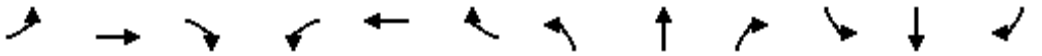
R-H3 – Proposed Project: Level of Service Reports

Existing Conditions



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	177	88	187	154	61	97	132	151	70	100	67
Future Volume (veh/h)	33	177	88	187	154	61	97	132	151	70	100	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	188	94	199	164	65	103	140	161	74	106	71
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	1325	663	284	802	631	133	792	473	96	720	311
Arrive On Green	0.03	0.37	0.37	0.08	0.43	0.43	0.07	0.22	0.22	0.05	0.20	0.20
Sat Flow, veh/h	1781	3554	1462	3456	1870	1470	1781	3554	1537	1781	3554	1534
Grp Volume(v), veh/h	35	188	94	199	164	65	103	140	161	74	106	71
Grp Sat Flow(s),veh/h/ln	1781	1777	1462	1728	1870	1470	1781	1777	1537	1781	1777	1534
Q Serve(g_s), s	1.7	3.1	3.3	4.9	4.8	2.3	5.0	2.8	7.1	3.6	2.1	3.4
Cycle Q Clear(g_c), s	1.7	3.1	3.3	4.9	4.8	2.3	5.0	2.8	7.1	3.6	2.1	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	47	1325	663	284	802	631	133	792	473	96	720	311
V/C Ratio(X)	0.75	0.14	0.14	0.70	0.20	0.10	0.78	0.18	0.34	0.77	0.15	0.23
Avail Cap(c_a), veh/h	612	1627	787	1186	856	673	612	1627	834	612	1627	702
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.3	18.1	14.3	39.0	15.6	14.9	39.7	27.5	23.6	40.8	28.6	29.1
Incr Delay (d2), s/veh	8.6	0.1	0.1	1.2	0.1	0.0	3.7	0.1	0.4	4.8	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.2	1.1	2.1	2.0	0.8	2.3	1.2	2.6	1.7	0.9	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.9	18.2	14.4	40.2	15.7	14.9	43.4	27.6	24.0	45.6	28.7	29.3
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		317			428			404			251	
Approach Delay, s/veh		20.7			27.0			30.2			33.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	38.5	11.9	24.4	7.7	43.4	10.1	26.2
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	6.9	5.3	7.0	5.4	3.7	6.8	5.6	9.1
Green Ext Time (p_c), s	0.3	2.0	0.1	0.6	0.0	0.8	0.1	1.5

Intersection Summary	
HCM 6th Ctrl Delay	27.7
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	4	23	0	34	46	306	30	67	277	13
Future Volume (veh/h)	5	0	4	23	0	34	46	306	30	67	277	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	0	4	25	0	37	50	333	33	73	301	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	271	42	113	456	0	357	80	1518	147	106	1681	77
Arrive On Green	0.17	0.00	0.17	0.17	0.00	0.17	0.04	0.32	0.32	0.06	0.34	0.34
Sat Flow, veh/h	588	244	666	1387	0	1546	1781	4716	457	1781	4995	230
Grp Volume(v), veh/h	9	0	0	25	0	37	50	238	128	73	204	111
Grp Sat Flow(s),veh/h/ln	1498	0	0	1387	0	1546	1781	1702	1769	1781	1702	1820
Q Serve(g_s), s	0.0	0.0	0.0	0.3	0.0	0.6	0.9	1.7	1.7	1.3	1.4	1.4
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.5	0.0	0.6	0.9	1.7	1.7	1.3	1.4	1.4
Prop In Lane	0.56		0.44	1.00		1.00	1.00		0.26	1.00		0.13
Lane Grp Cap(c), veh/h	426	0	0	456	0	357	80	1096	569	106	1145	613
V/C Ratio(X)	0.02	0.00	0.00	0.05	0.00	0.10	0.63	0.22	0.22	0.69	0.18	0.18
Avail Cap(c_a), veh/h	1923	0	0	1905	0	1982	1632	6236	3241	1632	6236	3335
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.3	0.0	0.0	11.5	0.0	10.0	15.4	8.1	8.1	15.1	7.7	7.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.1	0.3	3.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.0	0.2	0.4	0.4	0.5	0.5	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.3	0.0	0.0	11.5	0.0	10.0	18.4	8.2	8.4	18.1	7.8	7.8
LnGrp LOS	B	A	A	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		9			62			416			388	
Approach Delay, s/veh		11.3			10.6			9.5			9.7	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.3	15.9		10.5	5.9	16.4		10.5				
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	30.0	* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s	3.3	3.7		2.1	2.9	3.4		2.6				
Green Ext Time (p_c), s	0.1	3.5		0.0	0.1	2.5		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	6	18	29	32	10	229	618	80	36	396	161
Future Volume (veh/h)	14	6	18	29	32	10	229	618	80	36	396	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.78	1.00		0.77	1.00		0.93	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	6	19	31	34	11	246	665	86	39	426	173
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	553	366	40	533	349	289	1531	637	50	737	294
Arrive On Green	0.03	0.30	0.30	0.02	0.29	0.29	0.16	0.43	0.43	0.03	0.31	0.31
Sat Flow, veh/h	1781	1870	1238	1781	1870	1225	1781	3554	1479	1781	2407	962
Grp Volume(v), veh/h	15	6	19	31	34	11	246	665	86	39	313	286
Grp Sat Flow(s),veh/h/ln	1781	1870	1238	1781	1870	1225	1781	1777	1479	1781	1777	1592
Q Serve(g_s), s	0.9	0.2	1.2	1.8	1.4	0.7	14.1	13.8	3.7	2.3	15.6	16.0
Cycle Q Clear(g_c), s	0.9	0.2	1.2	1.8	1.4	0.7	14.1	13.8	3.7	2.3	15.6	16.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.60
Lane Grp Cap(c), veh/h	59	553	366	40	533	349	289	1531	637	50	544	487
V/C Ratio(X)	0.25	0.01	0.05	0.77	0.06	0.03	0.85	0.43	0.13	0.78	0.57	0.59
Avail Cap(c_a), veh/h	509	553	366	509	534	350	509	2030	845	509	1015	910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.5	26.1	26.4	51.1	27.3	27.1	42.8	20.9	18.1	50.7	30.7	30.8
Incr Delay (d2), s/veh	0.8	0.0	0.0	10.7	0.0	0.0	9.6	0.2	0.1	9.6	2.6	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.3	0.9	0.6	0.2	6.9	5.7	1.3	1.1	7.0	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.3	26.1	26.5	61.8	27.3	27.1	52.4	21.2	18.2	60.3	33.3	33.9
LnGrp LOS	D	C	C	E	C	C	D	C	B	E	C	C
Approach Vol, veh/h		40			76			997			638	
Approach Delay, s/veh		35.4			41.4			28.6			35.2	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	53.9	6.8	36.0	21.4	40.8	7.9	34.9
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	4.3	15.8	3.8	3.2	16.1	18.0	2.9	3.4
Green Ext Time (p_c), s	0.0	7.3	0.0	0.0	1.0	10.1	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	31.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	142	11	115	97	0	0	0	0	180	19	27
Future Volume (veh/h)	0	142	11	115	97	0	0	0	0	180	19	27
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	156	12	126	107	0				213	0	30
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	221	442	194	300	573	0				988	0	629
Arrive On Green	0.00	0.12	0.12	0.17	0.17	0.00				0.28	0.00	0.28
Sat Flow, veh/h	1781	3554	1560	1781	3572	0				3563	0	1557
Grp Volume(v), veh/h	0	156	12	126	107	0				213	0	30
Grp Sat Flow(s),veh/h/ln	1781	1777	1560	1781	1702	0				1781	0	1557
Q Serve(g_s), s	0.0	1.4	0.2	2.1	0.9	0.0				1.5	0.0	0.4
Cycle Q Clear(g_c), s	0.0	1.4	0.2	2.1	0.9	0.0				1.5	0.0	0.4
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	221	442	194	300	573	0				988	0	629
V/C Ratio(X)	0.00	0.35	0.06	0.42	0.19	0.00				0.22	0.00	0.05
Avail Cap(c_a), veh/h	3170	6324	2775	3170	6058	0				3698	0	1814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	13.5	13.0	12.5	12.0	0.0				9.4	0.0	6.2
Incr Delay (d2), s/veh	0.0	0.2	0.0	1.1	0.2	0.0				0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.1	0.7	0.2	0.0				0.4	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.7	13.1	13.6	12.2	0.0				9.4	0.0	6.2
LnGrp LOS	A	B	B	B	B	A				A	A	A
Approach Vol, veh/h		168			233						243	
Approach Delay, s/veh		13.7			13.0						9.0	
Approach LOS		B			B						A	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		8.2		15.6		10.0
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		3.4		3.5		4.1
Green Ext Time (p_c), s		0.6		0.4		1.5

