2	77.3	79.5	78.0	75.7	71.2	77.7	32.8	16.6	79.1	22.5	17.0
Incr Delay (d2), s/veh	1.2	2.4	31.1	40.3	6.6	143.1	20.8	5.4	0.1	17.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	3.4	6.0	9.9	5.9	26.6	8.9	41.5	3.3	7.0	13.7	1.5
LnGrp Delay(d),s/veh	78.4	79.7	110.7	118.3	82.3	214.3	98.5	38.2	16.7	96.0	22.6	17.0
LnGrp LOS	E	E	F	F	F	F	F	D	B	F	C	B
Approach Vol, veh/h		299			663			3060			1750	
Approach Delay, s/veh		89.8			166.8			40.4			33.3	
Approach LOS		F			F			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	31.1	110.4		20.1	23.9	107.6		24.0
Change Period (Y+Rc), s	5.7	7.5		6.1	* 5.7	7.5		6.1
Max Green Setting (Gmax), s	18.3	104.0		14.4	* 27	95.6		17.9
Max Q Clear Time (g_c+I1), s	15.1	87.6		13.2	17.9	31.2		19.9
Green Ext Time (p_c), s	0.3	15.3		0.1	0.3	16.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	55.3
HCM 2010 LOS	E

Notes

HCM 2010 Signalized Intersection Summary
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1480	1420	0	0	1065	160	0	0	0	175	0	635
Future Volume (veh/h)	1480	1420	0	0	1065	160	0	0	0	175	0	635
Number	5	2	12	1	6	16				7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	1609	1543	0	0	1158	174				190	0	690
Adj No. of Lanes	2	3	0	1	2	1				2	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2				2	0	2
Cap, veh/h	1593	4238	0	1	1160	519				314	0	1544
Arrive On Green	0.46	0.83	0.00	0.00	0.33	0.33				0.09	0.00	0.09
Sat Flow, veh/h	3442	5253	0	1774	3539	1583				3442	0	2787
Grp Volume(v), veh/h	1609	1543	0	0	1158	174				190	0	690
Grp Sat Flow(s),veh/h/ln	1721	1695	0	1774	1770	1583				1721	0	1393
Q Serve(g_s), s	83.3	13.1	0.0	0.0	58.8	14.9				9.6	0.0	16.4
Cycle Q Clear(g_c), s	83.3	13.1	0.0	0.0	58.8	14.9				9.6	0.0	16.4
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	1593	4238	0	1	1160	519				314	0	1544
V/C Ratio(X)	1.01	0.36	0.00	0.00	1.00	0.34				0.61	0.00	0.45
Avail Cap(c_a), veh/h	1593	4238	0	79	1160	519				314	0	1544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	48.3	3.6	0.0	0.0	60.4	45.7				78.7	0.0	23.8
Incr Delay (d2), s/veh	25.1	0.1	0.0	0.0	26.0	0.4				3.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	45.1	6.0	0.0	0.0	33.0	14.6				4.7	0.0	24.9
LnGrp Delay(d),s/veh	73.4	3.6	0.0	0.0	86.4	46.1				82.0	0.0	24.0
LnGrp LOS	F	A			F	D				F		C
Approach Vol, veh/h		3152			1332						880	
Approach Delay, s/veh		39.3			81.1						36.5	
Approach LOS		D			F						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	10.0	157.5		22.5	91.0	66.5		
Change Period (Y+Rc), s	5.7	7.5		6.1	* 7.7	7.5		
Max Green Setting (Gmax), s	4.3	136.3		16.4	* 83	59.0		
Max Q Clear Time (g_c+I1), s	10.0	15.1		18.4	85.3	60.8		
Green Ext Time (p_c), s	0.0	19.9		0.0	0.0	0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	49.2
HCM 2010 LOS	D

Notes

HCM 2010 Signalized Intersection Summary
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	298	1087	0	0	1963	215	0	0	0	275	0	595
Future Volume (veh/h)	298	1087	0	0	1963	215	0	0	0	275	0	595
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1900	1863	0	1863
Adj Flow Rate, veh/h	324	1182	0	0	2134	234	0	0	0	299	0	647
Adj No. of Lanes	2	2	0	0	2	1	0	1	0	1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	0	2
Cap, veh/h	286	3362	0	0	2942	1316	0	1	0	0	0	0
Arrive On Green	0.08	0.95	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3442	3632	0	0	3632	1583	0	1863	0		0	
Grp Volume(v), veh/h	324	1182	0	0	2134	234	0	0	0		0.0	
Grp Sat Flow(s),veh/h/ln	1721	1770	0	0	1770	1583	0	1863	0			
Q Serve(g_s), s	13.3	4.0	0.0	0.0	87.4	18.0	0.0	0.0	0.0			
Cycle Q Clear(g_c), s	13.3	4.0	0.0	0.0	87.4	18.0	0.0	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00			
Lane Grp Cap(c), veh/h	286	3362	0	0	2942	1316	0	1	0			
V/C Ratio(X)	1.13	0.35	0.00	0.00	0.73	0.18	0.00	0.00	0.00			
Avail Cap(c_a), veh/h	286	3362	0	0	2942	1316	0	512	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.72	0.72	0.00	0.00	0.09	0.09	0.00	0.00	0.00			
Uniform Delay (d), s/veh	73.3	0.3	0.0	0.0	41.5	16.3	0.0	0.0	0.0			
Incr Delay (d2), s/veh	86.3	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.7	1.9	0.0	0.0	43.0	7.9	0.0	0.0	0.0			
LnGrp Delay(d),s/veh	159.7	0.5	0.0	0.0	41.7	16.4	0.0	0.0	0.0			
LnGrp LOS	F	A			D	B						
Approach Vol, veh/h		1506			2368			0				
Approach Delay, s/veh		34.7			39.2			0.0				
Approach LOS		C			D							

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		160.0			19.0	141.0		0.0
Change Period (Y+Rc), s		8.0			* 5.7	8.0		6.1
Max Green Setting (Gmax), s		74.9			* 13	55.9		44.0
Max Q Clear Time (g_c+I1), s		6.0			15.3	89.4		0.0
Green Ext Time (p_c), s		10.2			0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	37.4
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1042	80	75	1735	68	75	85	130	78	140	70
Future Volume (veh/h)	50	1042	80	75	1735	68	75	85	130	78	140	70
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	54	1133	87	82	1886	74	82	92	141	85	152	76
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	2028	1031	130	2045	1031	272	216	183	252	205	281
Arrive On Green	0.07	0.57	0.57	0.10	0.77	0.77	0.08	0.12	0.12	0.07	0.11	0.11
Sat Flow, veh/h	1774	3539	1582	1774	3539	1583	3442	1863	1583	3442	1863	1570
Grp Volume(v), veh/h	54	1133	87	82	1886	74	82	92	141	85	152	76
Grp Sat Flow(s),veh/h/ln	1774	1770	1582	1774	1770	1583	1721	1863	1583	1721	1863	1570
Q Serve(g_s), s	4.7	32.2	3.2	7.1	67.8	1.5	3.6	7.4	13.8	3.8	12.7	6.7
Cycle Q Clear(g_c), s	4.7	32.2	3.2	7.1	67.8	1.5	3.6	7.4	13.8	3.8	12.7	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	121	2028	1031	130	2045	1031	272	216	183	252	205	281
V/C Ratio(X)	0.45	0.56	0.08	0.63	0.92	0.07	0.30	0.43	0.77	0.34	0.74	0.27
Avail Cap(c_a), veh/h	133	2028	1031	165	2045	1031	280	512	435	258	501	530
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.59	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.6	21.5	10.2	70.2	15.7	5.5	69.5	65.8	68.7	70.4	69.0	56.8
Incr Delay (d2), s/veh	1.5	0.7	0.1	3.4	5.9	0.1	0.6	1.3	6.7	0.8	5.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	15.9	1.4	3.6	33.8	0.7	1.7	3.9	6.4	1.8	6.8	2.9
LnGrp Delay(d),s/veh	73.2	22.1	10.3	73.5	21.6	5.6	70.1	67.1	75.3	71.2	74.3	57.3
LnGrp LOS	E	C	B	E	C	A	E	E	E	E	E	E
Approach Vol, veh/h		1274			2042			315			313	
Approach Delay, s/veh		23.5			23.1			71.6			69.3	
Approach LOS		C			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	99.7	18.4	24.6	16.6	100.4	17.4	25.5
Change Period (Y+Rc), s	5.7	8.0	* 5.7	7.0	* 5.7	8.0	* 5.7	7.0
Max Green Setting (Gmax), s	11.5	62.7	* 13	43.0	* 12	65.6	* 12	44.0
Max Q Clear Time (g_c+I1), s	9.7	34.2	5.6	14.7	6.7	69.8	5.8	15.8
Green Ext Time (p_c), s	0.1	8.7	0.1	1.1	0.0	0.0	0.1	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	30.8
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	475	845	45	595	1470	553	60	522	215	618	850	378
Future Volume (veh/h)	475	845	45	595	1470	553	60	522	215	618	850	378
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	516	918	49	647	1598	601	65	567	234	672	924	411
Adj No. of Lanes	2	3	1	2	3	1	2	2	0	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	437	1157	467	671	1504	728	244	607	250	566	1213	742
Arrive On Green	0.17	0.30	0.30	0.20	0.30	0.30	0.07	0.25	0.25	0.16	0.34	0.34
Sat Flow, veh/h	3442	5085	1561	3442	5085	1583	3442	2435	1003	3442	3539	1579
Grp Volume(v), veh/h	516	918	49	647	1598	601	65	412	389	672	924	411
Grp Sat Flow(s),veh/h/ln	1721	1695	1561	1721	1695	1583	1721	1770	1668	1721	1770	1579
Q Serve(g_s), s	20.3	26.5	3.3	29.8	47.3	47.3	2.9	36.4	36.6	26.3	37.1	29.9
Cycle Q Clear(g_c), s	20.3	26.5	3.3	29.8	47.3	47.3	2.9	36.4	36.6	26.3	37.1	29.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	437	1157	467	671	1504	728	244	441	416	566	1213	742
V/C Ratio(X)	1.18	0.79	0.10	0.96	1.06	0.83	0.27	0.93	0.94	1.19	0.76	0.55
Avail Cap(c_a), veh/h	437	1157	467	671	1504	728	258	453	427	566	1223	747
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.5	52.3	36.6	63.8	56.3	37.6	70.4	58.8	58.8	66.8	46.8	30.4
Incr Delay (d2), s/veh	100.4	4.8	0.4	26.0	41.9	10.3	0.6	26.1	27.8	101.3	2.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.7	12.9	1.5	16.6	28.0	25.2	1.4	21.0	20.1	20.5	18.7	13.2
LnGrp Delay(d),s/veh	166.9	57.2	37.0	89.9	98.2	47.9	71.0	84.9	86.6	168.2	49.6	31.3
LnGrp LOS	F	E	D	F	F	D	E	F	F	F	D	C
Approach Vol, veh/h		1483			2846			866			2007	
Approach Delay, s/veh		94.7			85.7			84.6			85.6	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	36.9	44.4	17.0	61.7	26.0	55.3	32.0	46.7
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	6.8	* 5.7	8.0	* 5.7	6.8
Max Green Setting (Gmax), s	31.1	35.3	* 12	55.3	* 20	46.2	* 26	41.0
Max Q Clear Time (g_c+I1), s	31.8	28.5	4.9	39.1	22.3	49.3	28.3	38.6
Green Ext Time (p_c), s	0.0	3.1	0.1	7.5	0.0	0.0	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	87.4
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	1000	85	242	2046	150	220	205	115	325	255	50
Future Volume (veh/h)	80	1000	85	242	2046	150	220	205	115	325	255	50
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	87	1087	92	263	2224	163	239	223	125	353	277	54
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	2	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1713	3530	1579	311	2037	911	280	407	127	357	363	286
Arrive On Green	0.50	1.00	1.00	0.09	0.58	0.58	0.08	0.08	0.08	0.10	0.10	0.10
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	5085	1583	3442	3539	2787
Grp Volume(v), veh/h	87	1087	92	263	2224	163	239	223	125	353	277	54
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1695	1583	1721	1770	1393
Q Serve(g_s), s	2.1	0.2	0.0	12.0	92.1	12.2	11.0	6.8	12.6	16.4	12.2	2.3
Cycle Q Clear(g_c), s	2.1	0.2	0.0	12.0	92.1	12.2	11.0	6.8	12.6	16.4	12.2	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1713	3530	1579	311	2037	911	280	407	127	357	363	286
V/C Ratio(X)	0.05	0.31	0.06	0.85	1.09	0.18	0.85	0.55	0.99	0.99	0.76	0.19
Avail Cap(c_a), veh/h	1713	3530	1579	411	2037	911	280	407	127	357	363	286
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.14	0.14	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.7	0.0	0.0	71.7	34.0	39.5	72.6	70.8	73.5	71.6	69.9	45.0
Incr Delay (d2), s/veh	0.0	0.2	0.1	2.0	42.7	0.1	21.9	1.6	75.7	44.4	9.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.1	0.0	5.8	56.8	5.4	6.1	3.2	8.2	10.0	6.4	0.9
LnGrp Delay(d),s/veh	20.7	0.2	0.1	73.6	76.7	39.6	94.5	72.4	149.2	116.0	79.2	45.3
LnGrp LOS	C	A	A	E	F	D	F	E	F	F	E	D
Approach Vol, veh/h		1266			2650			587			684	
Approach Delay, s/veh		1.6			74.1			97.7			95.5	
Approach LOS		A			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.1	169.6	18.7	22.5	89.7	100.1	22.3	18.9
Change Period (Y+Rc), s	5.7	8.0	* 5.7	6.1	8.0	* 8	* 5.7	6.1
Max Green Setting (Gmax), s	11.9	86.0	* 13	16.4	13.0	* 92	* 17	12.8
Max Q Clear Time (g_c+I1), s	14.0	2.2	13.0	14.2	4.1	94.1	18.4	14.6
Green Ext Time (p_c), s	0.4	9.4	0.0	0.4	0.1	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	61.9
HCM 2010 LOS	E

Notes

Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Traffic Volume (veh/h)	1225	110	80	1913	80	125		
Future Volume (veh/h)	1225	110	80	1913	80	125		
Number	2	12	1	6	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	1332	120	87	2079	87	136		
Adj No. of Lanes	2	1	2	2	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	2535	1281	232	2899	319	253		
Arrive On Green	1.00	1.00	0.09	1.00	0.09	0.09		
Sat Flow, veh/h	3632	1583	3442	3632	3442	1583		
Grp Volume(v), veh/h	1332	120	87	2079	87	136		
Grp Sat Flow(s),veh/h/ln	1770	1583	1721	1770	1721	1583		
Q Serve(g_s), s	0.0	0.0	3.8	0.0	3.8	12.6		
Cycle Q Clear(g_c), s	0.0	0.0	3.8	0.0	3.8	12.6		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	2535	1281	232	2899	319	253		
V/C Ratio(X)	0.53	0.09	0.38	0.72	0.27	0.54		
Avail Cap(c_a), veh/h	2535	1281	265	2899	385	284		
HCM Platoon Ratio	2.00	2.00	1.33	1.33	1.00	1.00		
Upstream Filter(I)	0.80	0.80	0.21	0.21	1.00	1.00		
Uniform Delay (d), s/veh	0.0	0.0	69.7	0.0	67.6	61.7		
Incr Delay (d2), s/veh	0.6	0.1	0.2	0.3	0.5	1.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.8	0.1	1.8	5.7		
LnGrp Delay(d),s/veh	0.6	0.1	69.9	0.3	68.0	63.5		
LnGrp LOS	A	A	E	A	E	E		
Approach Vol, veh/h	1452			2166	223			
Approach Delay, s/veh	0.6			3.1	65.3			
Approach LOS	A			A	E			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	16.5	122.6				139.1		20.9
Change Period (Y+Rc), s	5.7	8.0				8.0		6.1
Max Green Setting (Gmax), s	11.3	110.0				128.0		17.9
Max Q Clear Time (g_c+I1), s	5.8	2.0				2.0		14.6
Green Ext Time (p_c), s	0.1	13.5				47.2		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.8
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	215	105	143	95	270	80	1129	223	605	2163	15
Future Volume (veh/h)	65	215	105	143	95	270	80	1129	223	605	2163	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	71	234	114	155	103	293	87	1227	242	658	2351	16
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	427	231	197	299	314	597	193	1688	526	718	2195	683
Arrive On Green	0.12	0.12	0.12	0.17	0.17	0.17	0.11	0.33	0.33	0.21	0.43	0.43
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	71	234	114	155	103	293	87	1227	242	658	2351	16
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	2.8	18.9	10.3	12.1	7.4	21.5	7.0	32.3	18.3	28.5	65.7	0.9
Cycle Q Clear(g_c), s	2.8	18.9	10.3	12.1	7.4	21.5	7.0	32.3	18.3	28.5	65.7	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	427	231	197	299	314	597	193	1688	526	718	2195	683
V/C Ratio(X)	0.17	1.01	0.58	0.52	0.33	0.49	0.45	0.73	0.46	0.92	1.07	0.02
Avail Cap(c_a), veh/h	427	231	197	618	649	881	198	1688	526	803	2195	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	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	59.6	66.7	62.9	57.7	55.7	36.2	63.6	44.8	40.1	59.0	43.3	24.8
Incr Delay (d2), s/veh	0.2	62.2	4.2	1.4	0.6	0.6	1.6	1.6	0.6	14.4	41.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	13.7	4.8	6.1	3.9	9.5	3.5	15.4	8.1	15.0	39.1	0.4
LnGrp Delay(d),s/veh	59.8	129.0	67.1	59.0	56.3	36.9	65.2	46.4	40.7	73.3	84.8	24.9
LnGrp LOS	E	F	E	E	E	D	E	D	D	E	F	C
Approach Vol, veh/h		419			551			1556			3025	
Approach Delay, s/veh		100.4			46.7			46.5			82.0	
Approach LOS		F			D			D			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	58.0		25.0	22.3	73.2		31.8				
Change Period (Y+Rc), s	5.7	7.5		6.1	* 5.7	7.5		6.1				
Max Green Setting (Gmax), s	3.6	47.2		18.9	* 17	65.7		53.0				
Max Q Clear Time (g_c+I1), s	0.5	34.3		20.9	9.0	67.7		23.5				
Green Ext Time (p_c), s	1.3	7.5		0.0	0.1	0.0		2.1				