Intersection Summary	
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	256	0	0	173	310	23	6	58	20	0	263
Future Volume (veh/h)	68	256	0	0	173	310	23	6	58	20	0	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	76	284	0	0	192	344	26	7	64	22	0	292
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	101	1574	0	0	559	494	144	12	114	27	0	356
Arrive On Green	0.06	0.44	0.00	0.00	0.31	0.31	0.08	0.08	0.08	0.24	0.00	0.24
Sat Flow, veh/h	1781	3647	0	0	1870	1570	1781	154	1407	111	0	1477
Grp Volume(v), veh/h	76	284	0	0	192	344	26	0	71	314	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1570	1781	0	1561	1588	0	0
Q Serve(g_s), s	2.6	3.0	0.0	0.0	5.2	12.1	0.9	0.0	2.8	11.8	0.0	0.0
Cycle Q Clear(g_c), s	2.6	3.0	0.0	0.0	5.2	12.1	0.9	0.0	2.8	11.8	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.90	0.07		0.93
Lane Grp Cap(c), veh/h	101	1574	0	0	559	494	144	0	126	382	0	0
V/C Ratio(X)	0.75	0.18	0.00	0.00	0.34	0.70	0.18	0.00	0.56	0.82	0.00	0.00
Avail Cap(c_a), veh/h	850	3393	0	0	1696	1499	1134	0	993	1011	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.2	10.6	0.0	0.0	16.6	18.9	26.9	0.0	27.8	22.6	0.0	0.0
Incr Delay (d2), s/veh	12.7	0.0	0.0	0.0	0.4	2.1	0.2	0.0	1.5	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.0	0.0	0.0	1.9	4.0	0.4	0.0	1.0	4.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	10.6	0.0	0.0	17.0	21.1	27.2	0.0	29.3	24.3	0.0	0.0
LnGrp LOS	D	B	A	A	B	C	C	A	C	C	A	A
Approach Vol, veh/h		360			536			97			314	
Approach Delay, s/veh		17.2			19.6			28.7			24.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		32.2		19.1	8.1	24.2		11.5				
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4				
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s		5.0		13.8	4.6	14.1		4.8				
Green Ext Time (p_c), s		1.1		1.4	0.2	4.3		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		20.7
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	287	48	293	336	0	0	0	0	376	229	159
Future Volume (veh/h)	0	287	48	293	336	0	0	0	0	376	229	159
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	293	49	299	343	0				384	234	162
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1939	862	379	2515	0				626	329	272
Arrive On Green	0.00	0.55	0.55	0.22	1.00	0.00				0.18	0.18	0.18
Sat Flow, veh/h	0	3647	1579	3456	3647	0				3563	1870	1545
Grp Volume(v), veh/h	0	293	49	299	343	0				384	234	162
Grp Sat Flow(s),veh/h/ln	0	1777	1579	1728	1777	0				1781	1870	1545
Q Serve(g_s), s	0.0	3.4	1.2	6.9	0.0	0.0				8.4	9.9	8.1
Cycle Q Clear(g_c), s	0.0	3.4	1.2	6.9	0.0	0.0				8.4	9.9	8.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1939	862	379	2515	0				626	329	272
V/C Ratio(X)	0.00	0.15	0.06	0.79	0.14	0.00				0.61	0.71	0.60
Avail Cap(c_a), veh/h	0	1939	862	703	2515	0				1361	715	591
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.99	0.99	0.97	0.97	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.5	8.9	31.9	0.0	0.0				32.0	32.6	31.9
Incr Delay (d2), s/veh	0.0	0.2	0.1	1.4	0.1	0.0				0.4	1.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	0.4	2.5	0.0	0.0				3.6	4.5	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.6	9.1	33.2	0.1	0.0				32.4	33.7	32.7
LnGrp LOS	A	A	A	C	A	A				C	C	C
Approach Vol, veh/h		342			642						780	
Approach Delay, s/veh		9.5			15.5						32.8	
Approach LOS		A			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.6	50.7		19.7		64.3
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	9.2	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.9	5.4		11.9		2.0
Green Ext Time (p_c), s	0.4	1.9		1.9		2.4

Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	482	0	0	511	526	113	194	24	0	0	0
Future Volume (veh/h)	189	482	0	0	511	526	113	194	24	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	191	487	0	0	516	531	114	196	24			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1299	2732	0	0	1189	519	192	367	44			
Arrive On Green	0.75	1.00	0.00	0.00	0.33	0.33	0.11	0.11	0.11			
Sat Flow, veh/h	3456	3647	0	0	3647	1553	1679	3207	388			
Grp Volume(v), veh/h	191	487	0	0	516	531	121	102	110			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1553	1786	1702	1786			
Q Serve(g_s), s	1.3	0.0	0.0	0.0	9.5	28.1	5.4	4.8	4.9			
Cycle Q Clear(g_c), s	1.3	0.0	0.0	0.0	9.5	28.1	5.4	4.8	4.9			
Prop In Lane	1.00		0.00	0.00		1.00	0.94		0.22			
Lane Grp Cap(c), veh/h	1299	2732	0	0	1189	519	205	195	204			
V/C Ratio(X)	0.15	0.18	0.00	0.00	0.43	1.02	0.59	0.53	0.54			
Avail Cap(c_a), veh/h	1299	2732	0	0	1189	519	598	569	597			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	6.7	0.0	0.0	0.0	21.8	28.0	35.3	35.0	35.1			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	1.2	45.2	1.0	0.8	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.0	0.0	3.8	15.8	2.4	2.0	2.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.7	0.1	0.0	0.0	22.9	73.2	36.4	35.9	35.9			
LnGrp LOS	A	A	A	A	C	F	D	D	D			
Approach Vol, veh/h		678			1047			334				
Approach Delay, s/veh		2.0			48.4			36.1				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.5			36.5	33.0		14.5				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			3.3	30.1		7.4				
Green Ext Time (p_c), s		3.9			0.4	0.0		1.2				

Intersection Summary	
HCM 6th Ctrl Delay	31.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	17	40	12	843	18	0	0	0
Future Volume (veh/h)	0	0	0	0	17	40	12	843	18	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	22	51	15	1081	23			
Peak Hour Factor				0.78	0.78	0.78	0.78	0.78	0.78			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	32	73	123	3012	64			
Arrive On Green				0.00	0.06	0.06	0.61	0.61	0.61			
Sat Flow, veh/h				0	499	1156	20	4968	105			
Grp Volume(v), veh/h				0	0	73	410	340	369			
Grp Sat Flow(s),veh/h/ln				0	0	1655	1864	1549	1680			
Q Serve(g_s), s				0.0	0.0	1.5	0.0	3.7	3.7			
Cycle Q Clear(g_c), s				0.0	0.0	1.5	3.7	3.7	3.7			
Prop In Lane				0.00		0.70	0.04		0.06			
Lane Grp Cap(c), veh/h				0	0	105	1241	939	1019			
V/C Ratio(X)				0.00	0.00	0.70	0.33	0.36	0.36			
Avail Cap(c_a), veh/h				0	0	1971	3422	2766	3000			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	15.4	3.3	3.3	3.3			
Incr Delay (d2), s/veh				0.0	0.0	3.1	0.2	0.3	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.6	0.5	0.4	0.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	18.5	3.6	3.7	3.7			
LnGrp LOS				A	A	B	A	A	A			
Approach Vol, veh/h					73			1119				
Approach Delay, s/veh					18.5			3.6				
Approach LOS					B			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	26.0							7.6				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	5.7							3.5				
Green Ext Time (p_c), s	14.7							0.3				

Intersection Summary												
HCM 6th Ctrl Delay			4.5									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	139	59	312	259	56	157	226	61	56	236	53
Future Volume (veh/h)	39	139	59	312	259	56	157	226	61	56	236	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	149	63	335	278	60	169	243	66	60	254	57
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	287	241	394	508	110	216	1060	270	76	774	165
Arrive On Green	0.03	0.15	0.15	0.22	0.34	0.34	0.12	0.26	0.26	0.04	0.18	0.18
Sat Flow, veh/h	1781	1870	1570	1781	1489	321	1781	4029	1027	1781	4190	891
Grp Volume(v), veh/h	42	149	63	335	0	338	169	203	106	60	204	107
Grp Sat Flow(s),veh/h/ln	1781	1870	1570	1781	0	1811	1781	1702	1652	1781	1702	1677
Q Serve(g_s), s	1.4	4.4	2.1	10.7	0.0	9.0	5.5	2.8	3.0	2.0	3.1	3.3
Cycle Q Clear(g_c), s	1.4	4.4	2.1	10.7	0.0	9.0	5.5	2.8	3.0	2.0	3.1	3.3
Prop In Lane	1.00		1.00	1.00		0.18	1.00		0.62	1.00		0.53
Lane Grp Cap(c), veh/h	60	287	241	394	0	618	216	896	435	76	628	310
V/C Ratio(X)	0.70	0.52	0.26	0.85	0.00	0.55	0.78	0.23	0.24	0.79	0.32	0.35
Avail Cap(c_a), veh/h	898	1257	1055	898	0	1217	898	3432	1665	898	3432	1691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	23.2	22.2	22.2	0.0	15.9	25.4	17.2	17.3	28.2	21.0	21.1
Incr Delay (d2), s/veh	5.4	0.5	0.2	2.0	0.0	0.8	2.3	0.2	0.5	6.6	0.5	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.9	0.8	4.4	0.0	3.6	2.3	1.0	1.1	0.9	1.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	23.7	22.4	24.3	0.0	16.6	27.7	17.4	17.8	34.8	21.6	22.3
LnGrp LOS	C	C	C	C	A	B	C	B	B	C	C	C
Approach Vol, veh/h		254			673			478			371	
Approach Delay, s/veh		25.1			20.4			21.1			23.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	21.0	17.6	14.0	11.6	16.3	6.4	25.2
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	4.0	5.0	12.7	6.4	7.5	5.3	3.4	11.0
Green Ext Time (p_c), s	0.1	3.8	0.5	0.7	0.2	3.7	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	109	136	95	167	0	0	0	0	86	1070	506
Future Volume (veh/h)	0	109	136	95	167	0	0	0	0	86	1070	506
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	124	155	108	190	0				98	1216	575
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	375	317	208	391	0				1131	2161	992
Arrive On Green	0.00	0.20	0.20	0.20	0.20	0.00				0.63	0.63	0.63
Sat Flow, veh/h	0	1870	1585	644	2037	0				1781	3404	1563
Grp Volume(v), veh/h	0	124	155	149	149	0				98	1216	575
Grp Sat Flow(s),veh/h/ln	0	1870	1585	979	1617	0				1781	1702	1563
Q Serve(g_s), s	0.0	4.5	6.8	7.9	6.4	0.0				1.7	16.0	16.8
Cycle Q Clear(g_c), s	0.0	4.5	6.8	12.4	6.4	0.0				1.7	16.0	16.8
Prop In Lane	0.00		1.00	0.72		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	375	317	275	324	0				1131	2161	992
V/C Ratio(X)	0.00	0.33	0.49	0.54	0.46	0.00				0.09	0.56	0.58
Avail Cap(c_a), veh/h	0	712	604	499	616	0				1356	2592	1190
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	27.0	27.9	31.3	27.8	0.0				5.6	8.2	8.3
Incr Delay (d2), s/veh	0.0	0.2	0.4	1.2	0.8	0.0				0.1	0.4	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.0	2.6	2.8	2.5	0.0				0.5	5.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	27.2	28.4	32.6	28.5	0.0				5.6	8.6	9.3
LnGrp LOS	A	C	C	C	C	A				A	A	A
Approach Vol, veh/h		279			298						1889	
Approach Delay, s/veh		27.8			30.5						8.6	
Approach LOS		C			C						A	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		22.5		56.3		22.5
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		8.8		18.8		14.4
Green Ext Time (p_c), s		0.7		31.3		1.4

Intersection Summary	
HCM 6th Ctrl Delay	13.5
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	18	56	0	35	21	227	773	15	0	0	0
Future Volume (veh/h)	118	18	56	0	35	21	227	773	15	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	124	19	59	0	37	22	239	814	16			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	419	47	1001	0	205	122	793	1585	31			
Arrive On Green	0.19	0.19	0.19	0.00	0.19	0.19	0.45	0.45	0.45			
Sat Flow, veh/h	1023	250	1572	0	1091	649	1781	3562	70			
Grp Volume(v), veh/h	143	0	59	0	0	59	239	406	424			
Grp Sat Flow(s),veh/h/ln	1274	0	1572	0	0	1740	1781	1777	1855			
Q Serve(g_s), s	2.4	0.0	0.0	0.0	0.0	0.8	2.6	4.9	4.9			
Cycle Q Clear(g_c), s	3.3	0.0	0.0	0.0	0.0	0.8	2.6	4.9	4.9			
Prop In Lane	0.87		1.00	0.00		0.37	1.00		0.04			
Lane Grp Cap(c), veh/h	466	0	1001	0	0	327	793	791	826			
V/C Ratio(X)	0.31	0.00	0.06	0.00	0.00	0.18	0.30	0.51	0.51			
Avail Cap(c_a), veh/h	1609	0	2293	0	0	1757	1769	1764	1842			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	11.3	0.0	2.1	0.0	0.0	10.1	5.3	5.9	5.9			
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.1	0.2	0.5	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.0	0.0	0.3	0.5	1.0	1.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.6	0.0	2.1	0.0	0.0	10.2	5.5	6.4	6.4			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		202			59			1069				
Approach Delay, s/veh		8.9			10.2			6.2				
Approach LOS		A			B			A				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	17.7	12.0	12.0
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	6.9	5.3	2.8
Green Ext Time (p_c), s	6.3	1.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	10	36	3	2	2	36	439	38	38	581	10
Future Volume (veh/h)	4	10	36	3	2	2	36	439	38	38	581	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	11	40	3	2	2	40	482	42	42	638	11
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	395	58	212	352	142	142	63	2334	712	126	2369	41
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.04	0.46	0.46	0.04	0.46	0.46
Sat Flow, veh/h	1405	352	1281	1347	856	856	1781	5106	1558	3456	5166	89
Grp Volume(v), veh/h	4	0	51	3	0	4	40	482	42	42	420	229
Grp Sat Flow(s),veh/h/ln	1405	0	1634	1347	0	1713	1781	1702	1558	1728	1702	1851
Q Serve(g_s), s	0.1	0.0	1.2	0.1	0.0	0.1	1.0	2.5	0.7	0.5	3.3	3.3
Cycle Q Clear(g_c), s	0.2	0.0	1.2	1.3	0.0	0.1	1.0	2.5	0.7	0.5	3.3	3.3
Prop In Lane	1.00		0.78	1.00		0.50	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	395	0	271	352	0	284	63	2334	712	126	1561	849
V/C Ratio(X)	0.01	0.00	0.19	0.01	0.00	0.01	0.64	0.21	0.06	0.33	0.27	0.27
Avail Cap(c_a), veh/h	1446	0	1494	1360	0	1566	1221	7003	2137	2370	4668	2539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	0.0	15.7	16.3	0.0	15.3	20.8	7.1	6.6	20.6	7.3	7.3
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.0	4.0	0.1	0.1	0.6	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	0.0	0.0	0.0	0.4	0.6	0.2	0.2	0.8	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.3	0.0	15.8	16.3	0.0	15.3	24.8	7.2	6.7	21.1	7.4	7.5
LnGrp LOS	B	A	B	B	A	B	C	A	A	C	A	A
Approach Vol, veh/h		55			7			564			691	
Approach Delay, s/veh		15.8			15.7			8.4			8.3	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.0	25.7		12.1	5.9	25.8		12.1
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	2.5	4.5		3.2	3.0	5.3		3.3
Green Ext Time (p_c), s	0.1	6.7		0.2	0.0	4.6		0.0

Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

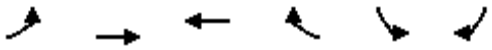
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2097	10	0	4205	4	0	0	3	0	0	2
Future Vol, veh/h	0	2097	10	0	4205	4	0	0	3	0	0	2
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	2304	11	0	4621	4	0	0	3	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1158	-	-	2315
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	163	0	0	26
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	163	-	-	26
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	27.5	155.9
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	163	-	-	-	-	26
HCM Lane V/C Ratio	0.02	-	-	-	-	0.085
HCM Control Delay (s)	27.5	-	-	-	-	155.9
HCM Lane LOS	D	-	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.3