Intersection Summary	
HCM 2010 Ctrl Delay	69.9
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	631	788	0	0	1812	90	0	0	0	130	0	1327
Future Volume (veh/h)	631	788	0	0	1812	90	0	0	0	130	0	1327
Number	5	2	12	1	6	16				7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	686	857	0	0	1970	98				141	0	1442
Adj No. of Lanes	2	3	0	1	2	1				2	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2				2	0	2
Cap, veh/h	765	4060	0	1	1855	830				379	0	927
Arrive On Green	0.22	0.80	0.00	0.00	0.52	0.52				0.11	0.00	0.11
Sat Flow, veh/h	3442	5253	0	1774	3539	1583				3442	0	2787
Grp Volume(v), veh/h	686	857	0	0	1970	98				141	0	1442
Grp Sat Flow(s),veh/h/ln	1721	1695	0	1774	1770	1583				1721	0	1393
Q Serve(g_s), s	28.8	6.1	0.0	0.0	78.0	4.7				5.7	0.0	16.4
Cycle Q Clear(g_c), s	28.8	6.1	0.0	0.0	78.0	4.7				5.7	0.0	16.4
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	765	4060	0	1	1855	830				379	0	927
V/C Ratio(X)	0.90	0.21	0.00	0.00	1.06	0.12				0.37	0.00	1.56
Avail Cap(c_a), veh/h	1025	4060	0	95	1855	830				379	0	927
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	56.2	3.6	0.0	0.0	35.4	18.0				61.4	0.0	49.7
Incr Delay (d2), s/veh	8.3	0.0	0.0	0.0	39.5	0.1				0.6	0.0	255.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.6	2.8	0.0	0.0	48.1	6.0				2.7	0.0	64.7
LnGrp Delay(d),s/veh	64.5	3.7	0.0	0.0	74.9	18.0				62.0	0.0	305.1
LnGrp LOS	E	A			F	B				E		F
Approach Vol, veh/h		1543			2068						1583	
Approach Delay, s/veh		30.7			72.2						283.4	
Approach LOS		C			E						F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	10.0	126.3		22.5	40.8	85.5		
Change Period (Y+Rc), s	5.7	7.5		6.1	* 7.7	7.5		
Max Green Setting (Gmax), s	8.3	116.3		16.4	* 44	78.0		
Max Q Clear Time (g_c+I1), s	10.0	8.1		18.4	30.8	80.0		
Green Ext Time (p_c), s	0.0	7.6		0.0	2.3	0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	124.3
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	650	2275	0	0	1568	265	0	0	0	265	0	443
Future Volume (veh/h)	650	2275	0	0	1568	265	0	0	0	265	0	443
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1900	1863	0	1863
Adj Flow Rate, veh/h	707	2473	0	0	1704	288	0	0	0	288	0	482
Adj No. of Lanes	2	2	0	0	2	1	0	1	0	1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	0	2
Cap, veh/h	484	3382	0	0	2772	1240	0	1	0	0	0	0
Arrive On Green	0.14	0.96	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3442	3632	0	0	3632	1583	0	1863	0		0	
Grp Volume(v), veh/h	707	2473	0	0	1704	288	0	0	0		0.0	
Grp Sat Flow(s),veh/h/ln	1721	1770	0	0	1770	1583	0	1863	0			
Q Serve(g_s), s	25.3	18.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Cycle Q Clear(g_c), s	25.3	18.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00			
Lane Grp Cap(c), veh/h	484	3382	0	0	2772	1240	0	1	0			
V/C Ratio(X)	1.46	0.73	0.00	0.00	0.61	0.23	0.00	0.00	0.00			
Avail Cap(c_a), veh/h	484	3382	0	0	2772	1240	0	455	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	0.11	0.11	0.00	0.00	0.09	0.09	0.00	0.00	0.00			
Uniform Delay (d), s/veh	77.3	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Incr Delay (d2), s/veh	209.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	26.1	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
LnGrp Delay(d),s/veh	286.3	0.8	0.0	0.0	0.1	0.0	0.0	0.0	0.0			
LnGrp LOS	F	A			A	A						
Approach Vol, veh/h		3180			1992			0				
Approach Delay, s/veh		64.2			0.1			0.0				
Approach LOS		E			A							

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		180.0			31.0	149.0		0.0
Change Period (Y+Rc), s		8.0			* 5.7	8.0		6.1
Max Green Setting (Gmax), s		91.9			* 25	60.9		44.0
Max Q Clear Time (g_c+I1), s		20.6			27.3	2.0		0.0
Green Ext Time (p_c), s		45.1			0.0	26.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	39.5
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	2006	155	150	1436	75	85	155	185	45	75	35
Future Volume (veh/h)	50	2006	155	150	1436	75	85	155	185	45	75	35
Number	5	2	12	1	6	16	3	8	18	7	4	14
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		0.99	1.00		0.99	1.00		0.97
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	54	2180	168	163	1561	82	92	168	201	49	82	38
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	1947	983	141	2008	983	246	304	255	210	284	332
Arrive On Green	0.06	0.55	0.55	0.16	1.00	1.00	0.07	0.16	0.16	0.06	0.15	0.15
Sat Flow, veh/h	1774	3539	1582	1774	3539	1563	3442	1863	1562	3442	1863	1535
Grp Volume(v), veh/h	54	2180	168	163	1561	82	92	168	201	49	82	38
Grp Sat Flow(s),veh/h/ln	1774	1770	1582	1774	1770	1563	1721	1863	1562	1721	1863	1535
Q Serve(g_s), s	5.3	99.0	8.1	14.3	0.0	0.0	4.6	14.9	22.2	2.4	7.0	3.6
Cycle Q Clear(g_c), s	5.3	99.0	8.1	14.3	0.0	0.0	4.6	14.9	22.2	2.4	7.0	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	110	1947	983	141	2008	983	246	304	255	210	284	332
V/C Ratio(X)	0.49	1.12	0.17	1.16	0.78	0.08	0.37	0.55	0.79	0.23	0.29	0.11
Avail Cap(c_a), veh/h	118	1947	983	141	2008	983	249	455	382	229	445	465
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.6	40.5	14.4	75.7	0.0	0.0	79.7	69.3	72.4	80.5	67.6	56.9
Incr Delay (d2), s/veh	0.3	54.7	0.0	118.0	2.6	0.1	0.9	1.6	6.4	0.6	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	62.9	3.5	11.6	0.7	0.0	2.2	7.8	10.1	1.2	3.7	1.5
LnGrp Delay(d),s/veh	81.9	95.2	14.5	193.7	2.6	0.1	80.7	70.9	78.8	81.1	68.2	57.1
LnGrp LOS	F	F	B	F	A	A	F	E	E	F	E	E
Approach Vol, veh/h		2402			1806			461			169	
Approach Delay, s/veh		89.3			19.7			76.3			69.4	
Approach LOS		F			B			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	107.0	18.6	34.4	16.9	110.1	16.7	36.3
Change Period (Y+Rc), s	5.7	8.0	* 5.7	7.0	* 5.7	8.0	* 5.7	7.0
Max Green Setting (Gmax), s	14.3	83.3	* 13	43.0	* 12	85.6	* 12	44.0
Max Q Clear Time (g_c+I1), s	16.3	101.0	6.6	9.0	7.3	2.0	4.4	24.2
Green Ext Time (p_c), s	0.0	0.0	0.1	0.6	0.0	22.6	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	61.4
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	776	1565	80	330	1125	685	70	1126	400	555	1009	466
Future Volume (veh/h)	776	1565	80	330	1125	685	70	1126	400	555	1009	466
Number	5	2	12	1	6	16	3	8	18	7	4	14
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		0.99	1.00		0.98
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	843	1701	87	359	1223	745	76	1224	435	603	1097	507
Adj No. of Lanes	2	3	1	2	3	1	2	2	0	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	541	1497	569	293	1130	557	224	890	306	446	1450	884
Arrive On Green	0.31	0.59	0.59	0.09	0.22	0.22	0.07	0.35	0.35	0.13	0.41	0.41
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	2574	886	3442	3539	1550
Grp Volume(v), veh/h	843	1701	87	359	1223	745	76	829	830	603	1097	507
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1691	1721	1770	1550
Q Serve(g_s), s	28.3	53.0	4.1	15.3	40.0	40.0	3.8	62.2	62.2	23.3	47.7	37.9
Cycle Q Clear(g_c), s	28.3	53.0	4.1	15.3	40.0	40.0	3.8	62.2	62.2	23.3	47.7	37.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	541	1497	569	293	1130	557	224	611	584	446	1450	884
V/C Ratio(X)	1.56	1.14	0.15	1.23	1.08	1.34	0.34	1.36	1.42	1.35	0.76	0.57
Avail Cap(c_a), veh/h	541	1497	569	293	1130	557	239	611	584	446	1450	884
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.44	0.44	0.44	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.7	37.0	22.3	82.3	70.0	58.3	80.4	58.9	58.9	78.4	45.4	25.1
Incr Delay (d2), s/veh	255.1	65.4	0.3	128.6	51.9	164.0	0.9	170.5	199.2	173.3	2.3	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	32.5	33.5	1.9	12.5	24.2	53.0	1.8	59.4	61.4	21.8	23.8	16.4
LnGrp Delay(d),s/veh	316.8	102.4	22.5	211.0	121.9	222.3	81.3	229.4	258.1	251.6	47.8	26.0
LnGrp LOS	F	F	C	F	F	F	F	F	F	F	D	C
Approach Vol, veh/h		2631			2327			1735			2207	
Approach Delay, s/veh		168.4			167.8			236.7			98.5	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	61.0	17.4	80.6	34.0	48.0	29.0	69.0
Change Period (Y+Rc), s	5.7	8.0	* 5.7	6.8	* 5.7	8.0	* 5.7	6.8
Max Green Setting (Gmax), s	15.3	53.0	* 13	73.0	* 28	40.0	* 23	62.2
Max Q Clear Time (g_c+I1), s	17.3	55.0	5.8	49.7	30.3	42.0	25.3	64.2
Green Ext Time (p_c), s	0.0	0.0	0.1	11.2	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	164.2
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	2036	180	173	1298	295	115	330	190	305	175	55
Future Volume (veh/h)	110	2036	180	173	1298	295	115	330	190	305	175	55
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	120	2213	196	188	1411	321	125	359	207	332	190	60
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	2	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1679	3710	1660	229	2175	973	248	373	116	338	352	278
Arrive On Green	0.49	1.00	1.00	0.07	0.61	0.61	0.07	0.07	0.07	0.10	0.10	0.10
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	5085	1583	3442	3539	2787
Grp Volume(v), veh/h	120	2213	196	188	1411	321	125	359	207	332	190	60
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1695	1583	1721	1770	1393
Q Serve(g_s), s	3.3	0.0	0.0	9.7	46.0	29.3	6.3	12.7	13.2	17.3	9.2	3.0
Cycle Q Clear(g_c), s	3.3	0.0	0.0	9.7	46.0	29.3	6.3	12.7	13.2	17.3	9.2	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1679	3710	1660	229	2175	973	248	373	116	338	352	278
V/C Ratio(X)	0.07	0.60	0.12	0.82	0.65	0.33	0.50	0.96	1.78	0.98	0.54	0.22
Avail Cap(c_a), veh/h	1679	3710	1660	229	2175	973	249	373	116	338	352	278
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.11	0.11	0.11	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	0.0	0.0	82.9	22.2	46.2	80.4	83.2	83.4	81.0	77.1	53.5
Incr Delay (d2), s/veh	0.0	0.7	0.1	2.6	0.2	0.1	1.6	36.8	384.6	43.6	1.6	0.4
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	1.6	0.4	0.1	4.7	22.4	12.9	3.1	7.2	18.2	10.3	4.6	1.2
LnGrp Delay(d),s/veh	24.5	0.7	0.1	85.6	22.4	46.3	82.0	119.9	468.0	124.6	78.8	53.9
LnGrp LOS	C	A	A	F	C	D	F	F	F	F	E	D
Approach Vol, veh/h		2529			1920			691			582	
Approach Delay, s/veh		1.8			32.6			217.3			102.4	
Approach LOS		A			C			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	199.0	18.7	24.0	98.1	118.6	23.4	19.3
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	6.1	8.0	* 8	* 5.7	6.1
Max Green Setting (Gmax)	12	111.6	* 13	17.9	13.0*	1.1E2	* 18	13.2
Max Q Clear Time (g_c+I1), s	11.7	2.0	8.3	11.2	5.3	48.0	19.3	15.2
Green Ext Time (p_c), s	0.0	45.6	0.1	0.7	0.2	20.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	48.4
HCM 2010 LOS	D

Notes

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1846	265	165	1386	155	295
Future Volume (veh/h)	1846	265	165	1386	155	295
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	2007	288	179	1507	168	321
Adj No. of Lanes	2	1	2	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2594	1307	222	2934	319	249
Arrive On Green	0.97	0.97	0.13	1.00	0.09	0.09
Sat Flow, veh/h	3632	1583	3442	3632	3442	1583
Grp Volume(v), veh/h	2007	288	179	1507	168	321
Grp Sat Flow(s),veh/h/ln	1770	1583	1721	1770	1721	1583
Q Serve(g_s), s	10.5	0.7	9.1	0.0	8.4	16.7
Cycle Q Clear(g_c), s	10.5	0.7	9.1	0.0	8.4	16.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2594	1307	222	2934	319	249
V/C Ratio(X)	0.77	0.22	0.81	0.51	0.53	1.29
Avail Cap(c_a), veh/h	2594	1307	522	2934	319	249
HCM Platoon Ratio	1.33	1.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.31	0.31	1.00	1.00
Uniform Delay (d), s/veh	0.7	0.3	77.3	0.0	77.9	75.9
Incr Delay (d2), s/veh	0.2	0.0	2.2	0.2	1.6	157.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	0.4	4.4	0.1	4.1	23.3
LnGrp Delay(d),s/veh	1.0	0.3	79.5	0.2	79.5	232.9
LnGrp LOS	A	A	E	A	E	F
Approach Vol, veh/h	2295			1686	489	
Approach Delay, s/veh	0.9			8.6	180.2	
Approach LOS	A			A	F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	17.3	139.9				157.2		22.8
Change Period (Y+Rc), s	5.7	8.0				8.0		6.1
Max Green Setting (Gmax)	27.3	116.2				149.2		16.7
Max Q Clear Time (g_c+I1), s	11.1	12.5				2.0		18.7
Green Ext Time (p_c), s	0.5	36.6				20.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.4
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	65	95	160	110	350	150	2558	140	240	1361	65
Future Volume (veh/h)	115	65	95	160	110	350	150	2558	140	240	1361	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	125	71	103	174	120	380	163	2780	152	261	1479	71
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	274	148	126	190	200	309	184	2956	920	302	2876	895
Arrive On Green	0.08	0.08	0.08	0.11	0.11	0.11	0.10	0.58	0.58	0.09	0.57	0.57
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	125	71	103	174	120	380	163	2780	152	261	1479	71
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	6.1	6.4	11.3	17.1	10.8	18.9	16.0	88.9	7.8	13.2	31.4	3.6
Cycle Q Clear(g_c), s	6.1	6.4	11.3	17.1	10.8	18.9	16.0	88.9	7.8	13.2	31.4	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	274	148	126	190	200	309	184	2956	920	302	2876	895
V/C Ratio(X)	0.46	0.48	0.82	0.91	0.60	1.23	0.89	0.94	0.17	0.86	0.51	0.08
Avail Cap(c_a), veh/h	281	152	129	190	200	309	269	2973	926	358	2876	895
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	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	77.4	77.6	79.8	77.8	75.0	70.9	77.9	34.1	17.1	79.3	23.4	17.4
Incr Delay (d2), s/veh	1.2	2.4	31.6	41.8	4.9	128.8	20.9	6.9	0.1	17.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	3.4	6.1	10.6	5.9	26.1	8.9	43.3	3.4	7.0	14.7	1.6
LnGrp Delay(d),s/veh	78.6	80.0	111.5	119.7	79.9	199.7	98.9	40.9	17.2	96.4	23.6	17.4
LnGrp LOS	E	E	F	F	E	F	F	D	B	F	C	B
Approach Vol, veh/h		299			674			3095			1811	
Approach Delay, s/veh		90.3			157.7			42.8			33.9	
Approach LOS		F			F			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.2	109.9		20.1	23.9	107.1		25.0
Change Period (Y+Rc), s	5.7	7.5		6.1	* 5.7	7.5		6.1
Max Green Setting (Gmax), s	18.3	103.0		14.4	* 27	94.6		18.9
Max Q Clear Time (g_c+I1), s	15.2	90.9		13.3	18.0	33.4		20.9
Green Ext Time (p_c), s	0.3	11.5		0.1	0.3	17.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	55.6
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1490	1438	0	0	1100	160	0	0	0	175	0	655
Future Volume (veh/h)	1490	1438	0	0	1100	160	0	0	0	175	0	655
Number	5	2	12	1	6	16				7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	1620	1563	0	0	1196	174				190	0	712
Adj No. of Lanes	2	3	0	1	2	1				2	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2				2	0	2
Cap, veh/h	1574	4238	0	1	1180	528				314	0	1528
Arrive On Green	0.46	0.83	0.00	0.00	0.33	0.33				0.09	0.00	0.09
Sat Flow, veh/h	3442	5253	0	1774	3539	1583				3442	0	2787
Grp Volume(v), veh/h	1620	1563	0	0	1196	174				190	0	712
Grp Sat Flow(s),veh/h/ln	1721	1695	0	1774	1770	1583				1721	0	1393
Q Serve(g_s), s	82.3	13.3	0.0	0.0	60.0	14.8				9.6	0.0	16.4
Cycle Q Clear(g_c), s	82.3	13.3	0.0	0.0	60.0	14.8				9.6	0.0	16.4
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	1574	4238	0	1	1180	528				314	0	1528
V/C Ratio(X)	1.03	0.37	0.00	0.00	1.01	0.33				0.61	0.00	0.47
Avail Cap(c_a), veh/h	1574	4238	0	79	1180	528				314	0	1528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	48.8	3.6	0.0	0.0	60.0	44.9				78.7	0.0	24.7
Incr Delay (d2), s/veh	30.6	0.1	0.0	0.0	29.7	0.4				3.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	45.8	6.1	0.0	0.0	34.2	14.5				4.7	0.0	25.8
LnGrp Delay(d),s/veh	79.4	3.7	0.0	0.0	89.7	45.3				82.0	0.0	24.9
LnGrp LOS	F	A			F	D				F		C
Approach Vol, veh/h		3183			1370						902	
Approach Delay, s/veh		42.2			84.0						36.9	
Approach LOS		D			F						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	10.0	157.5		22.5	90.0	67.5		
Change Period (Y+Rc), s	5.7	7.5		6.1	* 7.7	7.5		
Max Green Setting (Gmax), s	4.3	136.3		16.4	* 82	60.0		
Max Q Clear Time (g_c+I1), s	10.3	15.3		18.4	84.3	62.0		
Green Ext Time (p_c), s	0.0	20.4		0.0	0.0	0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	51.8
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	1075	0	0	1935	215	0	0	0	275	0	575
Future Volume (veh/h)	290	1075	0	0	1935	215	0	0	0	275	0	575
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1900	1863	0	1863
Adj Flow Rate, veh/h	315	1168	0	0	2103	234	0	0	0	299	0	625
Adj No. of Lanes	2	2	0	0	2	1	0	1	0	1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	0	2
Cap, veh/h	286	3362	0	0	2942	1316	0	1	0	0	0	0
Arrive On Green	0.08	0.95	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3442	3632	0	0	3632	1583	0	1863	0		0	
Grp Volume(v), veh/h	315	1168	0	0	2103	234	0	0	0		0.0	
Grp Sat Flow(s),veh/h/ln	1721	1770	0	0	1770	1583	0	1863	0			
Q Serve(g_s), s	13.3	3.9	0.0	0.0	85.8	18.0	0.0	0.0	0.0			
Cycle Q Clear(g_c), s	13.3	3.9	0.0	0.0	85.8	18.0	0.0	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00			
Lane Grp Cap(c), veh/h	286	3362	0	0	2942	1316	0	1	0			
V/C Ratio(X)	1.10	0.35	0.00	0.00	0.71	0.18	0.00	0.00	0.00			
Avail Cap(c_a), veh/h	286	3362	0	0	2942	1316	0	512	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.68	0.68	0.00	0.00	0.09	0.09	0.00	0.00	0.00			
Uniform Delay (d), s/veh	73.3	0.3	0.0	0.0	40.9	16.3	0.0	0.0	0.0			
Incr Delay (d2), s/veh	74.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.3	1.9	0.0	0.0	42.2	7.9	0.0	0.0	0.0			
LnGrp Delay(d),s/veh	147.4	0.5	0.0	0.0	41.1	16.4	0.0	0.0	0.0			
LnGrp LOS	F	A			D	B						
Approach Vol, veh/h		1483			2337			0				
Approach Delay, s/veh		31.7			38.6			0.0				
Approach LOS		C			D							

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		160.0			19.0	141.0		0.0
Change Period (Y+Rc), s		8.0			* 5.7	8.0		6.1
Max Green Setting (Gmax), s		74.9			* 13	55.9		44.0
Max Q Clear Time (g_c+I1), s		5.9			15.3	87.8		0.0
Green Ext Time (p_c), s		10.0			0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	35.9
HCM 2010 LOS	D

Notes

HCM 2010 Signalized Intersection Summary
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1025	80	75	1695	60	75	85	130	75	140	70
Future Volume (veh/h)	50	1025	80	75	1695	60	75	85	130	75	140	70
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	54	1114	87	82	1842	65	82	92	141	82	152	76
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	2028	1032	130	2046	1031	272	216	183	251	204	280
Arrive On Green	0.07	0.57	0.57	0.10	0.77	0.77	0.08	0.12	0.12	0.07	0.11	0.11
Sat Flow, veh/h	1774	3539	1582	1774	3539	1583	3442	1863	1583	3442	1863	1570
Grp Volume(v), veh/h	54	1114	87	82	1842	65	82	92	141	82	152	76
Grp Sat Flow(s),veh/h/ln	1774	1770	1582	1774	1770	1583	1721	1863	1583	1721	1863	1570
Q Serve(g_s), s	4.7	31.4	3.2	7.1	62.6	1.3	3.6	7.4	13.8	3.6	12.7	6.7
Cycle Q Clear(g_c), s	4.7	31.4	3.2	7.1	62.6	1.3	3.6	7.4	13.8	3.6	12.7	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	121	2028	1032	130	2046	1031	272	216	183	251	204	280
V/C Ratio(X)	0.45	0.55	0.08	0.63	0.90	0.06	0.30	0.43	0.77	0.33	0.74	0.27
Avail Cap(c_a), veh/h	133	2028	1032	165	2046	1031	280	512	435	258	501	530
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	0.65	0.65	0.65	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.6	21.3	10.2	70.2	15.0	5.5	69.5	65.8	68.7	70.4	69.0	56.8
Incr Delay (d2), s/veh	1.6	0.7	0.1	3.3	4.7	0.1	0.6	1.3	6.6	0.7	5.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	15.5	1.4	3.6	31.0	0.6	1.7	3.9	6.4	1.7	6.8	2.9
LnGrp Delay(d),s/veh	73.2	21.9	10.3	73.5	19.7	5.5	70.1	67.1	75.3	71.2	74.3	57.3
LnGrp LOS	E	C	B	E	B	A	E	E	E	E	E	E
Approach Vol, veh/h		1255			1989			315			310	
Approach Delay, s/veh		23.3			21.5			71.6			69.3	
Approach LOS		C			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	99.7	18.4	24.6	16.6	100.5	17.4	25.5
Change Period (Y+Rc), s	5.7	8.0	* 5.7	7.0	* 5.7	8.0	* 5.7	7.0
Max Green Setting (Gmax), s	11.5	62.7	* 13	43.0	* 12	65.6	* 12	44.0
Max Q Clear Time (g_c+I1), s	9.1	33.4	5.6	14.7	6.7	64.6	5.6	15.8
Green Ext Time (p_c), s	0.1	8.6	0.1	1.1	0.0	0.9	0.1	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	30.0
HCM 2010 LOS	C

Notes

HCM 2010 Signalized Intersection Summary
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	475	900	45	625	1565	600	60	505	225	670	800	345
Future Volume (veh/h)	475	900	45	625	1565	600	60	505	225	670	800	345
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	516	978	49	679	1701	652	65	549	245	728	870	375
Adj No. of Lanes	2	3	1	2	3	1	2	2	0	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	415	1164	470	669	1539	740	244	589	262	566	1211	731
Arrive On Green	0.16	0.30	0.30	0.19	0.30	0.30	0.07	0.25	0.25	0.16	0.34	0.34
Sat Flow, veh/h	3442	5085	1561	3442	5085	1583	3442	2372	1055	3442	3539	1579
Grp Volume(v), veh/h	516	978	49	679	1701	652	65	409	385	728	870	375
Grp Sat Flow(s),veh/h/ln	1721	1695	1561	1721	1695	1583	1721	1770	1658	1721	1770	1579
Q Serve(g_s), s	19.3	28.8	3.3	31.1	48.4	48.4	2.9	36.2	36.3	26.3	34.3	26.8
Cycle Q Clear(g_c), s	19.3	28.8	3.3	31.1	48.4	48.4	2.9	36.2	36.3	26.3	34.3	26.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.64	1.00		1.00
Lane Grp Cap(c), veh/h	415	1164	470	669	1539	740	244	440	412	566	1211	731
V/C Ratio(X)	1.24	0.84	0.10	1.01	1.10	0.88	0.27	0.93	0.93	1.29	0.72	0.51
Avail Cap(c_a), veh/h	415	1164	470	669	1539	740	258	453	425	566	1223	737
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.2	52.9	36.4	64.4	55.8	38.6	70.4	58.8	58.8	66.8	45.9	30.3
Incr Delay (d2), s/veh	125.6	6.3	0.4	38.6	57.4	14.3	0.6	25.5	27.4	142.1	2.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.4	14.1	1.5	18.4	30.8	28.9	1.4	20.9	19.8	23.7	17.1	11.8
LnGrp Delay(d),s/veh	192.8	59.2	36.8	103.0	113.2	52.9	71.0	84.3	86.2	208.9	48.0	30.9
LnGrp LOS	F	E	D	F	F	D	E	F	F	F	D	C
Approach Vol, veh/h		1543			3032			859			1973	
Approach Delay, s/veh		103.2			97.9			84.2			104.1	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	36.8	44.6	17.0	61.5	25.0	56.4	32.0	46.6
Change Period (Y+Rc), s	5.7	8.0	* 5.7	6.8	* 5.7	8.0	* 5.7	6.8
Max Green Setting (Gmax), s	31.1	35.4	* 12	55.3	* 19	47.2	* 26	41.0
Max Q Clear Time (g_c+I1), s	33.1	30.8	4.9	36.3	21.3	50.4	28.3	38.3
Green Ext Time (p_c), s	0.0	2.5	0.1	7.5	0.0	0.0	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	99.1
HCM 2010 LOS	F

Notes

HCM 2010 Signalized Intersection Summary
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	1020	85	230	2080	150	220	205	110	330	255	50
Future Volume (veh/h)	80	1020	85	230	2080	150	220	205	110	330	255	50
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	87	1109	92	250	2261	163	239	223	120	359	277	54
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	2	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1349	3170	1418	297	2037	911	280	448	139	318	351	277
Arrive On Green	0.39	0.90	0.90	0.09	0.58	0.58	0.08	0.09	0.09	0.09	0.10	0.10
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	5085	1583	3442	3539	2787
Grp Volume(v), veh/h	87	1109	92	250	2261	163	239	223	120	359	277	54
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1695	1583	1721	1770	1393
Q Serve(g_s), s	2.5	7.6	1.0	11.5	92.1	10.4	11.0	6.7	12.0	14.8	12.2	2.3
Cycle Q Clear(g_c), s	2.5	7.6	1.0	11.5	92.1	10.4	11.0	6.7	12.0	14.8	12.2	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1349	3170	1418	297	2037	911	280	448	139	318	351	277
V/C Ratio(X)	0.06	0.35	0.06	0.84	1.11	0.18	0.85	0.50	0.86	1.13	0.79	0.20
Avail Cap(c_a), veh/h	1349	3170	1418	391	2037	911	280	464	144	318	363	286
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.19	0.19	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	1.3	0.9	72.0	34.0	28.8	72.6	69.6	72.0	72.6	70.4	45.0
Incr Delay (d2), s/veh	0.0	0.3	0.1	2.6	51.1	0.1	21.9	0.9	36.9	89.5	10.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.7	0.5	5.6	59.2	4.6	6.1	3.2	6.7	11.0	6.5	0.9
LnGrp Delay(d),s/veh	30.4	1.6	1.0	74.6	85.0	28.9	94.5	70.4	108.9	162.1	81.2	45.3
LnGrp LOS	C	A	A	E	F	C	F	E	F	F	F	D
Approach Vol, veh/h		1288			2674			582			690	
Approach Delay, s/veh		3.5			80.6			88.2			120.5	
Approach LOS		A			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	152.8	18.7	22.0	72.3	100.1	20.5	20.2
Change Period (Y+Rc), s	5.7	8.0	* 5.7	6.1	8.0	* 8	* 5.7	6.1
Max Green Setting (Gmax), s	11.8	86.9	* 13	16.4	13.0	* 92	* 15	14.6
Max Q Clear Time (g_c+I1), s	13.5	9.6	13.0	14.2	4.5	94.1	16.8	14.0
Green Ext Time (p_c), s	0.4	9.7	0.0	0.4	0.1	0.0	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	67.7
HCM 2010 LOS	E

Notes

HCM 2010 Signalized Intersection Summary
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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1250	110	80	1935	80	125
Future Volume (veh/h)	1250	110	80	1935	80	125
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	1359	120	87	2103	87	136
Adj No. of Lanes	2	1	2	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2535	1281	232	2899	319	253
Arrive On Green	1.00	1.00	0.09	1.00	0.09	0.09
Sat Flow, veh/h	3632	1583	3442	3632	3442	1583
Grp Volume(v), veh/h	1359	120	87	2103	87	136
Grp Sat Flow(s),veh/h/ln	1770	1583	1721	1770	1721	1583
Q Serve(g_s), s	0.0	0.0	3.8	0.0	3.8	12.6
Cycle Q Clear(g_c), s	0.0	0.0	3.8	0.0	3.8	12.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2535	1281	232	2899	319	253
V/C Ratio(X)	0.54	0.09	0.38	0.73	0.27	0.54
Avail Cap(c_a), veh/h	2535	1281	265	2899	385	284
HCM Platoon Ratio	2.00	2.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.11	0.11	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	69.7	0.0	67.6	61.7
Incr Delay (d2), s/veh	0.7	0.1	0.1	0.2	0.5	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.8	0.1	1.8	5.7
LnGrp Delay(d),s/veh	0.7	0.1	69.8	0.2	68.0	63.5
LnGrp LOS	A	A	E	A	E	E
Approach Vol, veh/h	1479			2190	223	
Approach Delay, s/veh	0.6			2.9	65.3	
Approach LOS	A			A	E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	16.5	122.6				139.1		20.9
Change Period (Y+Rc), s	5.7	8.0				8.0		6.1
Max Green Setting (Gmax), s	11.3	110.0				128.0		17.9
Max Q Clear Time (g_c+I1), s	5.8	2.0				2.0		14.6
Green Ext Time (p_c), s	0.1	14.0				48.7		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.6
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	215	105	140	95	270	80	1085	215	605	2145	15
Future Volume (veh/h)	65	215	105	140	95	270	80	1085	215	605	2145	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	71	234	114	152	103	293	87	1179	234	658	2332	16
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	427	231	197	299	314	597	193	1688	526	718	2195	683
Arrive On Green	0.12	0.12	0.12	0.17	0.17	0.17	0.11	0.33	0.33	0.21	0.43	0.43
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	71	234	114	152	103	293	87	1179	234	658	2332	16
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	2.8	18.9	10.3	11.9	7.4	21.5	7.0	30.7	17.6	28.5	65.7	0.9
Cycle Q Clear(g_c), s	2.8	18.9	10.3	11.9	7.4	21.5	7.0	30.7	17.6	28.5	65.7	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	427	231	197	299	314	597	193	1688	526	718	2195	683
V/C Ratio(X)	0.17	1.01	0.58	0.51	0.33	0.49	0.45	0.70	0.45	0.92	1.06	0.02
Avail Cap(c_a), veh/h	427	231	197	618	649	881	198	1688	526	803	2195	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	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	59.6	66.7	62.9	57.6	55.7	36.3	63.6	44.2	39.9	58.9	43.3	24.8
Incr Delay (d2), s/veh	0.2	62.2	4.2	1.3	0.6	0.6	1.6	1.3	0.6	14.4	38.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	13.7	4.8	5.9	3.9	9.5	3.5	14.6	7.8	15.0	38.5	0.4
LnGrp Delay(d),s/veh	59.8	128.9	67.1	58.9	56.3	36.9	65.2	45.5	40.4	73.3	81.6	24.9
LnGrp LOS	E	F	E	E	E	D	E	D	D	E	F	C
Approach Vol, veh/h		419			548			1500			3006	
Approach Delay, s/veh		100.4			46.6			45.9			79.5	
Approach LOS		F			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	37.4	58.0		25.0	22.3	73.2		31.7
Change Period (Y+Rc), s	5.7	7.5		6.1	* 5.7	7.5		6.1
Max Green Setting (Gmax), s	30.6	47.2		18.9	* 17	65.7		53.0
Max Q Clear Time (g_c+I1), s	30.5	32.7		20.9	9.0	67.7		23.5
Green Ext Time (p_c), s	1.3	7.9		0.0	0.1	0.0		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	68.6
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	615	760	0	0	1800	90	0	0	0	130	0	1320
Future Volume (veh/h)	615	760	0	0	1800	90	0	0	0	130	0	1320
Number	5	2	12	1	6	16				7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	668	826	0	0	1957	98				141	0	1435
Adj No. of Lanes	2	3	0	1	2	1				2	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2				2	0	2
Cap, veh/h	748	4053	0	1	1867	835				382	0	915
Arrive On Green	0.22	0.80	0.00	0.00	0.53	0.53				0.11	0.00	0.11
Sat Flow, veh/h	3442	5253	0	1774	3539	1583				3442	0	2787
Grp Volume(v), veh/h	668	826	0	0	1957	98				141	0	1435
Grp Sat Flow(s),veh/h/ln	1721	1695	0	1774	1770	1583				1721	0	1393
Q Serve(g_s), s	27.9	5.8	0.0	0.0	78.0	4.6				5.6	0.0	16.4
Cycle Q Clear(g_c), s	27.9	5.8	0.0	0.0	78.0	4.6				5.6	0.0	16.4
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	748	4053	0	1	1867	835				382	0	915
V/C Ratio(X)	0.89	0.20	0.00	0.00	1.05	0.12				0.37	0.00	1.57
Avail Cap(c_a), veh/h	1031	4053	0	96	1867	835				382	0	915
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	56.2	3.6	0.0	0.0	34.9	17.6				60.9	0.0	49.7
Incr Delay (d2), s/veh	7.7	0.0	0.0	0.0	34.7	0.1				0.6	0.0	261.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.1	2.7	0.0	0.0	46.9	5.9				2.7	0.0	64.5
LnGrp Delay(d),s/veh	63.9	3.7	0.0	0.0	69.6	17.6				61.5	0.0	310.8
LnGrp LOS	E	A			F	B				E		F
Approach Vol, veh/h		1494			2055						1576	
Approach Delay, s/veh		30.6			67.1						288.5	
Approach LOS		C			E						F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	10.0	125.3		22.5	39.8	85.5		
Change Period (Y+Rc), s	5.7	7.5		6.1	* 7.7	7.5		
Max Green Setting (Gmax), s	8.3	116.3		16.4	* 44	78.0		
Max Q Clear Time (g_c+I1), s	10.0	7.8		18.4	29.9	80.0		
Green Ext Time (p_c), s	0.0	7.2		0.0	2.3	0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	124.6
HCM 2010 LOS	F