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	723	1395	1962	52	27	47
Future Volume (veh/h)	723	1395	1962	52	27	47
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	822	1585	2230	0	31	53
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	814	4304	2944		85	75
Arrive On Green	0.24	0.86	0.59	0.00	0.05	0.05
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	822	1585	2230	0	31	53
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	27.8	7.5	39.1	0.0	2.0	3.9
Cycle Q Clear(g_c), s	27.8	7.5	39.1	0.0	2.0	3.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	814	4304	2944		85	75
V/C Ratio(X)	1.01	0.37	0.76		0.37	0.70
Avail Cap(c_a), veh/h	814	4304	2944		479	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.54	0.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	1.6	17.9	0.0	54.5	55.4
Incr Delay (d2), s/veh	33.9	0.2	1.0	0.0	1.0	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.3	0.8	13.6	0.0	0.9	3.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	79.0	1.9	18.9	0.0	55.5	59.8
LnGrp LOS	F	A	B		E	E
Approach Vol, veh/h		2407	2230	A	84	
Approach Delay, s/veh		28.2	18.9		58.2	
Approach LOS		C	B		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		107.2		10.8	32.2	75.0
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		75.8		31.7	27.8	* 44
Max Q Clear Time (g_c+I1), s		9.5		5.9	29.8	41.1
Green Ext Time (p_c), s		48.7		0.1	0.0	2.5

Intersection Summary	
HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	492	13	38	736	46	78	213	61	50	149	433
Future Volume (veh/h)	239	492	13	38	736	46	78	213	61	50	149	433
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.93	1.00		0.88
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	257	529	14	41	791	49	84	229	66	54	160	466
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	284	1657	44	256	1560	97	105	801	212	70	934	508
Arrive On Green	0.16	0.47	0.47	0.14	0.46	0.46	0.06	0.20	0.20	0.04	0.18	0.18
Sat Flow, veh/h	1781	3535	93	1781	3398	210	1781	3952	1047	1781	5106	1398
Grp Volume(v), veh/h	257	266	277	41	414	426	84	194	101	54	160	466
Grp Sat Flow(s),veh/h/ln	1781	1777	1852	1781	1777	1832	1781	1702	1596	1781	1702	1398
Q Serve(g_s), s	19.8	13.1	13.1	2.8	23.0	23.0	6.5	6.8	7.5	4.2	3.7	25.6
Cycle Q Clear(g_c), s	19.8	13.1	13.1	2.8	23.0	23.0	6.5	6.8	7.5	4.2	3.7	25.6
Prop In Lane	1.00		0.05	1.00		0.11	1.00		0.66	1.00		1.00
Lane Grp Cap(c), veh/h	284	833	868	256	815	841	105	690	323	70	934	508
V/C Ratio(X)	0.91	0.32	0.32	0.16	0.51	0.51	0.80	0.28	0.31	0.78	0.17	0.92
Avail Cap(c_a), veh/h	382	833	868	256	815	841	244	690	323	244	934	508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	0.99	0.99	0.99	0.99	0.99	0.99
Uniform Delay (d), s/veh	57.8	23.2	23.3	52.5	26.7	26.7	65.1	47.2	47.5	66.7	48.3	44.9
Incr Delay (d2), s/veh	20.2	1.0	1.0	1.2	2.1	2.0	5.2	0.2	0.6	6.6	0.1	21.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	5.6	5.9	1.3	10.0	10.3	3.1	2.9	3.0	2.0	1.6	18.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.0	24.3	24.2	53.7	28.8	28.7	70.2	47.4	48.1	73.3	48.4	66.7
LnGrp LOS	E	C	C	D	C	C	E	D	D	E	D	E
Approach Vol, veh/h		800			881			379			680	
Approach Delay, s/veh		41.5			29.9			52.7			62.9	
Approach LOS		D			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	33.4	25.9	70.8	12.7	30.6	26.7	70.0
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	10.2	9.5	4.8	15.1	8.5	27.6	21.8	25.0
Green Ext Time (p_c), s	0.0	1.7	0.0	4.9	0.1	0.0	0.5	4.4

Intersection Summary	
HCM 6th Ctrl Delay	44.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	559	41	31	159	0	0	0	0	221	196	661
Future Volume (veh/h)	0	559	41	31	159	0	0	0	0	221	196	661
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	628	46	35	179	0				248	220	743
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1688	123	60	2021	0				616	1293	537
Arrive On Green	0.00	1.00	1.00	0.03	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3447	245	1781	3647	0				1781	3741	1553
Grp Volume(v), veh/h	0	332	342	35	179	0				248	220	743
Grp Sat Flow(s),veh/h/ln	0	1777	1822	1781	1777	0				1781	1870	1553
Q Serve(g_s), s	0.0	0.0	0.0	2.7	3.2	0.0				14.8	5.7	48.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.7	3.2	0.0				14.8	5.7	48.4
Prop In Lane	0.00		0.13	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	894	917	60	2021	0				616	1293	537
V/C Ratio(X)	0.00	0.37	0.37	0.58	0.09	0.00				0.40	0.17	1.38
Avail Cap(c_a), veh/h	0	894	917	313	2021	0				616	1293	537
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.97	0.97	0.87	0.87	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	66.7	13.7	0.0				34.8	31.8	45.8
Incr Delay (d2), s/veh	0.0	1.1	1.1	2.9	0.1	0.0				2.0	0.3	184.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.3	1.3	1.3	0.0				6.9	2.7	46.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.1	1.1	69.5	13.8	0.0				36.8	32.1	229.8
LnGrp LOS	A	A	A	E	B	A				D	C	F
Approach Vol, veh/h		674			214						1211	
Approach Delay, s/veh		1.1			22.9						154.4	
Approach LOS		A			C						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.1	77.1		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	4.7	2.0		50.4		5.2
Green Ext Time (p_c), s	0.0	1.2		0.0		0.4

Intersection Summary	
HCM 6th Ctrl Delay	91.8
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	426	344	0	0	170	99	43	72	29	0	0	0
Future Volume (veh/h)	426	344	0	0	170	99	43	72	29	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	453	366	0	0	181	105	46	77	31			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1529	1509	0	0	667	367	90	164	108			
Arrive On Green	0.44	0.81	0.00	0.00	0.30	0.30	0.07	0.07	0.07			
Sat Flow, veh/h	3456	1870	0	0	2293	1211	1266	2318	1529			
Grp Volume(v), veh/h	453	366	0	0	144	142	66	57	31			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1634	1807	1777	1529			
Q Serve(g_s), s	6.7	3.8	0.0	0.0	4.9	5.3	2.8	2.5	1.5			
Cycle Q Clear(g_c), s	6.7	3.8	0.0	0.0	4.9	5.3	2.8	2.5	1.5			
Prop In Lane	1.00		0.00	0.00		0.74	0.70		1.00			
Lane Grp Cap(c), veh/h	1529	1509	0	0	539	495	128	126	108			
V/C Ratio(X)	0.30	0.24	0.00	0.00	0.27	0.29	0.51	0.46	0.29			
Avail Cap(c_a), veh/h	1529	1509	0	0	580	533	386	380	327			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.93	0.93	0.00	0.00	1.00	1.00	0.98	0.98	0.98			
Uniform Delay (d), s/veh	14.3	1.9	0.0	0.0	21.1	21.3	35.8	35.7	35.3			
Incr Delay (d2), s/veh	0.1	0.4	0.0	0.0	0.1	0.1	1.2	0.9	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.4	0.6	0.0	0.0	1.9	1.9	1.3	1.1	0.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.4	2.2	0.0	0.0	21.2	21.4	37.0	36.6	35.8			
LnGrp LOS	B	A	A	A	C	C	D	D	D			
Approach Vol, veh/h		819			286			154				
Approach Delay, s/veh		9.0			21.3			36.6				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.4			40.3	29.2		10.6				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		5.8			8.7	7.3		4.8				
Green Ext Time (p_c), s		1.3			1.4	0.9		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	80	1589	470	0	0	1386
Future Volume (veh/h)	80	1589	470	0	0	1386
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	86	0	505	0	0	1490
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	150		2044	0	671	5192
Arrive On Green	0.08	0.00	0.41	0.00	0.00	0.83
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	86	0	505	0	0	1490
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	5.1	0.0	7.3	0.0	0.0	5.9
Cycle Q Clear(g_c), s	5.1	0.0	7.3	0.0	0.0	5.9
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	150		2044	0	671	5192
V/C Ratio(X)	0.57		0.25	0.00	0.00	0.29
Avail Cap(c_a), veh/h	487		2044	0	730	5192
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.00	0.90	0.00	0.00	0.93
Uniform Delay (d), s/veh	48.5	0.0	21.3	0.0	0.0	2.2
Incr Delay (d2), s/veh	0.9	0.0	0.1	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	2.7	0.0	0.0	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.4	0.0	21.4	0.0	0.0	2.3
LnGrp LOS	D		C	A	A	A
Approach Vol, veh/h	86	A	505			1490
Approach Delay, s/veh	49.4		21.4			2.3
Approach LOS	D		C			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	15.8	50.0				95.8	14.2
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	45.1	20.6				45.1	30.1
Max Q Clear Time (g_c+I1), s	10.0	9.3				7.9	7.1
Green Ext Time (p_c), s	0.0	3.2				17.3	0.1