Notes

HCM 2010 Signalized Intersection Summary
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	625	2240	0	0	1550	265	0	0	0	265	0	430
Future Volume (veh/h)	625	2240	0	0	1550	265	0	0	0	265	0	430
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1900	1863	0	1863
Adj Flow Rate, veh/h	679	2435	0	0	1685	288	0	0	0	288	0	467
Adj No. of Lanes	2	2	0	0	2	1	0	1	0	1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	0	2
Cap, veh/h	484	3382	0	0	2772	1240	0	1	0	0	0	0
Arrive On Green	0.14	0.96	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3442	3632	0	0	3632	1583	0	1863	0		0	
Grp Volume(v), veh/h	679	2435	0	0	1685	288	0	0	0		0.0	
Grp Sat Flow(s),veh/h/ln	1721	1770	0	0	1770	1583	0	1863	0			
Q Serve(g_s), s	25.3	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Cycle Q Clear(g_c), s	25.3	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00			
Lane Grp Cap(c), veh/h	484	3382	0	0	2772	1240	0	1	0			
V/C Ratio(X)	1.40	0.72	0.00	0.00	0.61	0.23	0.00	0.00	0.00			
Avail Cap(c_a), veh/h	484	3382	0	0	2772	1240	0	455	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	0.09	0.09	0.00	0.00	0.00			
Uniform Delay (d), s/veh	77.3	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Incr Delay (d2), s/veh	182.8	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	24.3	7.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
LnGrp Delay(d),s/veh	260.2	0.7	0.0	0.0	0.1	0.0	0.0	0.0	0.0			
LnGrp LOS	F	A			A	A						
Approach Vol, veh/h		3114			1973			0				
Approach Delay, s/veh		57.3			0.1			0.0				
Approach LOS		E			A							

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		180.0			31.0	149.0		0.0
Change Period (Y+Rc), s		8.0			* 5.7	8.0		6.1
Max Green Setting (Gmax), s		91.9			* 25	60.9		44.0
Max Q Clear Time (g_c+I1), s		19.6			27.3	2.0		0.0
Green Ext Time (p_c), s		44.1			0.0	26.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	35.1
HCM 2010 LOS	D

Notes

HCM 2010 Signalized Intersection Summary
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1955	155	150	1410	70	85	155	185	35	75	35
Future Volume (veh/h)	50	1955	155	150	1410	70	85	155	185	35	75	35
Number	5	2	12	1	6	16	3	8	18	7	4	14
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		0.99	1.00		0.99	1.00		0.97
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	54	2125	168	163	1533	76	92	168	201	38	82	38
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	1962	990	141	2023	983	246	304	255	195	276	326
Arrive On Green	0.06	0.55	0.55	0.16	1.00	1.00	0.07	0.16	0.16	0.06	0.15	0.15
Sat Flow, veh/h	1774	3539	1582	1774	3539	1563	3442	1863	1562	3442	1863	1534
Grp Volume(v), veh/h	54	2125	168	163	1533	76	92	168	201	38	82	38
Grp Sat Flow(s),veh/h/ln	1774	1770	1582	1774	1770	1563	1721	1863	1562	1721	1863	1534
Q Serve(g_s), s	5.3	99.8	8.0	14.3	0.0	0.0	4.6	14.9	22.2	1.9	7.1	3.6
Cycle Q Clear(g_c), s	5.3	99.8	8.0	14.3	0.0	0.0	4.6	14.9	22.2	1.9	7.1	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	110	1962	990	141	2023	983	246	304	255	195	276	326
V/C Ratio(X)	0.49	1.08	0.17	1.16	0.76	0.08	0.37	0.55	0.79	0.19	0.30	0.12
Avail Cap(c_a), veh/h	118	1962	990	141	2023	983	249	455	382	229	445	465
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.6	40.1	14.1	75.7	0.0	0.0	79.7	69.3	72.4	81.0	68.3	57.5
Incr Delay (d2), s/veh	0.3	38.5	0.0	117.8	2.3	0.1	0.9	1.6	6.4	0.5	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	59.0	3.5	11.6	0.6	0.0	2.2	7.8	10.1	0.9	3.7	1.5
LnGrp Delay(d),s/veh	81.9	78.7	14.1	193.5	2.3	0.1	80.7	70.9	78.8	81.5	68.9	57.7
LnGrp LOS	F	F	B	F	A	A	F	E	E	F	E	E
Approach Vol, veh/h		2347			1772			461			158	
Approach Delay, s/veh		74.1			19.8			76.3			69.2	
Approach LOS		E			B			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	107.8	18.6	33.7	16.9	110.9	15.9	36.3
Change Period (Y+Rc), s	5.7	8.0	* 5.7	7.0	* 5.7	8.0	* 5.7	7.0
Max Green Setting (Gmax), s	14.3	83.3	* 13	43.0	* 12	85.6	* 12	44.0
Max Q Clear Time (g_c+I1), s	16.3	101.8	6.6	9.1	7.3	2.0	3.9	24.2
Green Ext Time (p_c), s	0.0	0.0	0.1	0.6	0.0	21.7	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	53.8
HCM 2010 LOS	D

Notes

HCM 2010 Signalized Intersection Summary
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	745	1600	80	345	1140	740	70	1060	370	600	990	455
Future Volume (veh/h)	745	1600	80	345	1140	740	70	1060	370	600	990	455
Number	5	2	12	1	6	16	3	8	18	7	4	14
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		0.99	1.00		0.98
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	810	1739	87	375	1239	804	76	1152	402	652	1076	495
Adj No. of Lanes	2	3	1	2	3	1	2	2	0	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	541	1469	561	312	1130	566	224	878	299	465	1450	884
Arrive On Green	0.31	0.58	0.58	0.09	0.22	0.22	0.07	0.34	0.34	0.14	0.41	0.41
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	2581	880	3442	3539	1550
Grp Volume(v), veh/h	810	1739	87	375	1239	804	76	782	772	652	1076	495
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1692	1721	1770	1550
Q Serve(g_s), s	28.3	52.0	4.3	16.3	40.0	40.0	3.8	61.2	61.2	24.3	46.4	36.6
Cycle Q Clear(g_c), s	28.3	52.0	4.3	16.3	40.0	40.0	3.8	61.2	61.2	24.3	46.4	36.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	541	1469	561	312	1130	566	224	602	575	465	1450	884
V/C Ratio(X)	1.50	1.18	0.16	1.20	1.10	1.42	0.34	1.30	1.34	1.40	0.74	0.56
Avail Cap(c_a), veh/h	541	1469	561	312	1130	566	229	602	575	465	1450	884
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.44	0.44	0.44	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.7	38.0	23.1	81.8	70.0	57.8	80.4	59.4	59.4	77.8	45.0	24.8
Incr Delay (d2), s/veh	227.9	86.0	0.3	118.0	57.1	199.9	0.9	146.5	165.7	194.1	2.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	30.5	35.6	1.9	12.9	24.7	59.5	1.8	54.4	55.1	24.1	23.1	15.9
LnGrp Delay(d),s/veh	289.6	124.0	23.4	199.8	127.1	257.7	81.3	205.9	225.1	271.9	47.1	25.6
LnGrp LOS	F	F	C	F	F	F	F	F	F	F	D	C
Approach Vol, veh/h		2636			2418			1630			2223	
Approach Delay, s/veh		171.6			181.8			209.2			108.3	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	60.0	17.4	80.6	34.0	48.0	30.0	68.0
Change Period (Y+Rc), s	5.7	8.0	* 5.7	6.8	* 5.7	8.0	* 5.7	6.8
Max Green Setting (Gmax), s	16.3	52.0	* 12	73.5	* 28	40.0	* 24	61.2
Max Q Clear Time (g_c+I1), s	18.3	54.0	5.8	48.4	30.3	42.0	26.3	63.2
Green Ext Time (p_c), s	0.0	0.0	0.1	11.3	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	165.4
HCM 2010 LOS	F

Notes

HCM 2010 Signalized Intersection Summary
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	2060	180	165	1320	300	115	330	175	310	175	55
Future Volume (veh/h)	110	2060	180	165	1320	300	115	330	175	310	175	55
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	120	2239	196	179	1435	326	125	359	190	337	190	60
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	2	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1679	3710	1660	229	2175	973	248	370	115	340	352	278
Arrive On Green	0.49	1.00	1.00	0.07	0.61	0.61	0.07	0.07	0.07	0.10	0.10	0.10
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	5085	1583	3442	3539	2787
Grp Volume(v), veh/h	120	2239	196	179	1435	326	125	359	190	337	190	60
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1695	1583	1721	1770	1393
Q Serve(g_s), s	3.3	0.0	0.0	9.2	47.3	29.8	6.3	12.7	13.1	17.6	9.2	3.0
Cycle Q Clear(g_c), s	3.3	0.0	0.0	9.2	47.3	29.8	6.3	12.7	13.1	17.6	9.2	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1679	3710	1660	229	2175	973	248	370	115	340	352	278
V/C Ratio(X)	0.07	0.60	0.12	0.78	0.66	0.34	0.50	0.97	1.65	0.99	0.54	0.22
Avail Cap(c_a), veh/h	1679	3710	1660	229	2175	973	249	370	115	340	352	278
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.17	0.17	0.17	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	0.0	0.0	82.7	22.5	46.3	80.4	83.3	83.4	81.0	77.1	53.5
Incr Delay (d2), s/veh	0.0	0.7	0.1	3.0	0.3	0.2	1.6	38.7	327.4	46.0	1.6	0.4
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	1.6	0.4	0.1	4.5	23.2	13.1	3.1	7.3	16.2	10.6	4.6	1.2
LnGrp Delay(d),s/veh	24.5	0.7	0.1	85.7	22.8	46.4	82.0	122.0	410.8	127.0	78.8	53.9
LnGrp LOS	C	A	A	F	C	D	F	F	F	F	E	D
Approach Vol, veh/h		2555			1940			674			587	
Approach Delay, s/veh		1.8			32.5			196.0			103.9	
Approach LOS		A			C			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	199.0	18.7	24.0	98.1	118.6	23.5	19.2
Change Period (Y+Rc), s	5.7	8.0	* 5.7	6.1	8.0	* 8	* 5.7	6.1
Max Green Setting (Gmax)	12	111.6	* 13	17.9	13.0*	1.1E2	* 18	13.1
Max Q Clear Time (g_c+I1), s	11.2	2.0	8.3	11.2	5.3	49.3	19.6	15.1
Green Ext Time (p_c), s	0.0	47.0	0.1	0.7	0.2	20.6	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	45.3
HCM 2010 LOS	D

Notes

HCM 2010 Signalized Intersection Summary
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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1855	265	165	1405	155	295
Future Volume (veh/h)	1855	265	165	1405	155	295
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	2016	288	179	1527	168	321
Adj No. of Lanes	2	1	2	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2594	1307	221	2934	319	249
Arrive On Green	0.97	0.97	0.13	1.00	0.09	0.09
Sat Flow, veh/h	3632	1583	3442	3632	3442	1583
Grp Volume(v), veh/h	2016	288	179	1527	168	321
Grp Sat Flow(s),veh/h/ln	1770	1583	1721	1770	1721	1583
Q Serve(g_s), s	10.7	0.7	9.1	0.0	8.4	16.7
Cycle Q Clear(g_c), s	10.7	0.7	9.1	0.0	8.4	16.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2594	1307	221	2934	319	249
V/C Ratio(X)	0.78	0.22	0.81	0.52	0.53	1.29
Avail Cap(c_a), veh/h	2594	1307	503	2934	319	249
HCM Platoon Ratio	1.33	1.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.29	0.29	1.00	1.00
Uniform Delay (d), s/veh	0.7	0.3	77.3	0.0	77.9	75.9
Incr Delay (d2), s/veh	0.2	0.0	2.1	0.2	1.6	157.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	0.4	4.4	0.1	4.1	23.3
LnGrp Delay(d),s/veh	1.0	0.3	79.4	0.2	79.5	233.2
LnGrp LOS	A	A	E	A	E	F
Approach Vol, veh/h	2304			1706	489	
Approach Delay, s/veh	0.9			8.5	180.4	
Approach LOS	A			A	F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	17.3	139.9				157.2		22.8
Change Period (Y+Rc), s	5.7	8.0				8.0		6.1
Max Green Setting (Gmax)	12	117.2				149.2		16.7
Max Q Clear Time (g_c+I1), s	11.1	12.7				2.0		18.7
Green Ext Time (p_c), s	0.5	37.1				21.5		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.3
HCM 2010 LOS	C

Notes

HCM 2010 Signalized Intersection Summary
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	65	95	150	110	350	150	2530	135	240	1305	65
Future Volume (veh/h)	115	65	95	150	110	350	150	2530	135	240	1305	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	125	71	103	163	120	380	163	2750	147	261	1418	71
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	274	148	126	181	190	300	184	2980	928	302	2900	903
Arrive On Green	0.08	0.08	0.08	0.10	0.10	0.10	0.10	0.59	0.59	0.09	0.57	0.57
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	125	71	103	163	120	380	163	2750	147	261	1418	71
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	6.1	6.4	11.2	16.0	10.9	17.9	15.9	85.6	7.4	13.1	29.2	3.5
Cycle Q Clear(g_c), s	6.1	6.4	11.2	16.0	10.9	17.9	15.9	85.6	7.4	13.1	29.2	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	274	148	126	181	190	300	184	2980	928	302	2900	903
V/C Ratio(X)	0.46	0.48	0.82	0.90	0.63	1.27	0.89	0.92	0.16	0.86	0.49	0.08
Avail Cap(c_a), veh/h	282	153	130	181	190	300	270	3011	938	359	2900	903
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	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	77.2	77.3	79.5	78.0	75.7	71.2	77.7	32.8	16.6	79.1	22.5	17.0
Incr Delay (d2), s/veh	1.2	2.4	31.1	40.3	6.6	143.1	20.8	5.4	0.1	17.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	3.4	6.0	9.9	5.9	26.6	8.9	41.5	3.3	7.0	13.7	1.5
LnGrp Delay(d),s/veh	78.4	79.7	110.7	118.3	82.3	214.3	98.5	38.2	16.7	96.0	22.6	17.0
LnGrp LOS	E	E	F	F	F	F	F	D	B	F	C	B
Approach Vol, veh/h		299			663			3060			1750	
Approach Delay, s/veh		89.8			166.8			40.4			33.3	
Approach LOS		F			F			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.1	110.4		20.1	23.9	107.6		24.0
Change Period (Y+Rc), s	5.7	7.5		6.1	* 5.7	7.5		6.1
Max Green Setting (Gmax), s	13.3	104.0		14.4	* 27	95.6		17.9
Max Q Clear Time (g_c+I1), s	15.1	87.6		13.2	17.9	31.2		19.9
Green Ext Time (p_c), s	0.3	15.3		0.1	0.3	16.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	55.3
HCM 2010 LOS	E

Notes

HCM 2010 Signalized Intersection Summary
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1480	1420	0	0	1065	160	0	0	0	175	0	635
Future Volume (veh/h)	1480	1420	0	0	1065	160	0	0	0	175	0	635
Number	5	2	12	1	6	16				7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	1609	1543	0	0	1158	174				190	0	690
Adj No. of Lanes	2	3	0	1	2	1				2	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2				2	0	2
Cap, veh/h	1593	4238	0	1	1160	519				314	0	1544
Arrive On Green	0.46	0.83	0.00	0.00	0.33	0.33				0.09	0.00	0.09
Sat Flow, veh/h	3442	5253	0	1774	3539	1583				3442	0	2787
Grp Volume(v), veh/h	1609	1543	0	0	1158	174				190	0	690
Grp Sat Flow(s),veh/h/ln	1721	1695	0	1774	1770	1583				1721	0	1393
Q Serve(g_s), s	83.3	13.1	0.0	0.0	58.8	14.9				9.6	0.0	16.4
Cycle Q Clear(g_c), s	83.3	13.1	0.0	0.0	58.8	14.9				9.6	0.0	16.4
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	1593	4238	0	1	1160	519				314	0	1544
V/C Ratio(X)	1.01	0.36	0.00	0.00	1.00	0.34				0.61	0.00	0.45
Avail Cap(c_a), veh/h	1593	4238	0	79	1160	519				314	0	1544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	48.3	3.6	0.0	0.0	60.4	45.7				78.7	0.0	23.8
Incr Delay (d2), s/veh	25.1	0.1	0.0	0.0	26.0	0.4				3.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	45.1	6.0	0.0	0.0	33.0	14.6				4.7	0.0	24.9
LnGrp Delay(d),s/veh	73.4	3.6	0.0	0.0	86.4	46.1				82.0	0.0	24.0
LnGrp LOS	F	A			F	D				F		C
Approach Vol, veh/h		3152			1332						880	
Approach Delay, s/veh		39.3			81.1						36.5	
Approach LOS		D			F						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	10.0	157.5		22.5	91.0	66.5		
Change Period (Y+Rc), s	5.7	7.5		6.1	* 7.7	7.5		
Max Green Setting (Gmax), s	10.3	136.3		16.4	* 83	59.0		
Max Q Clear Time (g_c+I1), s	10.3	15.1		18.4	85.3	60.8		
Green Ext Time (p_c), s	0.0	19.9		0.0	0.0	0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	49.2
HCM 2010 LOS	D

Notes

HCM 2010 Signalized Intersection Summary
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	298	1087	0	0	1963	215	0	0	0	275	0	595
Future Volume (veh/h)	298	1087	0	0	1963	215	0	0	0	275	0	595
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1900	1863	0	1863
Adj Flow Rate, veh/h	324	1182	0	0	2134	234	0	0	0	299	0	647
Adj No. of Lanes	2	2	0	0	2	1	0	1	0	1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	0	2
Cap, veh/h	286	3362	0	0	2942	1316	0	1	0	0	0	0
Arrive On Green	0.08	0.95	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3442	3632	0	0	3632	1583	0	1863	0		0	
Grp Volume(v), veh/h	324	1182	0	0	2134	234	0	0	0		0.0	
Grp Sat Flow(s),veh/h/ln	1721	1770	0	0	1770	1583	0	1863	0			
Q Serve(g_s), s	13.3	4.0	0.0	0.0	87.4	18.0	0.0	0.0	0.0			
Cycle Q Clear(g_c), s	13.3	4.0	0.0	0.0	87.4	18.0	0.0	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00			
Lane Grp Cap(c), veh/h	286	3362	0	0	2942	1316	0	1	0			
V/C Ratio(X)	1.13	0.35	0.00	0.00	0.73	0.18	0.00	0.00	0.00			
Avail Cap(c_a), veh/h	286	3362	0	0	2942	1316	0	512	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.70	0.70	0.00	0.00	0.09	0.09	0.00	0.00	0.00			
Uniform Delay (d), s/veh	73.3	0.3	0.0	0.0	41.5	16.3	0.0	0.0	0.0			
Incr Delay (d2), s/veh	85.9	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.7	1.9	0.0	0.0	43.0	7.9	0.0	0.0	0.0			
LnGrp Delay(d),s/veh	159.2	0.5	0.0	0.0	41.7	16.4	0.0	0.0	0.0			
LnGrp LOS	F	A			D	B						
Approach Vol, veh/h		1506			2368			0				
Approach Delay, s/veh		34.6			39.2			0.0				
Approach LOS		C			D							

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		160.0			19.0	141.0		0.0
Change Period (Y+Rc), s		8.0			* 5.7	8.0		6.1
Max Green Setting (Gmax), s		74.9			* 13	55.9		44.0
Max Q Clear Time (g_c+I1), s		6.0			15.3	89.4		0.0
Green Ext Time (p_c), s		10.2			0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	37.4
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1042	80	75	1735	68	75	85	130	78	140	70
Future Volume (veh/h)	50	1042	80	75	1735	68	75	85	130	78	140	70
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	54	1133	87	82	1886	74	82	92	141	85	152	76
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	2028	1031	130	2045	1031	272	216	183	252	205	281
Arrive On Green	0.07	0.57	0.57	0.10	0.77	0.77	0.08	0.12	0.12	0.07	0.11	0.11
Sat Flow, veh/h	1774	3539	1582	1774	3539	1583	3442	1863	1583	3442	1863	1570
Grp Volume(v), veh/h	54	1133	87	82	1886	74	82	92	141	85	152	76
Grp Sat Flow(s),veh/h/ln	1774	1770	1582	1774	1770	1583	1721	1863	1583	1721	1863	1570
Q Serve(g_s), s	4.7	32.2	3.2	7.1	67.8	1.5	3.6	7.4	13.8	3.8	12.7	6.7
Cycle Q Clear(g_c), s	4.7	32.2	3.2	7.1	67.8	1.5	3.6	7.4	13.8	3.8	12.7	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	121	2028	1031	130	2045	1031	272	216	183	252	205	281
V/C Ratio(X)	0.45	0.56	0.08	0.63	0.92	0.07	0.30	0.43	0.77	0.34	0.74	0.27
Avail Cap(c_a), veh/h	133	2028	1031	165	2045	1031	280	512	435	258	501	530
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.59	0.63	0.63	0.63	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.6	21.5	10.2	70.2	15.7	5.5	69.5	65.8	68.7	70.4	69.0	56.8
Incr Delay (d2), s/veh	1.5	0.7	0.1	3.2	5.6	0.1	0.6	1.3	6.7	0.8	5.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	15.9	1.4	3.6	33.7	0.7	1.7	3.9	6.4	1.8	6.8	2.9
LnGrp Delay(d),s/veh	73.2	22.1	10.3	73.3	21.3	5.6	70.1	67.1	75.3	71.2	74.3	57.3
LnGrp LOS	E	C	B	E	C	A	E	E	E	E	E	E
Approach Vol, veh/h		1274			2042			315			313	
Approach Delay, s/veh		23.5			22.8			71.6			69.3	
Approach LOS		C			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	99.7	18.4	24.6	16.6	100.4	17.4	25.5
Change Period (Y+Rc), s	5.7	8.0	* 5.7	7.0	* 5.7	8.0	* 5.7	7.0
Max Green Setting (Gmax), s	11.3	62.7	* 13	43.0	* 12	65.6	* 12	44.0
Max Q Clear Time (g_c+I1), s	9.8	34.2	5.6	14.7	6.7	69.8	5.8	15.8
Green Ext Time (p_c), s	0.1	8.7	0.1	1.1	0.0	0.0	0.1	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	30.6
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	495	900	45	625	1565	627	60	537	225	733	875	393
Future Volume (veh/h)	495	900	45	625	1565	627	60	537	225	733	875	393
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	538	978	49	679	1701	682	65	584	245	797	951	427
Adj No. of Lanes	2	3	1	2	3	1	2	2	0	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	415	1138	461	669	1513	731	244	614	257	566	1229	739
Arrive On Green	0.16	0.30	0.30	0.19	0.30	0.30	0.07	0.25	0.25	0.16	0.35	0.35
Sat Flow, veh/h	3442	5085	1561	3442	5085	1583	3442	2421	1014	3442	3539	1579
Grp Volume(v), veh/h	538	978	49	679	1701	682	65	427	402	797	951	427
Grp Sat Flow(s),veh/h/ln	1721	1695	1561	1721	1695	1583	1721	1770	1666	1721	1770	1579
Q Serve(g_s), s	19.3	29.0	3.3	31.1	47.6	47.6	2.9	37.9	38.0	26.3	38.4	31.5
Cycle Q Clear(g_c), s	19.3	29.0	3.3	31.1	47.6	47.6	2.9	37.9	38.0	26.3	38.4	31.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.61	1.00		1.00
Lane Grp Cap(c), veh/h	415	1138	461	669	1513	731	244	449	423	566	1229	739
V/C Ratio(X)	1.30	0.86	0.11	1.01	1.12	0.93	0.27	0.95	0.95	1.41	0.77	0.58
Avail Cap(c_a), veh/h	415	1138	461	669	1513	731	258	453	427	566	1229	739
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.2	53.8	37.1	64.4	56.2	40.7	70.4	58.7	58.7	66.8	46.6	31.0
Incr Delay (d2), s/veh	147.6	7.3	0.4	38.6	65.2	20.4	0.6	29.7	31.4	194.3	3.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.7	14.4	1.5	18.4	31.4	32.6	1.4	22.3	21.2	27.8	19.3	14.0
LnGrp Delay(d),s/veh	214.7	61.1	37.5	103.0	121.4	61.1	71.0	88.4	90.1	261.2	49.7	32.2
LnGrp LOS	F	E	D	F	F	E	E	F	F	F	D	C
Approach Vol, veh/h		1565			3062			894			2175	
Approach Delay, s/veh		113.2			103.9			87.9			123.8	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	36.8	43.8	17.0	62.4	25.0	55.6	32.0	47.4
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	6.8	* 5.7	8.0	* 5.7	6.8
Max Green Setting (Gmax), s	31.1	35.4	* 12	55.3	* 19	47.2	* 26	41.0
Max Q Clear Time (g_c+I1), s	33.1	31.0	4.9	40.4	21.3	49.6	28.3	40.0
Green Ext Time (p_c), s	0.0	2.3	0.1	7.4	0.0	0.0	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	109.5
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	1035	85	242	2116	150	220	205	115	330	255	50
Future Volume (veh/h)	80	1035	85	242	2116	150	220	205	115	330	255	50
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	87	1125	92	263	2300	163	239	223	125	359	277	54
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	2	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1713	3530	1579	311	2037	911	280	397	124	364	363	286
Arrive On Green	0.50	1.00	1.00	0.09	0.58	0.58	0.08	0.08	0.08	0.11	0.10	0.10
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	5085	1583	3442	3539	2787
Grp Volume(v), veh/h	87	1125	92	263	2300	163	239	223	125	359	277	54
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1695	1583	1721	1770	1393
Q Serve(g_s), s	2.1	0.2	0.0	12.0	92.1	12.2	11.0	6.8	12.5	16.7	12.2	2.3
Cycle Q Clear(g_c), s	2.1	0.2	0.0	12.0	92.1	12.2	11.0	6.8	12.5	16.7	12.2	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1713	3530	1579	311	2037	911	280	397	124	364	363	286
V/C Ratio(X)	0.05	0.32	0.06	0.85	1.13	0.18	0.85	0.56	1.01	0.99	0.76	0.19
Avail Cap(c_a), veh/h	1713	3530	1579	411	2037	911	280	397	124	364	363	286
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.14	0.14	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.7	0.0	0.0	71.7	34.0	39.3	72.6	71.1	73.8	71.4	69.9	45.0
Incr Delay (d2), s/veh	0.0	0.2	0.1	2.0	59.1	0.1	21.9	1.8	83.7	43.7	9.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.1	0.0	5.8	61.4	5.4	6.1	3.2	8.4	10.1	6.4	0.9
LnGrp Delay(d),s/veh	20.7	0.2	0.1	73.6	93.1	39.4	94.5	72.9	157.6	115.2	79.2	45.3
LnGrp LOS	C	A	A	E	F	D	F	E	F	F	E	D
Approach Vol, veh/h		1304			2726			587			690	
Approach Delay, s/veh		1.6			88.0			99.7			95.3	
Approach LOS		A			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.1	169.6	18.7	22.5	89.7	100.1	22.6	18.6
Change Period (Y+Rc), s	5.7	8.0	* 5.7	6.1	8.0	* 8	* 5.7	6.1
Max Green Setting (Gmax), s	11.9	86.0	* 13	16.4	13.0	* 92	* 17	12.5
Max Q Clear Time (g_c+I1), s	14.0	2.2	13.0	14.2	4.1	94.1	18.7	14.5
Green Ext Time (p_c), s	0.4	9.9	0.0	0.4	0.1	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	69.0
HCM 2010 LOS	E

Notes

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1270	110	80	1983	80	125
Future Volume (veh/h)	1270	110	80	1983	80	125
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	1380	120	87	2155	87	136
Adj No. of Lanes	2	1	2	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2536	1281	232	2900	318	253
Arrive On Green	1.00	1.00	0.09	1.00	0.09	0.09
Sat Flow, veh/h	3632	1583	3442	3632	3442	1583
Grp Volume(v), veh/h	1380	120	87	2155	87	136
Grp Sat Flow(s),veh/h/ln	1770	1583	1721	1770	1721	1583
Q Serve(g_s), s	0.0	0.0	3.8	0.0	3.8	12.6
Cycle Q Clear(g_c), s	0.0	0.0	3.8	0.0	3.8	12.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2536	1281	232	2900	318	253
V/C Ratio(X)	0.54	0.09	0.38	0.74	0.27	0.54
Avail Cap(c_a), veh/h	2536	1281	265	2900	364	274
HCM Platoon Ratio	2.00	2.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.11	0.11	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	69.7	0.0	67.6	61.8
Incr Delay (d2), s/veh	0.7	0.1	0.1	0.2	0.5	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.8	0.1	1.8	5.7
LnGrp Delay(d),s/veh	0.7	0.1	69.8	0.2	68.1	63.6
LnGrp LOS	A	A	E	A	E	E
Approach Vol, veh/h	1500			2242	223	
Approach Delay, s/veh	0.6			2.9	65.3	
Approach LOS	A			A	E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	16.5	122.6				139.1		20.9
Change Period (Y+Rc), s	5.7	8.0				8.0		6.1
Max Green Setting (Gmax), s	11.3	111.0				129.0		16.9
Max Q Clear Time (g_c+I1), s	5.8	2.0				2.0		14.6
Green Ext Time (p_c), s	0.1	14.4				52.2		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.6
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	215	105	143	95	270	80	1129	223	605	2163	15
Future Volume (veh/h)	65	215	105	143	95	270	80	1129	223	605	2163	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	71	234	114	155	103	293	87	1227	242	658	2351	16
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	427	231	197	299	314	597	193	1688	526	718	2195	683
Arrive On Green	0.12	0.12	0.12	0.17	0.17	0.17	0.11	0.33	0.33	0.21	0.43	0.43
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	71	234	114	155	103	293	87	1227	242	658	2351	16
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	2.8	18.9	10.3	12.1	7.4	21.5	7.0	32.3	18.3	28.5	65.7	0.9
Cycle Q Clear(g_c), s	2.8	18.9	10.3	12.1	7.4	21.5	7.0	32.3	18.3	28.5	65.7	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	427	231	197	299	314	597	193	1688	526	718	2195	683
V/C Ratio(X)	0.17	1.01	0.58	0.52	0.33	0.49	0.45	0.73	0.46	0.92	1.07	0.02
Avail Cap(c_a), veh/h	427	231	197	618	649	881	198	1688	526	803	2195	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	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	59.6	66.7	62.9	57.7	55.7	36.2	63.6	44.8	40.1	59.0	43.3	24.8
Incr Delay (d2), s/veh	0.2	62.2	4.2	1.4	0.6	0.6	1.6	1.6	0.6	14.4	41.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	13.7	4.8	6.1	3.9	9.5	3.5	15.4	8.1	15.0	39.1	0.4
LnGrp Delay(d),s/veh	59.8	129.0	67.1	59.0	56.3	36.9	65.2	46.4	40.7	73.3	84.8	24.9
LnGrp LOS	E	F	E	E	E	D	E	D	D	E	F	C
Approach Vol, veh/h		419			551			1556			3025	
Approach Delay, s/veh		100.4			46.7			46.5			82.0	
Approach LOS		F			D			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.4	58.0		25.0	22.3	73.2		31.8
Change Period (Y+Rc), s	5.7	7.5		6.1	* 5.7	7.5		6.1
Max Green Setting (Gmax), s	3.6	47.2		18.9	* 17	65.7		53.0
Max Q Clear Time (g_c+I1), s	30.5	34.3		20.9	9.0	67.7		23.5
Green Ext Time (p_c), s	1.3	7.5		0.0	0.1	0.0		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	69.9
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	631	788	0	0	1812	90	0	0	0	130	0	1327
Future Volume (veh/h)	631	788	0	0	1812	90	0	0	0	130	0	1327
Number	5	2	12	1	6	16				7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	686	857	0	0	1970	98				141	0	1442
Adj No. of Lanes	2	3	0	1	2	1				2	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2				2	0	2
Cap, veh/h	765	4060	0	1	1855	830				379	0	927
Arrive On Green	0.22	0.80	0.00	0.00	0.52	0.52				0.11	0.00	0.11
Sat Flow, veh/h	3442	5253	0	1774	3539	1583				3442	0	2787
Grp Volume(v), veh/h	686	857	0	0	1970	98				141	0	1442
Grp Sat Flow(s),veh/h/ln	1721	1695	0	1774	1770	1583				1721	0	1393
Q Serve(g_s), s	28.8	6.1	0.0	0.0	78.0	4.7				5.7	0.0	16.4
Cycle Q Clear(g_c), s	28.8	6.1	0.0	0.0	78.0	4.7				5.7	0.0	16.4
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	765	4060	0	1	1855	830				379	0	927
V/C Ratio(X)	0.90	0.21	0.00	0.00	1.06	0.12				0.37	0.00	1.56
Avail Cap(c_a), veh/h	1025	4060	0	95	1855	830				379	0	927
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	56.2	3.6	0.0	0.0	35.4	18.0				61.4	0.0	49.7
Incr Delay (d2), s/veh	8.3	0.0	0.0	0.0	39.5	0.1				0.6	0.0	255.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.6	2.8	0.0	0.0	48.1	6.0				2.7	0.0	64.7
LnGrp Delay(d),s/veh	64.5	3.7	0.0	0.0	74.9	18.0				62.0	0.0	305.1
LnGrp LOS	E	A			F	B				E		F
Approach Vol, veh/h		1543			2068						1583	
Approach Delay, s/veh		30.7			72.2						283.4	
Approach LOS		C			E						F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	10.0	126.3		22.5	40.8	85.5		
Change Period (Y+Rc), s	5.7	7.5		6.1	* 7.7	7.5		
Max Green Setting (Gmax), s	4.3	116.3		16.4	* 44	78.0		
Max Q Clear Time (g_c+I1), s	10.0	8.1		18.4	30.8	80.0		
Green Ext Time (p_c), s	0.0	7.6		0.0	2.3	0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	124.3
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	650	2275	0	0	1568	265	0	0	0	265	0	443
Future Volume (veh/h)	650	2275	0	0	1568	265	0	0	0	265	0	443
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1900	1863	0	1863
Adj Flow Rate, veh/h	707	2473	0	0	1704	288	0	0	0	288	0	482
Adj No. of Lanes	2	2	0	0	2	1	0	1	0	1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	0	2
Cap, veh/h	484	3382	0	0	2772	1240	0	1	0	0	0	0
Arrive On Green	0.14	0.96	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3442	3632	0	0	3632	1583	0	1863	0		0	
Grp Volume(v), veh/h	707	2473	0	0	1704	288	0	0	0		0.0	
Grp Sat Flow(s),veh/h/ln	1721	1770	0	0	1770	1583	0	1863	0			
Q Serve(g_s), s	25.3	18.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Cycle Q Clear(g_c), s	25.3	18.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00			
Lane Grp Cap(c), veh/h	484	3382	0	0	2772	1240	0	1	0			
V/C Ratio(X)	1.46	0.73	0.00	0.00	0.61	0.23	0.00	0.00	0.00			
Avail Cap(c_a), veh/h	484	3382	0	0	2772	1240	0	455	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	0.09	0.09	0.00	0.00	0.00			
Uniform Delay (d), s/veh	77.3	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Incr Delay (d2), s/veh	208.7	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	26.1	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
LnGrp Delay(d),s/veh	286.1	0.7	0.0	0.0	0.1	0.0	0.0	0.0	0.0			
LnGrp LOS	F	A			A	A						
Approach Vol, veh/h		3180			1992			0				
Approach Delay, s/veh		64.2			0.1			0.0				
Approach LOS		E			A							