Intersection Summary	
HCM 6th Ctrl Delay	8.9
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	210	1589	121	93	215	0	0	170	23
Future Volume (veh/h)	0	0	0	210	1589	121	93	215	0	0	170	23
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.88
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				223	1690	129	99	229	0	0	181	24
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				315	2551	200	128	1387	0	0	639	80
Arrive On Green				0.19	0.19	0.19	0.14	0.54	0.00	0.00	0.14	0.14
Sat Flow, veh/h				550	4447	348	1781	5274	0	0	4685	565
Grp Volume(v), veh/h				748	627	667	99	229	0	0	134	71
Grp Sat Flow(s),veh/h/ln				1843	1702	1800	1781	1702	0	0	1702	1677
Q Serve(g_s), s				41.8	37.4	37.7	5.9	2.5	0.0	0.0	3.9	4.2
Cycle Q Clear(g_c), s				41.8	37.4	37.7	5.9	2.5	0.0	0.0	3.9	4.2
Prop In Lane				0.30		0.19	1.00		0.00	0.00		0.34
Lane Grp Cap(c), veh/h				1057	976	1032	128	1387	0	0	482	237
V/C Ratio(X)				0.71	0.64	0.65	0.77	0.17	0.00	0.00	0.28	0.30
Avail Cap(c_a), veh/h				1057	976	1032	155	1629	0	0	591	291
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.72	0.72	0.72	0.70	0.70	0.00	0.00	0.96	0.96
Uniform Delay (d), s/veh				35.9	34.2	34.3	46.2	18.9	0.0	0.0	42.2	42.3
Incr Delay (d2), s/veh				2.9	2.3	2.3	10.1	0.0	0.0	0.0	0.2	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				21.4	17.6	18.7	2.8	0.9	0.0	0.0	1.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				38.8	36.5	36.5	56.4	18.9	0.0	0.0	42.4	42.8
LnGrp LOS				D	D	D	E	B	A	A	D	D
Approach Vol, veh/h					2042			328			205	
Approach Delay, s/veh					37.4			30.2			42.5	
Approach LOS					D			C			D	

Timer - Assigned Phs	3	4		6		8
Phs Duration (G+Y+Rc), s	13.8	22.0		69.0		35.8
Change Period (Y+Rc), s	5.9	* 6.4		5.9		5.9
Max Green Setting (Gmax), s	9.6	* 19		63.1		35.1
Max Q Clear Time (g_c+I1), s	7.9	6.2		43.8		4.5
Green Ext Time (p_c), s	0.0	0.7		11.8		1.7

Intersection Summary	
HCM 6th Ctrl Delay	36.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	262	1882	0	0	0	0	0	154	50
Future Volume (veh/h)	0	0	0	262	1882	0	0	0	0	0	154	50
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				276	1981	0				0	162	53
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				427	3296	0				0	764	226
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				602	4811	0				0	4025	1142
Grp Volume(v), veh/h				844	1413	0				0	141	74
Grp Sat Flow(s),veh/h/ln				1840	1702	0				0	1702	1594
Q Serve(g_s), s				45.5	40.5	0.0				0.0	3.8	4.3
Cycle Q Clear(g_c), s				45.5	40.5	0.0				0.0	3.8	4.3
Prop In Lane				0.33		0.00				0.00		0.72
Lane Grp Cap(c), veh/h				1307	2417	0				0	675	316
V/C Ratio(X)				0.65	0.58	0.00				0.00	0.21	0.23
Avail Cap(c_a), veh/h				1307	2417	0				0	675	316
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				29.6	27.7	0.0				0.0	36.9	37.1
Incr Delay (d2), s/veh				2.5	1.0	0.0				0.0	0.7	1.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				23.2	18.7	0.0				0.0	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.1	28.8	0.0				0.0	37.6	38.8
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2257						215	
Approach Delay, s/veh					30.0						38.0	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.7		83.3						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.8		78.1						
Max Q Clear Time (g_c+I1), s				6.3		47.5						
Green Ext Time (p_c), s				0.3		4.0						

Intersection Summary												
HCM 6th Ctrl Delay			30.7									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2050	114	67	90	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2050	114	67	90	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2181	121	71	96	0			
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3467	191	293	438	0			
Arrive On Green				0.00	0.23	0.23	0.20	0.20	0.00			
Sat Flow, veh/h				0	5115	273	1434	2235	0			
Grp Volume(v), veh/h				0	1496	806	89	78	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1815	1799	1777	0			
Q Serve(g_s), s				0.0	43.5	44.0	4.6	4.0	0.0			
Cycle Q Clear(g_c), s				0.0	43.5	44.0	4.6	4.0	0.0			
Prop In Lane				0.00		0.15	0.80		0.00			
Lane Grp Cap(c), veh/h				0	2386	1272	368	363	0			
V/C Ratio(X)				0.00	0.63	0.63	0.24	0.21	0.00			
Avail Cap(c_a), veh/h				0	2386	1272	368	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	29.4	29.5	36.6	36.4	0.0			
Incr Delay (d2), s/veh				0.0	1.3	2.4	1.6	1.3	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	20.1	22.1	2.2	1.9	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	30.6	32.0	38.2	37.7	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2302			167				
Approach Delay, s/veh					31.1			38.0				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						46.0		6.6				
Green Ext Time (p_c), s						22.9		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	299	2129	0	0	0	0	0	209	38
Future Volume (veh/h)	0	0	0	299	2129	0	0	0	0	0	209	38
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				305	2172	0				0	213	39
Peak Hour Factor				0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				424	3252	0				0	733	312
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				605	4807	0				0	3647	1514
Grp Volume(v), veh/h				928	1549	0				0	213	39
Grp Sat Flow(s),veh/h/ln				1840	1702	0				0	1777	1514
Q Serve(g_s), s				51.1	45.3	0.0				0.0	5.6	2.3
Cycle Q Clear(g_c), s				51.1	45.3	0.0				0.0	5.6	2.3
Prop In Lane				0.33		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1290	2386	0				0	733	312
V/C Ratio(X)				0.72	0.65	0.00				0.00	0.29	0.12
Avail Cap(c_a), veh/h				1290	2386	0				0	733	312
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				32.3	30.1	0.0				0.0	36.9	35.6
Incr Delay (d2), s/veh				3.5	1.4	0.0				0.0	1.0	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				26.3	21.0	0.0				0.0	2.5	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				35.8	31.4	0.0				0.0	37.9	36.4
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					2477						252	
Approach Delay, s/veh					33.1						37.6	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				27.6		82.4						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				22.7		77.1						
Max Q Clear Time (g_c+I1), s				7.6		53.1						
Green Ext Time (p_c), s				1.3		19.8						

Intersection Summary												
HCM 6th Ctrl Delay			33.5									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2413	89	31	35	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2413	89	31	35	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2488	92	32	36	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3678	135	279	353	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5219	185	1576	2086	0			
Grp Volume(v), veh/h				0	1670	910	36	32	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1832	1792	1777	0			
Q Serve(g_s), s				0.0	28.8	29.5	1.9	1.6	0.0			
Cycle Q Clear(g_c), s				0.0	28.8	29.5	1.9	1.6	0.0			
Prop In Lane				0.00		0.10	0.88		0.00			
Lane Grp Cap(c), veh/h				0	2479	1334	318	315	0			
V/C Ratio(X)				0.00	0.67	0.68	0.11	0.10	0.00			
Avail Cap(c_a), veh/h				0	2479	1334	318	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	8.0	8.1	38.0	37.9	0.0			
Incr Delay (d2), s/veh				0.0	1.5	2.8	0.7	0.6	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	9.4	10.9	0.9	0.8	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	9.5	10.9	38.7	38.5	0.0			
LnGrp LOS				A	A	B	D	D	A			
Approach Vol, veh/h					2580			68				
Approach Delay, s/veh					10.0			38.6				
Approach LOS					A			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						31.5		3.9				
Green Ext Time (p_c), s						36.1		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	10.7
HCM 6th LOS	B