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		180.0			31.0	149.0		0.0
Change Period (Y+Rc), s		8.0			* 5.7	8.0		6.1
Max Green Setting (Gmax), s		91.9			* 25	60.9		44.0
Max Q Clear Time (g_c+I1), s		20.6			27.3	2.0		0.0
Green Ext Time (p_c), s		45.1			0.0	26.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	39.5
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	2006	155	150	1436	75	85	155	185	45	75	35
Future Volume (veh/h)	50	2006	155	150	1436	75	85	155	185	45	75	35
Number	5	2	12	1	6	16	3	8	18	7	4	14
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		0.99	1.00		0.99	1.00		0.97
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	54	2180	168	163	1561	82	92	168	201	49	82	38
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	1947	983	141	2008	983	246	304	255	210	284	332
Arrive On Green	0.06	0.55	0.55	0.16	1.00	1.00	0.07	0.16	0.16	0.06	0.15	0.15
Sat Flow, veh/h	1774	3539	1582	1774	3539	1563	3442	1863	1562	3442	1863	1535
Grp Volume(v), veh/h	54	2180	168	163	1561	82	92	168	201	49	82	38
Grp Sat Flow(s),veh/h/ln	1774	1770	1582	1774	1770	1563	1721	1863	1562	1721	1863	1535
Q Serve(g_s), s	5.3	99.0	8.1	14.3	0.0	0.0	4.6	14.9	22.2	2.4	7.0	3.6
Cycle Q Clear(g_c), s	5.3	99.0	8.1	14.3	0.0	0.0	4.6	14.9	22.2	2.4	7.0	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	110	1947	983	141	2008	983	246	304	255	210	284	332
V/C Ratio(X)	0.49	1.12	0.17	1.16	0.78	0.08	0.37	0.55	0.79	0.23	0.29	0.11
Avail Cap(c_a), veh/h	118	1947	983	141	2008	983	249	455	382	229	445	465
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.83	0.83	0.83	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.6	40.5	14.4	75.7	0.0	0.0	79.7	69.3	72.4	80.5	67.6	56.9
Incr Delay (d2), s/veh	0.3	54.7	0.0	117.5	2.5	0.1	0.9	1.6	6.4	0.6	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	62.9	3.5	11.6	0.7	0.0	2.2	7.8	10.1	1.2	3.7	1.5
LnGrp Delay(d),s/veh	81.9	95.2	14.5	193.2	2.5	0.1	80.7	70.9	78.8	81.1	68.2	57.1
LnGrp LOS	F	F	B	F	A	A	F	E	E	F	E	E
Approach Vol, veh/h		2402			1806			461			169	
Approach Delay, s/veh		89.3			19.6			76.3			69.4	
Approach LOS		F			B			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	107.0	18.6	34.4	16.9	110.1	16.7	36.3
Change Period (Y+Rc), s	5.7	8.0	* 5.7	7.0	* 5.7	8.0	* 5.7	7.0
Max Green Setting (Gmax), s	14.3	83.3	* 13	43.0	* 12	85.6	* 12	44.0
Max Q Clear Time (g_c+I1), s	16.3	101.0	6.6	9.0	7.3	2.0	4.4	24.2
Green Ext Time (p_c), s	0.0	0.0	0.1	0.6	0.0	22.6	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	61.3
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	806	1600	80	345	1140	821	70	1156	370	641	1039	486
Future Volume (veh/h)	806	1600	80	345	1140	821	70	1156	370	641	1039	486
Number	5	2	12	1	6	16	3	8	18	7	4	14
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		0.99	1.00		0.98
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	876	1739	87	375	1239	892	76	1257	402	697	1129	528
Adj No. of Lanes	2	3	1	2	3	1	2	2	0	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	541	1469	561	312	1130	566	224	901	280	465	1450	884
Arrive On Green	0.31	0.58	0.58	0.09	0.22	0.22	0.07	0.34	0.34	0.14	0.41	0.41
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	2649	823	3442	3539	1550
Grp Volume(v), veh/h	876	1739	87	375	1239	892	76	827	832	697	1129	528
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1703	1721	1770	1550
Q Serve(g_s), s	28.3	52.0	4.3	16.3	40.0	40.0	3.8	61.2	61.2	24.3	49.8	40.3
Cycle Q Clear(g_c), s	28.3	52.0	4.3	16.3	40.0	40.0	3.8	61.2	61.2	24.3	49.8	40.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.48	1.00		1.00
Lane Grp Cap(c), veh/h	541	1469	561	312	1130	566	224	602	579	465	1450	884
V/C Ratio(X)	1.62	1.18	0.16	1.20	1.10	1.58	0.34	1.38	1.44	1.50	0.78	0.60
Avail Cap(c_a), veh/h	541	1469	561	312	1130	566	229	602	579	465	1450	884
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.40	0.40	0.40	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.7	38.0	23.1	81.8	70.0	57.8	80.4	59.4	59.4	77.8	46.0	25.6
Incr Delay (d2), s/veh	281.9	85.7	0.2	118.0	57.1	268.1	0.9	179.1	206.1	236.1	2.8	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	34.6	35.6	1.9	12.9	24.7	70.2	1.8	59.9	61.9	26.8	24.9	17.4
LnGrp Delay(d),s/veh	343.6	123.7	23.3	199.8	127.1	326.0	81.3	238.5	265.5	314.0	48.8	26.7
LnGrp LOS	F	F	C	F	F	F	F	F	F	F	D	C
Approach Vol, veh/h		2702			2506			1735			2354	
Approach Delay, s/veh		191.8			208.8			244.6			122.4	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	60.0	17.4	80.6	34.0	48.0	30.0	68.0
Change Period (Y+Rc), s	5.7	8.0	* 5.7	6.8	* 5.7	8.0	* 5.7	6.8
Max Green Setting (Gmax), s	16.3	52.0	* 12	73.5	* 28	40.0	* 24	61.2
Max Q Clear Time (g_c+I1), s	18.3	54.0	5.8	51.8	30.3	42.0	26.3	63.2
Green Ext Time (p_c), s	0.0	0.0	0.1	11.2	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	188.6
HCM 2010 LOS	F

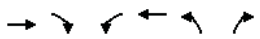
Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	2106	180	173	1343	300	115	330	190	310	175	55
Future Volume (veh/h)	110	2106	180	173	1343	300	115	330	190	310	175	55
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	120	2289	196	188	1460	326	125	359	207	337	190	60
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	2	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1679	3710	1660	229	2175	973	248	370	115	340	352	278
Arrive On Green	0.49	1.00	1.00	0.07	0.61	0.61	0.07	0.07	0.07	0.10	0.10	0.10
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	5085	1583	3442	3539	2787
Grp Volume(v), veh/h	120	2289	196	188	1460	326	125	359	207	337	190	60
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1695	1583	1721	1770	1393
Q Serve(g_s), s	3.3	0.0	0.0	9.7	48.7	29.8	6.3	12.7	13.1	17.6	9.2	3.0
Cycle Q Clear(g_c), s	3.3	0.0	0.0	9.7	48.7	29.8	6.3	12.7	13.1	17.6	9.2	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1679	3710	1660	229	2175	973	248	370	115	340	352	278
V/C Ratio(X)	0.07	0.62	0.12	0.82	0.67	0.34	0.50	0.97	1.80	0.99	0.54	0.22
Avail Cap(c_a), veh/h	1679	3710	1660	229	2175	973	249	370	115	340	352	278
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.11	0.11	0.11	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	0.0	0.0	82.9	22.8	46.3	80.4	83.3	83.4	81.0	77.1	53.5
Incr Delay (d2), s/veh	0.0	0.8	0.1	2.6	0.2	0.1	1.6	38.7	390.7	46.0	1.6	0.4
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	1.6	0.4	0.1	4.7	23.8	13.1	3.1	7.3	18.3	10.6	4.6	1.2
LnGrp Delay(d),s/veh	24.5	0.8	0.1	85.6	23.0	46.4	82.0	122.0	474.1	127.0	78.8	53.9
LnGrp LOS	C	A	A	F	C	D	F	F	F	F	E	D
Approach Vol, veh/h		2605			1974			691			587	
Approach Delay, s/veh		1.8			32.8			220.3			103.9	
Approach LOS		A			C			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	199.0	18.7	24.0	98.1	118.6	23.5	19.2
Change Period (Y+Rc), s	5.7	8.0	* 5.7	6.1	8.0	* 8	* 5.7	6.1
Max Green Setting (Gmax)	12	111.6	* 13	17.9	13.0*	1.1E2	* 18	13.1
Max Q Clear Time (g_c+I1), s	11.7	2.0	8.3	11.2	5.3	50.7	19.6	15.1
Green Ext Time (p_c), s	0.0	49.8	0.1	0.7	0.2	21.1	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	48.3
HCM 2010 LOS	D

Notes



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1916	265	165	1436	155	295
Future Volume (veh/h)	1916	265	165	1436	155	295
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	2083	288	179	1561	168	321
Adj No. of Lanes	2	1	2	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2594	1308	221	2934	319	249
Arrive On Green	0.97	0.97	0.13	1.00	0.09	0.09
Sat Flow, veh/h	3632	1583	3442	3632	3442	1583
Grp Volume(v), veh/h	2083	288	179	1561	168	321
Grp Sat Flow(s),veh/h/ln	1770	1583	1721	1770	1721	1583
Q Serve(g_s), s	12.2	0.7	9.1	0.0	8.4	16.7
Cycle Q Clear(g_c), s	12.2	0.7	9.1	0.0	8.4	16.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2594	1308	221	2934	319	249
V/C Ratio(X)	0.80	0.22	0.81	0.53	0.53	1.29
Avail Cap(c_a), veh/h	2594	1308	465	2934	319	249
HCM Platoon Ratio	1.33	1.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.28	0.28	1.00	1.00
Uniform Delay (d), s/veh	0.8	0.3	77.4	0.0	77.9	75.9
Incr Delay (d2), s/veh	0.3	0.0	2.1	0.2	1.6	157.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.4	4.4	0.1	4.1	23.3
LnGrp Delay(d),s/veh	1.0	0.3	79.4	0.2	79.5	233.7
LnGrp LOS	A	A	E	A	E	F
Approach Vol, veh/h	2371			1740	489	
Approach Delay, s/veh	0.9			8.3	180.7	
Approach LOS	A			A	F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	17.3	139.9				157.2		22.8
Change Period (Y+Rc), s	5.7	8.0				8.0		6.1
Max Green Setting (Gmax)	12.6	119.2				149.2		16.7
Max Q Clear Time (g_c+I1), s	11.1	14.2				2.0		18.7
Green Ext Time (p_c), s	0.4	40.3				22.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	22.8
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	65	95	160	110	350	150	2558	140	240	1361	65
Future Volume (veh/h)	115	65	95	160	110	350	150	2558	140	240	1361	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	125	71	103	174	120	380	163	2780	152	261	1479	71
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	274	148	126	190	200	309	184	2956	920	302	2876	895
Arrive On Green	0.08	0.08	0.08	0.11	0.11	0.11	0.10	0.58	0.58	0.09	0.57	0.57
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	125	71	103	174	120	380	163	2780	152	261	1479	71
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	6.1	6.4	11.3	17.1	10.8	18.9	16.0	88.9	7.8	13.2	31.4	3.6
Cycle Q Clear(g_c), s	6.1	6.4	11.3	17.1	10.8	18.9	16.0	88.9	7.8	13.2	31.4	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	274	148	126	190	200	309	184	2956	920	302	2876	895
V/C Ratio(X)	0.46	0.48	0.82	0.91	0.60	1.23	0.89	0.94	0.17	0.86	0.51	0.08
Avail Cap(c_a), veh/h	281	152	129	190	200	309	269	2973	926	358	2876	895
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	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	77.4	77.6	79.8	77.8	75.0	70.9	77.9	34.1	17.1	79.3	23.4	17.4
Incr Delay (d2), s/veh	1.2	2.4	31.6	41.8	4.9	128.8	20.9	6.9	0.1	17.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	3.4	6.1	10.6	5.9	26.1	8.9	43.3	3.4	7.0	14.7	1.6
LnGrp Delay(d),s/veh	78.6	80.0	111.5	119.7	79.9	199.7	98.9	40.9	17.2	96.4	23.6	17.4
LnGrp LOS	E	E	F	F	E	F	F	D	B	F	C	B
Approach Vol, veh/h		299			674			3095			1811	
Approach Delay, s/veh		90.3			157.7			42.8			33.9	
Approach LOS		F			F			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	21.2	109.9		20.1	23.9	107.1		25.0
Change Period (Y+Rc), s	5.7	7.5		6.1	* 5.7	7.5		6.1
Max Green Setting (Gmax), s	15.5	103.0		14.4	* 27	94.6		18.9
Max Q Clear Time (g_c+I1), s	15.2	90.9		13.3	18.0	33.4		20.9
Green Ext Time (p_c), s	0.3	11.5		0.1	0.3	17.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	55.6
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1490	1438	0	0	1100	160	0	0	0	175	0	655
Future Volume (veh/h)	1490	1438	0	0	1100	160	0	0	0	175	0	655
Number	5	2	12	1	6	16				7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	1620	1563	0	0	1196	174				190	0	712
Adj No. of Lanes	2	3	0	1	2	1				2	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2				2	0	2
Cap, veh/h	1574	4238	0	1	1180	528				314	0	1528
Arrive On Green	0.46	0.83	0.00	0.00	0.33	0.33				0.09	0.00	0.09
Sat Flow, veh/h	3442	5253	0	1774	3539	1583				3442	0	2787
Grp Volume(v), veh/h	1620	1563	0	0	1196	174				190	0	712
Grp Sat Flow(s),veh/h/ln	1721	1695	0	1774	1770	1583				1721	0	1393
Q Serve(g_s), s	82.3	13.3	0.0	0.0	60.0	14.8				9.6	0.0	16.4
Cycle Q Clear(g_c), s	82.3	13.3	0.0	0.0	60.0	14.8				9.6	0.0	16.4
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	1574	4238	0	1	1180	528				314	0	1528
V/C Ratio(X)	1.03	0.37	0.00	0.00	1.01	0.33				0.61	0.00	0.47
Avail Cap(c_a), veh/h	1574	4238	0	79	1180	528				314	0	1528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	48.8	3.6	0.0	0.0	60.0	44.9				78.7	0.0	24.7
Incr Delay (d2), s/veh	30.6	0.1	0.0	0.0	29.7	0.4				3.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	45.8	6.1	0.0	0.0	34.2	14.5				4.7	0.0	25.8
LnGrp Delay(d),s/veh	79.4	3.7	0.0	0.0	89.7	45.3				82.0	0.0	24.9
LnGrp LOS	F	A			F	D				F		C
Approach Vol, veh/h		3183			1370						902	
Approach Delay, s/veh		42.2			84.0						36.9	
Approach LOS		D			F						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	10.0	157.5		22.5	90.0	67.5		
Change Period (Y+Rc), s	5.7	7.5		6.1	* 7.7	7.5		
Max Green Setting (Gmax), s	4.3	136.3		16.4	* 82	60.0		
Max Q Clear Time (g_c+I1), s	10.3	15.3		18.4	84.3	62.0		
Green Ext Time (p_c), s	0.0	20.4		0.0	0.0	0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	51.8
HCM 2010 LOS	D

Notes

ATTACHMENT C

INTERSECTION ANALYSIS TABLE – ADAPTIVE SIGNAL CONTROL POST-MITIGATION

TABLE 5
POST-MITIGATION ANALYSIS
INTERSECTIONS

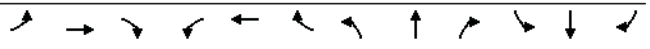
MM#	Intersection	Peak Hour	Year 2035 (Master Trans. Roadway Plan) Pre-Mitigation Operations [a]				Post Mitigation		Year 2035 (w/o Melrose Drive Extension) Pre-Mitigation Operations [a]				Post Mitigation		Mitigated?
			Without Project		With Project				Without Project		With Project				
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	
TRA-5	16. SR-76/ Rancho Del Oro Dr	AM	118.3	F	124.3	F	105.5	F	118.3	F	124.3	F	105.5	F	Yes
		PM	167.0	F	174.0	F	150.2	F	167.0	F	174.0	F	150.2	F	
TRA-6	17. SR-76/ Old Grove Rd	AM	97.1	F	101.5	F	83.8	F	97.1	F	101.5	F	83.8	F	Yes
		PM	75.5	E	81.1	F	63.0	E	75.5	E	81.1	F	63.0	E	
TRA-7	18. SR-76/ Frazee Rd	AM	—	—	—	—	—	—	—	—	—	—	—	—	Yes
		PM	53.9	D	61.4	E	41.5	D	53.8	D	61.3	E	41.4	D	

General Notes:

1. MM# = Mitigation measure number.
2. Mitigation provided for locations currently operating at LOS E or F are required to improve operations to better than or equal to pre-project conditions only.