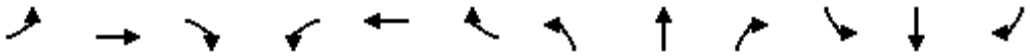
Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	117	415	1	98	0	0	0	17
Future Vol, veh/h	0	0	0	0	117	415	1	98	0	0	0	17
Conflicting Peds, #/hr	5	0	2	2	0	5	21	0	0	0	0	21
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	121	428	1	101	0	0	0	18

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	82	554	-	-	-	301
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	82	554	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	896	439	0	0	0	695
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	917	512	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	874	437	-	-	-	692
Mov Cap-2 Maneuver	-	-	-	874	437	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	894	509	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	15.7	10.3
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	437	-	-	692
HCM Lane V/C Ratio	0.231	-	-	0.025
HCM Control Delay (s)	15.7	-	-	10.3
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	0.9	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	469	75	936	578	0
Future Volume (veh/h)	0	0	0	0	0	0	0	469	75	936	578	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	533	85	1064	657	0
Peak Hour Factor	0.88	0.88	0.88				0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1160	360	3416	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.23	0.23	0.90	1.00	0.00
Sat Flow, veh/h		0					0	5149	1548	5023	1826	0
Grp Volume(v), veh/h		0.0					0	533	85	1064	657	0
Grp Sat Flow(s),veh/h/ln							0	1662	1548	1674	1826	0
Q Serve(g_s), s							0.0	10.1	4.9	3.1	0.0	0.0
Cycle Q Clear(g_c), s							0.0	10.1	4.9	3.1	0.0	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1160	360	3416	1740	0
V/C Ratio(X)							0.00	0.46	0.24	0.31	0.38	0.00
Avail Cap(c_a), veh/h							0	1205	374	3416	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.96	0.96	0.00
Uniform Delay (d), s/veh							0.0	36.3	34.3	1.8	0.0	0.0
Incr Delay (d2), s/veh							0.0	0.7	0.9	0.0	0.6	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	4.0	1.9	0.7	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	37.0	35.1	1.9	0.6	0.0
LnGrp LOS							A	D	D	A	A	A
Approach Vol, veh/h								618			1721	
Approach Delay, s/veh								36.7			1.4	
Approach LOS								D			A	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	79.2	30.8				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				40.0						
Max Q Clear Time (g_c+I1), s	5.1	12.1				2.0						
Green Ext Time (p_c), s	4.5	5.7				6.2						

Intersection Summary		
HCM 6th Ctrl Delay		10.7
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	907	36	0	0	0	0	259	195	71	300	0
Future Volume (veh/h)	41	907	36	0	0	0	0	259	195	71	300	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	45	997	40				0	285	214	78	330	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	134	3166	971				0	608	271	108	1426	0
Arrive On Green	0.21	0.21	0.21				0.00	0.18	0.18	0.12	0.56	0.00
Sat Flow, veh/h	214	5050	1549				0	3572	1520	1781	5274	0
Grp Volume(v), veh/h	391	651	40				0	285	214	78	330	0
Grp Sat Flow(s),veh/h/ln	1860	1702	1549				0	1702	1520	1781	1702	0
Q Serve(g_s), s	19.7	17.8	2.3				0.0	8.3	14.8	4.6	3.6	0.0
Cycle Q Clear(g_c), s	19.7	17.8	2.3				0.0	8.3	14.8	4.6	3.6	0.0
Prop In Lane	0.12		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1166	2134	971				0	608	271	108	1426	0
V/C Ratio(X)	0.34	0.31	0.04				0.00	0.47	0.79	0.72	0.23	0.00
Avail Cap(c_a), veh/h	1166	2134	971				0	916	409	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.81	0.81	0.81				0.00	1.00	1.00	0.93	0.93	0.00
Uniform Delay (d), s/veh	24.1	23.3	17.2				0.0	40.5	43.2	47.4	18.3	0.0
Incr Delay (d2), s/veh	0.6	0.3	0.1				0.0	0.6	6.5	3.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	8.2	0.8				0.0	3.5	6.0	2.0	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	23.6	17.2				0.0	41.1	49.7	50.5	18.3	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1082						499			408	
Approach Delay, s/veh		23.8						44.8			24.5	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	73.9	36.1	11.1	25.0
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	21.7	5.6	6.6	16.8
Green Ext Time (p_c), s	11.1	1.8	0.1	2.8

Intersection Summary	
HCM 6th Ctrl Delay	29.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1106	34	0	0	0	0	0	0	108	304	0
Future Volume (veh/h)	0	1106	34	0	0	0	0	0	0	108	304	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1189	37							116	327	0
Peak Hour Factor	0.93	0.93	0.93							0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2963	92							417	1293	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5254	158							1271	4108	0
Grp Volume(v), veh/h	0	796	430							165	278	0
Grp Sat Flow(s),veh/h/ln	0	1702	1840							1807	1702	0
Q Serve(g_s), s	0.0	22.5	22.5							9.2	8.2	0.0
Cycle Q Clear(g_c), s	0.0	22.5	22.5							9.2	8.2	0.0
Prop In Lane	0.00		0.09							0.70		0.00
Lane Grp Cap(c), veh/h	0	1984	1072							593	1117	0
V/C Ratio(X)	0.00	0.40	0.40							0.28	0.25	0.00
Avail Cap(c_a), veh/h	0	1984	1072							593	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	27.6	27.6							37.1	36.6	0.0
Incr Delay (d2), s/veh	0.0	0.6	1.1							1.2	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.4	11.4							4.6	3.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.2	28.8							38.2	37.2	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1226									443	
Approach Delay, s/veh		28.4									37.6	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	24.5	11.2
Green Ext Time (p_c), s	3.5	1.2

Intersection Summary	
HCM 6th Ctrl Delay	30.8
HCM 6th LOS	C

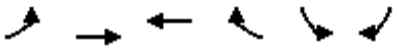
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1181	0	0	0	0	0	101	156	0	0	0
Future Volume (veh/h)	49	1181	0	0	0	0	0	101	156	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.94			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	53	1270	0				0	109	168			
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	114	2906	0				0	599	505			
Arrive On Green	0.19	0.19	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	199	5234	0				0	1870	1496			
Grp Volume(v), veh/h	496	827	0				0	109	168			
Grp Sat Flow(s),veh/h/ln	1860	1702	0				0	1777	1496			
Q Serve(g_s), s	26.1	23.5	0.0				0.0	4.8	9.2			
Cycle Q Clear(g_c), s	26.1	23.5	0.0				0.0	4.8	9.2			
Prop In Lane	0.11		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1067	1953	0				0	599	505			
V/C Ratio(X)	0.47	0.42	0.00				0.00	0.18	0.33			
Avail Cap(c_a), veh/h	1067	1953	0				0	599	505			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	29.6	28.6	0.0				0.0	25.7	27.2			
Incr Delay (d2), s/veh	1.5	0.7	0.0				0.0	0.7	1.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.4	10.9	0.0				0.0	2.2	3.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.0	29.2	0.0				0.0	26.4	29.0			
LnGrp LOS	C	C	A				A	C	C			
Approach Vol, veh/h		1323						277				
Approach Delay, s/veh		29.9						28.0				
Approach LOS		C						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		68.0						42.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		63.1						37.1				
Max Q Clear Time (g_c+I1), s		28.1						11.2				
Green Ext Time (p_c), s		11.7						1.9				
Intersection Summary												
HCM 6th Ctrl Delay			29.6									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1258	53	0	0	0	0	0	0	168	339	0
Future Volume (veh/h)	0	1258	53	0	0	0	0	0	0	168	339	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1284	54							171	346	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2471	104							747	1489	0
Arrive On Green	0.00	0.16	0.16							0.14	0.14	0.00
Sat Flow, veh/h	0	5192	211							1781	3647	0
Grp Volume(v), veh/h	0	870	468							171	346	0
Grp Sat Flow(s),veh/h/ln	0	1702	1831							1781	1777	0
Q Serve(g_s), s	0.0	25.7	25.7							9.4	9.5	0.0
Cycle Q Clear(g_c), s	0.0	25.7	25.7							9.4	9.5	0.0
Prop In Lane	0.00		0.12							1.00		0.00
Lane Grp Cap(c), veh/h	0	1674	900							747	1489	0
V/C Ratio(X)	0.00	0.52	0.52							0.23	0.23	0.00
Avail Cap(c_a), veh/h	0	1674	900							747	1489	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	34.2	34.2							31.6	31.6	0.0
Incr Delay (d2), s/veh	0.0	1.2	2.1							0.7	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.0	13.1							4.6	4.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	35.3	36.3							32.3	32.0	0.0
LnGrp LOS	A	D	D							C	C	A
Approach Vol, veh/h		1338									517	
Approach Delay, s/veh		35.7									32.1	
Approach LOS		D									C	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	59.0	51.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	54.1	46.1
Max Q Clear Time (g_c+I1), s	27.7	11.5
Green Ext Time (p_c), s	10.8	3.1