ATTACHMENT D

SYNCHRO ANALYSIS SHEETS – ADAPTIVE SIGNAL CONTROL POST-MITIGATION

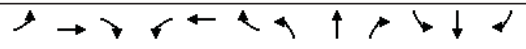


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	962	360	348	1758	140	325	305	353	65	365	95
Future Volume (veh/h)	40	962	360	348	1758	140	325	305	353	65	365	95
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	2049	1863	1863	2049	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	43	1046	391	378	1911	152	353	332	384	71	397	103
Adj No. of Lanes	1	2	1	1	2	1	2	2	0	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	1457	593	225	1599	650	286	474	424	247	715	184
Arrive On Green	0.18	0.75	0.75	0.13	0.41	0.41	0.08	0.27	0.27	0.07	0.26	0.26
Sat Flow, veh/h	1774	3893	1583	1774	3893	1583	3442	1770	1583	3442	2790	716
Grp Volume(v), veh/h	43	1046	391	378	1911	152	353	332	384	71	250	250
Grp Sat Flow(s),veh/h/ln	1774	1947	1583	1774	1947	1583	1721	1770	1583	1721	1770	1736
Q Serve(g_s), s	3.3	23.4	19.6	20.3	65.7	10.0	13.3	27.1	37.5	3.1	19.6	20.0
Cycle Q Clear(g_c), s	3.3	23.4	19.6	20.3	65.7	10.0	13.3	27.1	37.5	3.1	19.6	20.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.41
Lane Grp Cap(c), veh/h	161	1457	593	225	1599	650	286	474	424	247	454	445
V/C Ratio(X)	0.27	0.72	0.66	1.68	1.20	0.23	1.23	0.70	0.91	0.29	0.55	0.56
Avail Cap(c_a), veh/h	188	1457	593	225	1599	650	286	545	488	258	531	521
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.9	15.5	15.0	69.9	47.1	30.7	73.3	52.8	56.6	70.4	51.5	51.7
Incr Delay (d2), s/veh	0.6	2.3	4.2	307.5	88.5	0.1	131.8	3.4	18.9	0.6	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	12.6	9.0	29.2	55.0	4.4	11.6	13.7	18.7	1.5	9.7	9.7
LnGrp Delay(d),s/veh	61.6	17.8	19.3	377.3	135.6	30.8	205.1	56.2	75.5	71.0	52.6	52.8
LnGrp LOS	E	B	B	F	F	C	F	E	E	E	D	D
Approach Vol, veh/h		1480			2441			1069			571	
Approach Delay, s/veh		19.4			166.5			112.3			55.0	
Approach LOS		B			F			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.0	67.9	19.0	47.1	20.2	73.7	17.2	48.9
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	6.1	* 5.7	8.0	* 5.7	6.1
Max Green Setting (Gmax), s	* 20	52.9	* 13	48.0	* 17	56.2	* 12	49.3
Max Q Clear Time (g_c+I1), s	22.3	25.4	15.3	22.0	5.3	67.7	5.1	39.5
Green Ext Time (p_c), s	0.0	9.3	0.0	3.2	0.0	0.0	0.1	3.3

Intersection Summary	
HCM 2010 Ctrl Delay	105.5
HCM 2010 LOS	F

Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	955	250	204	1701	15	210	190	182	35	320	335
Future Volume (veh/h)	175	955	250	204	1701	15	210	190	182	35	320	335
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.99
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
Adj Sat Flow, veh/h/ln	1863	2049	1863	1863	2049	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	190	1038	272	222	1849	16	228	207	198	38	348	364
Adj No. of Lanes	1	2	1	1	2	0	2	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	1442	579	243	1628	14	280	473	409	118	446	393
Arrive On Green	0.10	0.37	0.37	0.14	0.41	0.41	0.08	0.27	0.27	0.07	0.25	0.25
Sat Flow, veh/h	1774	3893	1562	1774	3955	34	3442	1770	1531	1774	1770	1560
Grp Volume(v), veh/h	190	1038	272	222	909	956	228	207	198	38	348	364
Grp Sat Flow(s),veh/h/ln	1774	1947	1562	1774	1947	2043	1721	1770	1531	1774	1770	1560
Q Serve(g_s), s	15.3	36.6	21.2	19.8	65.9	65.9	10.4	15.5	17.4	3.3	29.3	36.4
Cycle Q Clear(g_c), s	15.3	36.6	21.2	19.8	65.9	65.9	10.4	15.5	17.4	3.3	29.3	36.4
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	170	1442	579	243	801	841	280	473	409	118	446	393
V/C Ratio(X)	1.12	0.72	0.47	0.91	1.13	1.14	0.82	0.44	0.48	0.32	0.78	0.93
Avail Cap(c_a), veh/h	170	1442	579	264	801	841	299	487	421	144	477	420
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)	0.53	0.53	0.53	0.42	0.42	0.42	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.3	43.2	38.4	68.1	47.1	47.1	72.3	48.7	49.3	71.3	55.7	58.4
Incr Delay (d2), s/veh	86.9	1.7	1.5	17.3	67.5	68.4	15.1	0.6	0.9	1.6	7.7	25.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	20.1	9.4	10.8	50.4	53.1	5.6	7.7	7.5	1.7	15.3	18.5
LnGrp Delay(d),s/veh	159.2	44.9	39.9	85.4	114.6	115.5	87.4	49.3	50.2	72.9	63.4	83.8
LnGrp LOS	F	D	D	F	F	F	F	D	D	E	E	F
Approach Vol, veh/h		1500			2087			633			750	
Approach Delay, s/veh		58.5			111.9			63.3			73.8	
Approach LOS		E			F			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.6	67.3	18.7	46.4	21.0	73.9	16.3	48.8
Change Period (Y+Rc), s	5.7	8.0	* 5.7	6.1	* 5.7	8.0	* 5.7	6.1
Max Green Setting (Gmax), s	24	53.7	* 14	43.1	* 15	62.2	* 13	44.0
Max Q Clear Time (g_c+I1), s	21.8	38.6	12.4	38.4	17.3	67.9	5.3	19.4
Green Ext Time (p_c), s	0.1	6.6	0.1	1.9	0.0	0.0	0.0	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	83.8
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1042	80	75	1735	68	75	85	130	78	140	70
Future Volume (veh/h)	50	1042	80	75	1735	68	75	85	130	78	140	70
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
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
Adj Sat Flow, veh/h/ln	1863	2049	1863	1863	2049	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	54	1133	87	82	1886	74	82	92	141	85	152	76
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	2231	1031	130	2249	1031	272	216	183	252	205	281
Arrive On Green	0.07	0.57	0.57	0.10	0.77	0.77	0.08	0.12	0.12	0.07	0.11	0.11
Sat Flow, veh/h	1774	3893	1582	1774	3893	1583	3442	1863	1583	3442	1863	1570
Grp Volume(v), veh/h	54	1133	87	82	1886	74	82	92	141	85	152	76
Grp Sat Flow(s),veh/h/ln	1774	1947	1582	1774	1947	1583	1721	1863	1583	1721	1863	1570
Q Serve(g_s), s	4.7	28.0	3.2	7.1	50.5	1.5	3.6	7.4	13.8	3.8	12.7	6.7
Cycle Q Clear(g_c), s	4.7	28.0	3.2	7.1	50.5	1.5	3.6	7.4	13.8	3.8	12.7	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	121	2231	1031	130	2249	1031	272	216	183	252	205	281
V/C Ratio(X)	0.45	0.51	0.08	0.63	0.84	0.07	0.30	0.43	0.77	0.34	0.74	0.27
Avail Cap(c_a), veh/h	133	2231	1031	165	2249	1031	280	512	435	258	501	530
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.6	20.6	10.2	70.2	13.7	5.5	69.5	65.8	68.7	70.4	69.0	56.8
Incr Delay (d2), s/veh	1.7	0.6	0.1	3.4	2.6	0.1	0.6	1.3	6.7	0.8	5.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	15.3	1.4	3.6	27.4	0.7	1.7	3.9	6.4	1.8	6.8	2.9
LnGrp Delay(d),s/veh	73.4	21.1	10.4	73.5	16.3	5.6	70.1	67.1	75.3	71.2	74.3	57.3
LnGrp LOS	E	C	B	E	B	A	E	E	E	E	E	E
Approach Vol, veh/h		1274			2042			315			313	
Approach Delay, s/veh		22.6			18.2			71.6			69.3	
Approach LOS		C			B			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	99.7	18.4	24.6	16.6	100.4	17.4	25.5
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	7.0	* 5.7	8.0	* 5.7	7.0
Max Green Setting (Gmax), s	11.5	62.7	* 13	43.0	* 12	65.6	* 12	44.0
Max Q Clear Time (g_c+I1), s	9.1	30.0	5.6	14.7	6.7	52.5	5.8	15.8
Green Ext Time (p_c), s	0.1	9.1	0.1	1.1	0.0	10.6	0.1	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	28.0
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	2105	360	310	1413	120	330	370	315	100	280	55
Future Volume (veh/h)	75	2105	360	310	1413	120	330	370	315	100	280	55
Number	5	2	12	1	6	16	3	8	18	7	4	14
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		0.98	1.00		0.99
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
Adj Sat Flow, veh/h/ln	1863	2049	1863	1863	2049	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	82	2288	391	337	1536	130	359	402	342	109	304	60
Adj No. of Lanes	1	2	1	1	2	1	2	2	0	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	1652	672	210	1752	712	273	450	380	228	696	135
Arrive On Green	0.06	0.28	0.28	0.12	0.45	0.45	0.08	0.25	0.25	0.07	0.24	0.24
Sat Flow, veh/h	1774	3893	1583	1774	3893	1583	3442	1807	1524	3442	2948	574
Grp Volume(v), veh/h	82	2288	391	337	1536	130	359	394	350	109	181	183
Grp Sat Flow(s),veh/h/ln	1774	1947	1583	1774	1947	1583	1721	1770	1562	1721	1770	1753
Q Serve(g_s), s	8.1	76.4	38.1	21.3	64.5	8.9	14.3	38.7	39.1	5.5	15.6	16.1
Cycle Q Clear(g_c), s	8.1	76.4	38.1	21.3	64.5	8.9	14.3	38.7	39.1	5.5	15.6	16.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.33
Lane Grp Cap(c), veh/h	165	1652	672	210	1752	712	273	441	389	228	418	414
V/C Ratio(X)	0.50	1.38	0.58	1.61	0.88	0.18	1.31	0.89	0.90	0.48	0.43	0.44
Avail Cap(c_a), veh/h	168	1652	672	210	1752	712	273	495	436	229	472	467
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.13	0.13	0.13	0.43	0.43	0.43	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.3	64.4	50.7	79.3	45.0	29.7	82.8	65.3	65.4	81.0	58.5	58.7
Incr Delay (d2), s/veh	0.3	173.6	0.5	281.8	3.0	0.2	164.5	17.1	20.0	1.5	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	81.0	16.8	26.9	35.5	3.9	13.0	21.0	19.1	2.7	7.8	7.9
LnGrp Delay(d),s/veh	80.6	238.0	51.2	361.2	48.0	29.9	247.3	82.3	85.4	82.6	59.2	59.4
LnGrp LOS	F	F	D	F	D	C	F	F	F	F	E	E
Approach Vol, veh/h		2761			2003			1103			473	
Approach Delay, s/veh		206.9			99.5			137.0			64.7	
Approach LOS		F			F			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	84.4	20.0	48.6	22.4	89.0	17.6	50.9
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	6.1	* 5.7	8.0	* 5.7	6.1
Max Green Setting (Gmax), s	* 21	70.9	* 14	48.0	* 17	75.2	* 12	50.3
Max Q Clear Time (g_c+I1), s	23.3	78.4	16.3	18.1	10.1	66.5	7.5	41.1
Green Ext Time (p_c), s	0.0	0.0	0.0	2.3	0.1	6.5	0.1	3.3

Intersection Summary	
HCM 2010 Ctrl Delay	150.2
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	1981	300	188	1388	15	245	280	220	10	115	160
Future Volume (veh/h)	240	1981	300	188	1388	15	245	280	220	10	115	160
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	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
Adj Sat Flow, veh/h/ln	1863	2049	1863	1863	2049	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	261	2153	326	204	1509	16	266	304	239	11	125	174
Adj No. of Lanes	1	2	1	1	2	0	2	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	254	2105	845	171	1948	21	309	362	277	54	233	208
Arrive On Green	0.14	0.54	0.54	0.10	0.49	0.49	0.09	0.19	0.19	0.03	0.13	0.13
Sat Flow, veh/h	1774	3893	1563	1774	3946	42	3442	1898	1451	1774	1770	1580
Grp Volume(v), veh/h	261	2153	326	204	744	781	266	283	260	11	125	174
Grp Sat Flow(s),veh/h/ln	1774	1947	1563	1774	1947	2042	1721	1770	1579	1774	1770	1580
Q Serve(g_s), s	25.8	97.3	21.8	17.3	56.4	56.5	13.7	27.7	28.7	1.1	11.9	19.3
Cycle Q Clear(g_c), s	25.8	97.3	21.8	17.3	56.4	56.5	13.7	27.7	28.7	1.1	11.9	19.3
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.92	1.00		1.00
Lane Grp Cap(c), veh/h	254	2105	845	171	961	1008	309	338	301	54	233	208
V/C Ratio(X)	1.03	1.02	0.39	1.20	0.77	0.78	0.86	0.84	0.86	0.20	0.54	0.84
Avail Cap(c_a), veh/h	254	2105	845	171	961	1008	402	433	386	128	354	316
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)	0.09	0.09	0.09	0.70	0.70	0.70	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.1	41.3	24.0	81.3	37.4	37.4	80.8	70.1	70.5	85.1	73.0	76.3
Incr Delay (d2), s/veh	24.1	12.9	0.1	121.3	4.3	4.2	14.0	10.9	14.9	1.8	1.9	11.3
Initial Q Delay(d3),s/veh	0.1	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	14.3	55.8	9.4	14.2	31.3	33.1	7.1	14.6	13.8	0.6	6.0	9.1
LnGrp Delay(d),s/veh	101.3	54.2	24.1	202.7	41.7	41.5	94.8	81.1	85.4	86.9	74.9	87.6
LnGrp LOS	F	F	C	F	D	D	F	F	F	F	E	F
Approach Vol, veh/h		2740			1729			809			310	
Approach Delay, s/veh		55.1			60.6			87.0			82.4	
Approach LOS		E			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	105.3	21.8	29.8	31.5	96.8	11.2	40.5
Change Period (Y+Rc), s	5.7	8.0	* 5.7	6.1	* 5.7	8.0	* 5.7	6.1
Max Green Setting (Gmax), s	17.3	80.2	* 21	36.0	* 26	71.7	* 13	44.0
Max Q Clear Time (g_c+I1), s	13.3	99.3	15.7	21.3	27.8	58.5	3.1	30.7
Green Ext Time (p_c), s	0.0	0.0	0.4	1.5	0.0	8.5	0.0	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	63.0
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	2006	155	150	1436	75	85	155	185	45	75	35
Future Volume (veh/h)	50	2006	155	150	1436	75	85	155	185	45	75	35
Number	5	2	12	1	6	16	3	8	18	7	4	14
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		0.99	1.00		0.99	1.00		0.97
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
Adj Sat Flow, veh/h/ln	1863	2049	1863	1863	2049	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	54	2180	168	163	1561	82	92	168	201	49	82	38
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	2141	983	141	2208	983	246	304	255	210	284	332
Arrive On Green	0.06	0.55	0.55	0.16	1.00	1.00	0.07	0.16	0.16	0.06	0.15	0.15
Sat Flow, veh/h	1774	3893	1582	1774	3893	1563	3442	1863	1562	3442	1863	1535
Grp Volume(v), veh/h	54	2180	168	163	1561	82	92	168	201	49	82	38
Grp Sat Flow(s),veh/h/ln	1774	1947	1582	1774	1947	1563	1721	1863	1562	1721	1863	1535
Q Serve(g_s), s	5.3	99.0	8.1	14.3	0.0	0.0	4.6	14.9	22.2	2.4	7.0	3.6
Cycle Q Clear(g_c), s	5.3	99.0	8.1	14.3	0.0	0.0	4.6	14.9	22.2	2.4	7.0	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	110	2141	983	141	2208	983	246	304	255	210	284	332
V/C Ratio(X)	0.49	1.02	0.17	1.16	0.71	0.08	0.37	0.55	0.79	0.23	0.29	0.11
Avail Cap(c_a), veh/h	118	2141	983	141	2208	983	249	455	382	229	445	465
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.6	40.5	14.4	75.7	0.0	0.0	79.7	69.3	72.4	80.5	67.6	56.9
Incr Delay (d2), s/veh	0.3	11.2	0.0	118.0	1.6	0.1	0.9	1.6	6.4	0.6	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	56.3	3.5	11.6	0.5	0.0	2.2	7.8	10.1	1.2	3.7	1.5
LnGrp Delay(d),s/veh	81.9	51.7	14.5	193.7	1.6	0.1	80.7	70.9	78.8	81.1	68.2	57.1
LnGrp LOS	F	F	B	F	A	A	F	E	E	F	E	E
Approach Vol, veh/h		2402			1806			461			169	
Approach Delay, s/veh		49.8			18.9			76.3			69.4	
Approach LOS		D			B			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	107.0	18.6	34.4	16.9	110.1	16.7	36.3
Change Period (Y+Rc), s	5.7	8.0	* 5.7	7.0	* 5.7	8.0	* 5.7	7.0
Max Green Setting (Gmax), s	14.3	83.3	* 13	43.0	* 12	85.6	* 12	44.0
Max Q Clear Time (g_c+I1), s	16.3	101.0	6.6	9.0	7.3	2.0	4.4	24.2
Green Ext Time (p_c), s	0.0	0.0	0.1	0.6	0.0	22.6	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	41.5
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	962	360	348	1758	140	325	305	353	65	365	95
Future Volume (veh/h)	40	962	360	348	1758	140	325	305	353	65	365	95
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	2049	1863	1863	2049	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	43	1046	391	378	1911	152	353	332	384	71	397	103
Adj No. of Lanes	1	2	1	1	2	1	2	2	0	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	1457	593	225	1599	650	286	474	424	247	715	184
Arrive On Green	0.18	0.75	0.75	0.13	0.41	0.41	0.08	0.27	0.27	0.07	0.26	0.26
Sat Flow, veh/h	1774	3893	1583	1774	3893	1583	3442	1770	1583	3442	2790	716
Grp Volume(v), veh/h	43	1046	391	378	1911	152	353	332	384	71	250	250
Grp Sat Flow(s),veh/h/ln	1774	1947	1583	1774	1947	1583	1721	1770	1583	1721	1770	1736
Q Serve(g_s), s	3.3	23.4	19.6	20.3	65.7	10.0	13.3	27.1	37.5	3.1	19.6	20.0
Cycle Q Clear(g_c), s	3.3	23.4	19.6	20.3	65.7	10.0	13.3	27.1	37.5	3.1	19.6	20.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.41
Lane Grp Cap(c), veh/h	161	1457	593	225	1599	650	286	474	424	247	454	445
V/C Ratio(X)	0.27	0.72	0.66	1.68	1.20	0.23	1.23	0.70	0.91	0.29	0.55	0.56
Avail Cap(c_a), veh/h	188	1457	593	225	1599	650	286	545	488	258	531	521
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.9	15.5	15.0	69.9	47.1	30.7	73.3	52.8	56.6	70.4	51.5	51.7
Incr Delay (d2), s/veh	0.6	2.3	4.2	307.5	88.5	0.1	131.8	3.4	18.9	0.6	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	12.6	9.0	29.2	55.0	4.4	11.6	13.7	18.7	1.5	9.7	9.7
LnGrp Delay(d),s/veh	61.6	17.8	19.3	377.3	135.6	30.8	205.1	56.2	75.5	71.0	52.6	52.8
LnGrp LOS	E	B	B	F	F	C	F	E	E	E	D	D
Approach Vol, veh/h		1480			2441			1069			571	
Approach Delay, s/veh		19.4			166.5			112.3			55.0	
Approach LOS		B			F			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.0	67.9	19.0	47.1	20.2	73.7	17.2	48.9
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	6.1	* 5.7	8.0	* 5.7	6.1
Max Green Setting (Gmax), s	* 20	52.9	* 13	48.0	* 17	56.2	* 12	49.3
Max Q Clear Time (g_c+I1), s	22.3	25.4	15.3	22.0	5.3	67.7	5.1	39.5
Green Ext Time (p_c), s	0.0	9.3	0.0	3.2	0.0	0.0	0.1	3.3

Intersection Summary	
HCM 2010 Ctrl Delay	105.5
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	955	250	204	1701	15	210	190	182	35	320	335
Future Volume (veh/h)	175	955	250	204	1701	15	210	190	182	35	320	335
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.99
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
Adj Sat Flow, veh/h/ln	1863	2049	1863	1863	2049	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	190	1038	272	222	1849	16	228	207	198	38	348	364
Adj No. of Lanes	1	2	1	1	2	0	2	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	1442	579	243	1628	14	280	473	409	118	446	393
Arrive On Green	0.10	0.37	0.37	0.14	0.41	0.41	0.08	0.27	0.27	0.07	0.25	0.25
Sat Flow, veh/h	1774	3893	1562	1774	3955	34	3442	1770	1531	1774	1770	1560
Grp Volume(v), veh/h	190	1038	272	222	909	956	228	207	198	38	348	364
Grp Sat Flow(s),veh/h/ln	1774	1947	1562	1774	1947	2043	1721	1770	1531	1774	1770	1560
Q Serve(g_s), s	15.3	36.6	21.2	19.8	65.9	65.9	10.4	15.5	17.4	3.3	29.3	36.4
Cycle Q Clear(g_c), s	15.3	36.6	21.2	19.8	65.9	65.9	10.4	15.5	17.4	3.3	29.3	36.4
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	170	1442	579	243	801	841	280	473	409	118	446	393
V/C Ratio(X)	1.12	0.72	0.47	0.91	1.13	1.14	0.82	0.44	0.48	0.32	0.78	0.93
Avail Cap(c_a), veh/h	170	1442	579	264	801	841	299	487	421	144	477	420
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)	0.53	0.53	0.53	0.42	0.42	0.42	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.3	43.2	38.4	68.1	47.1	47.1	72.3	48.7	49.3	71.3	55.7	58.4
Incr Delay (d2), s/veh	86.9	1.7	1.5	17.3	67.5	68.4	15.1	0.6	0.9	1.6	7.7	25.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	20.1	9.4	10.8	50.4	53.1	5.6	7.7	7.5	1.7	15.3	18.5
LnGrp Delay(d),s/veh	159.2	44.9	39.9	85.4	114.6	115.5	87.4	49.3	50.2	72.9	63.4	83.8
LnGrp LOS	F	D	D	F	F	F	F	D	D	E	E	F
Approach Vol, veh/h		1500			2087			633			750	
Approach Delay, s/veh		58.5			111.9			63.3			73.8	
Approach LOS		E			F			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.6	67.3	18.7	46.4	21.0	73.9	16.3	48.8
Change Period (Y+Rc), s	5.7	8.0	* 5.7	6.1	* 5.7	8.0	* 5.7	6.1
Max Green Setting (Gmax), s	24	53.7	* 14	43.1	* 15	62.2	* 13	44.0
Max Q Clear Time (g_c+I1), s	21.8	38.6	12.4	38.4	17.3	67.9	5.3	19.4
Green Ext Time (p_c), s	0.1	6.6	0.1	1.9	0.0	0.0	0.0	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	83.8
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1042	80	75	1735	68	75	85	130	78	140	70
Future Volume (veh/h)	50	1042	80	75	1735	68	75	85	130	78	140	70
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
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
Adj Sat Flow, veh/h/ln	1863	2049	1863	1863	2049	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	54	1133	87	82	1886	74	82	92	141	85	152	76
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	2231	1031	130	2249	1031	272	216	183	252	205	281
Arrive On Green	0.07	0.57	0.57	0.10	0.77	0.77	0.08	0.12	0.12	0.07	0.11	0.11
Sat Flow, veh/h	1774	3893	1582	1774	3893	1583	3442	1863	1583	3442	1863	1570
Grp Volume(v), veh/h	54	1133	87	82	1886	74	82	92	141	85	152	76
Grp Sat Flow(s),veh/h/ln	1774	1947	1582	1774	1947	1583	1721	1863	1583	1721	1863	1570
Q Serve(g_s), s	4.7	28.0	3.2	7.1	50.5	1.5	3.6	7.4	13.8	3.8	12.7	6.7
Cycle Q Clear(g_c), s	4.7	28.0	3.2	7.1	50.5	1.5	3.6	7.4	13.8	3.8	12.7	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	121	2231	1031	130	2249	1031	272	216	183	252	205	281
V/C Ratio(X)	0.45	0.51	0.08	0.63	0.84	0.07	0.30	0.43	0.77	0.34	0.74	0.27
Avail Cap(c_a), veh/h	133	2231	1031	165	2249	1031	280	512	435	258	501	530
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	0.63	0.63	0.63	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.6	20.6	10.2	70.2	13.7	5.5	69.5	65.8	68.7	70.4	69.0	56.8
Incr Delay (d2), s/veh	1.7	0.6	0.1	3.2	2.5	0.1	0.6	1.3	6.7	0.8	5.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	15.3	1.4	3.6	27.4	0.7	1.7	3.9	6.4	1.8	6.8	2.9
LnGrp Delay(d),s/veh	73.4	21.1	10.4	73.3	16.2	5.6	70.1	67.1	75.3	71.2	74.3	57.3
LnGrp LOS	E	C	B	E	B	A	E	E	E	E	E	E
Approach Vol, veh/h		1274			2042			315			313	
Approach Delay, s/veh		22.6			18.1			71.6			69.3	
Approach LOS		C			B			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	99.7	18.4	24.6	16.6	100.4	17.4	25.5
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	7.0	* 5.7	8.0	* 5.7	7.0
Max Green Setting (Gmax), s	11.5	62.7	* 13	43.0	* 12	65.6	* 12	44.0
Max Q Clear Time (g_c+I1), s	9.1	30.0	5.6	14.7	6.7	52.5	5.8	15.8
Green Ext Time (p_c), s	0.1	9.1	0.1	1.1	0.0	10.6	0.1	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	27.9
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	2105	360	310	1413	120	330	370	315	100	280	55
Future Volume (veh/h)	75	2105	360	310	1413	120	330	370	315	100	280	55
Number	5	2	12	1	6	16	3	8	18	7	4	14
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		0.98	1.00		0.99
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
Adj Sat Flow, veh/h/ln	1863	2049	1863	1863	2049	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	82	2288	391	337	1536	130	359	402	342	109	304	60
Adj No. of Lanes	1	2	1	1	2	1	2	2	0	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	1652	672	210	1752	712	273	450	380	228	696	135
Arrive On Green	0.06	0.28	0.28	0.12	0.45	0.45	0.08	0.25	0.25	0.07	0.24	0.24
Sat Flow, veh/h	1774	3893	1583	1774	3893	1583	3442	1807	1524	3442	2948	574
Grp Volume(v), veh/h	82	2288	391	337	1536	130	359	394	350	109	181	183
Grp Sat Flow(s),veh/h/ln	1774	1947	1583	1774	1947	1583	1721	1770	1562	1721	1770	1753
Q Serve(g_s), s	8.1	76.4	38.1	21.3	64.5	8.9	14.3	38.7	39.1	5.5	15.6	16.1
Cycle Q Clear(g_c), s	8.1	76.4	38.1	21.3	64.5	8.9	14.3	38.7	39.1	5.5	15.6	16.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.33
Lane Grp Cap(c), veh/h	165	1652	672	210	1752	712	273	441	389	228	418	414
V/C Ratio(X)	0.50	1.38	0.58	1.61	0.88	0.18	1.31	0.89	0.90	0.48	0.43	0.44
Avail Cap(c_a), veh/h	168	1652	672	210	1752	712	273	495	436	229	472	467
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.13	0.13	0.13	0.43	0.43	0.43	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.3	64.4	50.7	79.3	45.0	29.7	82.8	65.3	65.4	81.0	58.5	58.7
Incr Delay (d2), s/veh	0.3	173.6	0.5	281.8	3.0	0.2	164.5	17.1	20.0	1.5	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	81.0	16.8	26.9	35.5	3.9	13.0	21.0	19.1	2.7	7.8	7.9
LnGrp Delay(d),s/veh	80.6	238.0	51.2	361.2	48.0	29.9	247.3	82.3	85.4	82.6	59.2	59.4
LnGrp LOS	F	F	D	F	D	C	F	F	F	F	E	E
Approach Vol, veh/h		2761			2003			1103			473	
Approach Delay, s/veh		206.9			99.5			137.0			64.7	
Approach LOS		F			F			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	84.4	20.0	48.6	22.4	89.0	17.6	50.9
Change Period (Y+Rc), s	* 5.7	8.0	* 5.7	6.1	* 5.7	8.0	* 5.7	6.1
Max Green Setting (Gmax), s	* 21	70.9	* 14	48.0	* 17	75.2	* 12	50.3
Max Q Clear Time (g_c+I1), s	23.3	78.4	16.3	18.1	10.1	66.5	7.5	41.1
Green Ext Time (p_c), s	0.0	0.0	0.0	2.3	0.1	6.5	0.1	3.3

Intersection Summary	
HCM 2010 Ctrl Delay	150.2
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	1981	300	188	1388	15	245	280	220	10	115	160
Future Volume (veh/h)	240	1981	300	188	1388	15	245	280	220	10	115	160
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	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
Adj Sat Flow, veh/h/ln	1863	2049	1863	1863	2049	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	261	2153	326	204	1509	16	266	304	239	11	125	174
Adj No. of Lanes	1	2	1	1	2	0	2	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	254	2105	845	171	1948	21	309	362	277	54	233	208
Arrive On Green	0.14	0.54	0.54	0.10	0.49	0.49	0.09	0.19	0.19	0.03	0.13	0.13
Sat Flow, veh/h	1774	3893	1563	1774	3946	42	3442	1898	1451	1774	1770	1580
Grp Volume(v), veh/h	261	2153	326	204	744	781	266	283	260	11	125	174
Grp Sat Flow(s),veh/h/ln	1774	1947	1563	1774	1947	2042	1721	1770	1579	1774	1770	1580
Q Serve(g_s), s	25.8	97.3	21.8	17.3	56.4	56.5	13.7	27.7	28.7	1.1	11.9	19.3
Cycle Q Clear(g_c), s	25.8	97.3	21.8	17.3	56.4	56.5	13.7	27.7	28.7	1.1	11.9	19.3
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.92	1.00		1.00
Lane Grp Cap(c), veh/h	254	2105	845	171	961	1008	309	338	301	54	233	208
V/C Ratio(X)	1.03	1.02	0.39	1.20	0.77	0.78	0.86	0.84	0.86	0.20	0.54	0.84
Avail Cap(c_a), veh/h	254	2105	845	171	961	1008	402	433	386	128	354	316
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)	0.09	0.09	0.09	0.70	0.70	0.70	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.1	41.3	24.0	81.3	37.4	37.4	80.8	70.1	70.5	85.1	73.0	76.3
Incr Delay (d2), s/veh	24.1	12.9	0.1	121.3	4.3	4.2	14.0	10.9	14.9	1.8	1.9	11.3
Initial Q Delay(d3),s/veh	0.1	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	14.3	55.8	9.4	14.2	31.3	33.1	7.1	14.6	13.8	0.6	6.0	9.1
LnGrp Delay(d),s/veh	101.3	54.2	24.1	202.7	41.7	41.5	94.8	81.1	85.4	86.9	74.9	87.6
LnGrp LOS	F	F	C	F	D	D	F	F	F	F	E	F
Approach Vol, veh/h		2740			1729			809			310	
Approach Delay, s/veh		55.1			60.6			87.0			82.4	
Approach LOS		E			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	105.3	21.8	29.8	31.5	96.8	11.2	40.5
Change Period (Y+Rc), s	5.7	8.0	* 5.7	6.1	* 5.7	8.0	* 5.7	6.1
Max Green Setting (Gmax), s	17.3	80.2	* 21	36.0	* 26	71.7	* 13	44.0
Max Q Clear Time (g_c+I1), s	13.7	99.3	15.7	21.3	27.8	58.5	3.1	30.7
Green Ext Time (p_c), s	0.0	0.0	0.4	1.5	0.0	8.5	0.0	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	63.0
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	2006	155	150	1436	75	85	155	185	45	75	35
Future Volume (veh/h)	50	2006	155	150	1436	75	85	155	185	45	75	35
Number	5	2	12	1	6	16	3	8	18	7	4	14
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		0.99	1.00		0.99	1.00		0.97
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
Adj Sat Flow, veh/h/ln	1863	2049	1863	1863	2049	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	54	2180	168	163	1561	82	92	168	201	49	82	38
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	2141	983	141	2208	983	246	304	255	210	284	332
Arrive On Green	0.06	0.55	0.55	0.16	1.00	1.00	0.07	0.16	0.16	0.06	0.15	0.15
Sat Flow, veh/h	1774	3893	1582	1774	3893	1563	3442	1863	1562	3442	1863	1535
Grp Volume(v), veh/h	54	2180	168	163	1561	82	92	168	201	49	82	38
Grp Sat Flow(s),veh/h/ln	1774	1947	1582	1774	1947	1563	1721	1863	1562	1721	1863	1535
Q Serve(g_s), s	5.3	99.0	8.1	14.3	0.0	0.0	4.6	14.9	22.2	2.4	7.0	3.6
Cycle Q Clear(g_c), s	5.3	99.0	8.1	14.3	0.0	0.0	4.6	14.9	22.2	2.4	7.0	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	110	2141	983	141	2208	983	246	304	255	210	284	332
V/C Ratio(X)	0.49	1.02	0.17	1.16	0.71	0.08	0.37	0.55	0.79	0.23	0.29	0.11
Avail Cap(c_a), veh/h	118	2141	983	141	2208	983	249	455	382	229	445	465
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.83	0.83	0.83	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.6	40.5	14.4	75.7	0.0	0.0	79.7	69.3	72.4	80.5	67.6	56.9
Incr Delay (d2), s/veh	0.3	11.2	0.0	117.5	1.6	0.1	0.9	1.6	6.4	0.6	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	56.3	3.5	11.6	0.5	0.0	2.2	7.8	10.1	1.2	3.7	1.5
LnGrp Delay(d),s/veh	81.9	51.7	14.5	193.2	1.6	0.1	80.7	70.9	78.8	81.1	68.2	57.1
LnGrp LOS	F	F	B	F	A	A	F	E	E	F	E	E
Approach Vol, veh/h		2402			1806			461			169	
Approach Delay, s/veh		49.8			18.8			76.3			69.4	
Approach LOS		D			B			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	107.0	18.6	34.4	16.9	110.1	16.7	36.3
Change Period (Y+Rc), s	5.7	8.0	* 5.7	7.0	* 5.7	8.0	* 5.7	7.0
Max Green Setting (Gmax), s	14.3	83.3	* 13	43.0	* 12	85.6	* 12	44.0
Max Q Clear Time (g_c+I1), s	16.3	101.0	6.6	9.0	7.3	2.0	4.4	24.2
Green Ext Time (p_c), s	0.0	0.0	0.1	0.6	0.0	22.6	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	41.4
HCM 2010 LOS	D

Notes

APPENDIX T8-2

Revised Trip Generation Table

Table 7-1
Project Trip Generation

	Land Use	Size	Daily Trip Ends (ADTs)		AM Peak Hour						PM Peak Hour					
			Rate [a]	Volume	% of ADT [a]	In:Out Split	In:Out Split	Volume In	Volume Out	Volume Total	% of ADT [a]	In:Out Split	In:Out Split	Volume In	Volume Out	Volume Total
	RESIDENTIAL TRIPS															
	UNIT TYPE															
	≤ 20 DU per acre	347 DU	8 /DU	2,776	8%	20%	80%	44	178	222	10%	70%	30%	195	83	278
	≤ 6 DU per acre	309 DU	10 /DU	3,090	8%	30%	70%	74	173	247	10%	70%	30%	216	93	309
A	**RESIDENTIAL TRIP GENERATION**	**656 DU**		**5,866**	—	—	—	**118**	**351**	**469**	—	—	—	**411**	**176**	**587**
	NON-RESIDENTIAL															
B	Commercial (C+D)	25 KSF	40 /KSF	1,000	3%	60%	40%	18	12	30	9%	50%	50%	45	45	90
C	Primary External Trips [d]		90%	900	—	—	—	18	12	30	9%	50%	50%	40	40	80
D	Pass-by External Trips [d]		10%	100	—	—	—	—	—	—	9%	50%	50%	5	5	10
E	Restaurant [b] (F+G)	5 KSF	100 /KSF	500	1%	60%	40%	3	2	5	8%	70%	30%	28	12	40
F	Primary External Trips [d]		90%	450	—	—	—	3	2	5	8%	70%	30%	25	11	36
G	Pass-by External Trips [d]		10%	50	—	—	—	—	—	—	8%	70%	30%	3	1	4
H	Farm [c]	30 acres	2 /acre	60	0.26	43%	57%	7	9	16	0.45	57%	43%	15	12	27
I	Hotel [e]	100 rooms	9 /room	900	8%	40%	60%	29	43	72	9%	60%	40%	49	32	81
J	***Subtotal Primary Trips (Residential + Primary Non-Residential Trips + Hotel Trips) (A + C + F + H + I)***			***8,176***				***175***	***417***	***592***				***540***	***271***	***811***
K	Mixed Use Reduction [d] (J x 5%)	5%		(409)				(9)	(21)	(30)				(27)	(14)	(41)
L	**TOTAL PRIMARY TRIPS (J - K)**			**7,767**				**166**	**396**	**562**				**513**	**257**	**770**
M	**TOTAL DRIVEWAY TRIPS (Total Project Trips - Mixed Use Reduction) (A + B + E + H + I - K)**			**7,917**				**166**	**396**	**562**				**521**	**263**	**784**

Footnotes:

a. Rates based on SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002.

b. Restauarant uses "Quality Restaurant" rate from SANDAG

c. For Farm, SANDAG "Agriculture" rate applied. For peak splits, ITE 818 "Nursery (Wholesale)" rate applied.

d. Primary trips, pass-by trips, and mixed-use credit percentages sourced to SANDAG.

e. For Hotel, SANDAG "Hotel" rate reduced from 10 ADT/room to 9 ADT/room since the "hotel" rate includes trips generated by convention facilities, which are not proposed by the Project.