Intersection Summary	
HCM 6th Ctrl Delay	34.7
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1386	0	0	0	0	0	42	68	0	0	0
Future Volume (veh/h)	30	1386	0	0	0	0	0	42	68	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	33	1507	0				0	46	74			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	76	3666	0				0	357	318			
Arrive On Green	0.23	0.23	0.00				0.00	0.20	0.20			
Sat Flow, veh/h	106	5331	0				0	1870	1585			
Grp Volume(v), veh/h	579	961	0				0	46	74			
Grp Sat Flow(s),veh/h/ln	1865	1702	0				0	1777	1585			
Q Serve(g_s), s	29.1	26.2	0.0				0.0	2.3	4.3			
Cycle Q Clear(g_c), s	29.1	26.2	0.0				0.0	2.3	4.3			
Prop In Lane	0.06		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1324	2417	0				0	357	318			
V/C Ratio(X)	0.44	0.40	0.00				0.00	0.13	0.23			
Avail Cap(c_a), veh/h	1324	2417	0				0	357	318			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	23.4	22.3	0.0				0.0	36.1	36.8			
Incr Delay (d2), s/veh	1.1	0.5	0.0				0.0	0.7	1.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	14.9	12.1	0.0				0.0	1.1	1.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.4	22.7	0.0				0.0	36.8	38.5			
LnGrp LOS	C	C	A				A	D	D			
Approach Vol, veh/h		1540						120				
Approach Delay, s/veh		23.4						37.9				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		83.0						27.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		78.1						22.1				
Max Q Clear Time (g_c+I1), s		31.1						6.3				
Green Ext Time (p_c), s		16.1						0.5				
Intersection Summary												
HCM 6th Ctrl Delay			24.4									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	691	867	75	66	106
Future Volume (veh/h)	50	691	867	75	66	106
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	52	720	903	78	69	110
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	68	4098	3484	300	301	138
Arrive On Green	0.01	0.27	1.00	1.00	0.09	0.09
Sat Flow, veh/h	1781	5149	4830	402	3456	1585
Grp Volume(v), veh/h	52	720	642	339	69	110
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1744	1728	1585
Q Serve(g_s), s	3.4	13.0	0.0	0.0	2.2	8.0
Cycle Q Clear(g_c), s	3.4	13.0	0.0	0.0	2.2	8.0
Prop In Lane	1.00			0.23	1.00	1.00
Lane Grp Cap(c), veh/h	68	4098	2482	1302	301	138
V/C Ratio(X)	0.77	0.18	0.26	0.26	0.23	0.80
Avail Cap(c_a), veh/h	319	4098	2482	1302	884	406
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.97	0.97	1.00	1.00
Uniform Delay (d), s/veh	57.7	12.4	0.0	0.0	50.2	52.8
Incr Delay (d2), s/veh	6.5	0.1	0.2	0.5	0.1	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	5.5	0.1	0.2	1.0	7.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	64.2	12.5	0.2	0.5	50.3	56.7
LnGrp LOS	E	B	A	A	D	E
Approach Vol, veh/h		772	981		179	
Approach Delay, s/veh		16.0	0.3		54.3	
Approach LOS		B	A		D	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	102.8		15.2	8.9	93.9
Change Period (Y+Rc), s	* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s	* 77		30.2	21.1	51.6
Max Q Clear Time (g_c+I1), s	15.0		10.0	5.4	2.0
Green Ext Time (p_c), s	14.8		0.3	0.0	18.9

Intersection Summary	
HCM 6th Ctrl Delay	11.6
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	687	9	16	929	5	0	13	13	46	0	11
Future Volume (veh/h)	65	687	9	16	929	5	0	13	13	46	0	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	708	9	16	958	0	0	13	13	47	0	11
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	748	3612	46	60	1567		35	16	16	227	0	102
Arrive On Green	0.84	1.00	1.00	0.03	0.31	0.00	0.00	0.02	0.02	0.07	0.00	0.07
Sat Flow, veh/h	1781	5071	64	1781	4985	1585	1781	841	841	3456	0	1556
Grp Volume(v), veh/h	67	464	253	16	958	0	0	0	26	47	0	11
Grp Sat Flow(s),veh/h/ln	1781	1662	1813	1781	1662	1585	1781	0	1683	1728	0	1556
Q Serve(g_s), s	0.8	0.0	0.0	1.0	19.2	0.0	0.0	0.0	1.8	1.5	0.0	0.8
Cycle Q Clear(g_c), s	0.8	0.0	0.0	1.0	19.2	0.0	0.0	0.0	1.8	1.5	0.0	0.8
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	748	2367	1291	60	1567		35	0	33	227	0	102
V/C Ratio(X)	0.09	0.20	0.20	0.26	0.61		0.00	0.00	0.79	0.21	0.00	0.11
Avail Cap(c_a), veh/h	748	2367	1291	168	1567		251	0	237	999	0	450
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.6	0.0	0.0	55.6	34.3	0.0	0.0	0.0	57.6	52.2	0.0	51.9
Incr Delay (d2), s/veh	0.0	0.2	0.3	0.9	1.8	0.0	0.0	0.0	14.7	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.1	0.5	7.7	0.0	0.0	0.0	0.9	0.7	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.6	0.2	0.3	56.4	36.1	0.0	0.0	0.0	72.4	52.4	0.0	52.0
LnGrp LOS	A	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		784			974	A		26			58	
Approach Delay, s/veh		0.7			36.5			72.4			52.3	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	89.7		12.7	55.2	42.9		7.2
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.1	21.6		34.1	10.2	* 37		16.6
Max Q Clear Time (g_c+I1), s	3.0	2.0		3.5	2.8	21.2		3.8
Green Ext Time (p_c), s	0.0	7.2		0.1	0.0	8.6		0.0

Intersection Summary	
HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	544	86	258	1588	10	93	30	147	121	44	221
Future Volume (veh/h)	85	544	86	258	1588	10	93	30	147	121	44	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	88	561	89	266	1637	10	96	31	0	125	45	228
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	424	2405	882	329	2150	13	310	168		292	307	253
Arrive On Green	0.24	0.48	0.48	0.10	0.33	0.33	0.09	0.09	0.00	0.16	0.16	0.16
Sat Flow, veh/h	1781	4985	1533	3456	6488	40	3456	1870	1585	1781	1870	1542
Grp Volume(v), veh/h	88	561	89	266	1189	458	96	31	0	125	45	228
Grp Sat Flow(s),veh/h/ln	1781	1662	1533	1728	1570	1817	1728	1870	1585	1781	1870	1542
Q Serve(g_s), s	4.7	7.7	3.1	8.9	26.6	26.6	3.1	1.8	0.0	7.4	2.4	17.1
Cycle Q Clear(g_c), s	4.7	7.7	3.1	8.9	26.6	26.6	3.1	1.8	0.0	7.4	2.4	17.1
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	424	2405	882	329	1561	602	310	168		292	307	253
V/C Ratio(X)	0.21	0.23	0.10	0.81	0.76	0.76	0.31	0.18		0.43	0.15	0.90
Avail Cap(c_a), veh/h	424	2405	882	618	1561	602	691	374		303	319	263
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	17.8	11.5	52.3	35.3	35.3	50.3	49.7	0.0	44.4	42.3	48.4
Incr Delay (d2), s/veh	0.1	0.2	0.2	1.8	3.6	8.8	0.2	0.2	0.0	1.0	0.2	30.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.9	1.3	3.8	10.2	12.7	1.3	0.9	0.0	3.3	1.1	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	18.0	11.7	54.1	38.8	44.1	50.5	49.9	0.0	45.4	42.5	79.1
LnGrp LOS	D	B	B	D	D	D	D	D		D	D	E
Approach Vol, veh/h		738			1913			127	A		398	
Approach Delay, s/veh		19.4			42.2			50.3			64.4	
Approach LOS		B			D			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.6	62.6		24.2	33.8	44.5		15.5
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	20.1	13.6		20.1	15.6	* 39		23.6
Max Q Clear Time (g_c+I1), s	10.9	9.7		19.1	6.7	28.6		5.1
Green Ext Time (p_c), s	0.3	2.0		0.2	0.1	9.5		0.2

Intersection Summary	
HCM 6th Ctrl Delay	40.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

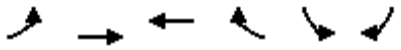
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	1	9	2	3	13	5	161	2	26	253	73
Future Volume (veh/h)	45	1	9	2	3	13	5	161	2	26	253	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.95	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	0	0	2	10	10	5	171	2	28	269	78
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	178	94	0	15	77	77	184	1051	12	211	831	235
Arrive On Green	0.05	0.00	0.00	0.05	0.05	0.05	0.10	0.29	0.29	0.12	0.31	0.31
Sat Flow, veh/h	3563	1870	0	309	1546	1558	1781	3595	42	1781	2704	764
Grp Volume(v), veh/h	58	0	0	12	0	10	5	84	89	28	174	173
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1855	0	1558	1781	1777	1860	1781	1777	1691
Q Serve(g_s), s	0.5	0.0	0.0	0.2	0.0	0.2	0.1	1.2	1.2	0.5	2.5	2.6
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.2	0.0	0.2	0.1	1.2	1.2	0.5	2.5	2.6
Prop In Lane	1.00		0.00	0.17		1.00	1.00		0.02	1.00		0.45
Lane Grp Cap(c), veh/h	178	94	0	92	0	77	184	519	544	211	546	519
V/C Ratio(X)	0.32	0.00	0.00	0.13	0.00	0.13	0.03	0.16	0.16	0.13	0.32	0.33
Avail Cap(c_a), veh/h	4359	2289	0	2270	0	1906	1362	2718	2845	2180	2718	2586
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	0.0	14.9	0.0	14.9	13.2	8.6	8.6	12.9	8.7	8.7
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.2	0.0	0.3	0.0	0.1	0.1	0.1	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.1	0.0	0.1	0.0	0.3	0.3	0.1	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.8	0.0	0.0	15.1	0.0	15.1	13.2	8.7	8.7	13.0	8.9	9.0
LnGrp LOS	B	A	A	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		58			22			178			375	
Approach Delay, s/veh		15.8			15.1			8.8			9.3	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	13.6		5.6	7.4	14.0		5.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	40.0	50.0		40.0	25.0	50.0		40.0
Max Q Clear Time (g_c+I1), s	2.5	3.2		2.5	2.1	4.6		2.2
Green Ext Time (p_c), s	0.0	0.8		0.1	0.0	1.7		0.0

Intersection Summary	
HCM 6th Ctrl Delay	10.0
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	127	2	3	40	84	181
Future Volume (veh/h)	127	2	3	40	84	181
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	0	3	0	87	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	572	300	1049		187	
Arrive On Green	0.16	0.00	0.56	0.00	0.05	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	132	0	3	0	87	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	1.7	0.0	0.0	0.0	1.3	0.0
Cycle Q Clear(g_c), s	1.7	0.0	0.0	0.0	1.3	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	572	300	1049		187	
V/C Ratio(X)	0.23	0.00	0.00		0.46	
Avail Cap(c_a), veh/h	3330	1748	1049		2584	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	19.6	0.0	5.2	0.0	24.5	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.0	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.8	0.0	5.2	0.0	26.3	0.0
LnGrp LOS	B	A	A		C	
Approach Vol, veh/h		132	3	A	87	A
Approach Delay, s/veh		19.8	5.2		26.3	
Approach LOS		B	A		C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		12.6		6.9		34.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		50.0		40.0		30.0
Max Q Clear Time (g_c+I1), s		3.7		3.3		2.0
Green Ext Time (p_c), s		0.4		0.3		0.0

Intersection Summary	
HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

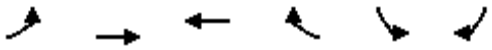
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	73	38	0	0	1
Future Vol, veh/h	9	73	38	0	0	1
Conflicting Peds, #/hr	7	0	0	7	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	85	44	0	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	51	0	-	0	115	31
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	64	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1553	-	-	-	869	1036
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1543	-	-	-	851	1027
Mov Cap-2 Maneuver	-	-	-	-	851	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	944	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1543	-	-	-	1027
HCM Lane V/C Ratio	0.007	-	-	-	0.001
HCM Control Delay (s)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	64	736	2953	45	26	42
Future Volume (veh/h)	64	736	2953	45	26	42
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	67	775	3108	0	27	44
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	87	4348	5814		142	65
Arrive On Green	0.05	0.87	0.79	0.00	0.04	0.04
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	67	775	3108	0	27	44
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	4.4	2.8	18.3	0.0	0.9	3.2
Cycle Q Clear(g_c), s	4.4	2.8	18.3	0.0	0.9	3.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	87	4348	5814		142	65
V/C Ratio(X)	0.77	0.18	0.53		0.19	0.67
Avail Cap(c_a), veh/h	319	4348	5814		723	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	1.1	4.7	0.0	54.7	55.8
Incr Delay (d2), s/veh	13.3	0.1	0.4	0.0	0.6	11.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.2	3.8	0.0	0.4	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	68.7	1.2	5.0	0.0	55.3	67.2
LnGrp LOS	E	A	A		E	E
Approach Vol, veh/h		842	3108	A	71	
Approach Delay, s/veh		6.6	5.0		62.7	
Approach LOS		A	A		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		108.2		9.8	10.2	98.1
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		83.1		24.7	21.1	57.6
Max Q Clear Time (g_c+I1), s		4.8		5.2	6.4	20.3
Green Ext Time (p_c), s		16.0		0.2	0.1	37.1

Intersection Summary	
HCM 6th Ctrl Delay	6.4
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	2121	17	60	2938	40	6	0	82	9	1	24
Future Volume (veh/h)	53	2121	17	60	2938	40	6	0	82	9	1	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	2256	18	64	3126	43	6	0	87	10	1	26
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	85	4799	1179	108	4804	66	151	0	115	141	5	124
Arrive On Green	0.05	0.76	0.76	0.06	1.00	1.00	0.08	0.00	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1781	6281	1544	3456	6430	88	1109	0	1421	1306	59	1530
Grp Volume(v), veh/h	56	2256	18	64	2288	881	6	0	87	10	0	27
Grp Sat Flow(s),veh/h/ln	1781	1570	1544	1728	1570	1808	1109	0	1421	1306	0	1588
Q Serve(g_s), s	3.6	15.6	0.3	2.1	0.0	0.0	0.5	0.0	7.1	0.9	0.0	1.9
Cycle Q Clear(g_c), s	3.6	15.6	0.3	2.1	0.0	0.0	2.4	0.0	7.1	3.2	0.0	1.9
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		0.96
Lane Grp Cap(c), veh/h	85	4799	1179	108	3520	1351	151	0	115	141	0	129
V/C Ratio(X)	0.65	0.47	0.02	0.59	0.65	0.65	0.04	0.00	0.75	0.07	0.00	0.21
Avail Cap(c_a), veh/h	168	4799	1179	618	3520	1351	328	0	298	308	0	332
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.42	0.42	0.42	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.2	5.1	3.3	54.6	0.0	0.0	51.8	0.0	53.1	52.4	0.0	50.7
Incr Delay (d2), s/veh	3.1	0.3	0.0	0.8	0.4	1.0	0.0	0.0	3.7	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.8	0.1	0.9	0.1	0.4	0.2	0.0	2.7	0.3	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.4	5.5	3.3	55.4	0.4	1.0	51.8	0.0	56.8	52.5	0.0	51.0
LnGrp LOS	E	A	A	E	A	A	D	A	E	D	A	D
Approach Vol, veh/h		2330			3233			93			37	
Approach Delay, s/veh		6.7			1.7			56.5			51.4	
Approach LOS		A			A			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.1	95.4		14.5	10.1	93.5		14.5
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	20.1	57.6		24.7	11.1	67.6		24.7
Max Q Clear Time (g_c+I1), s	4.1	17.6		5.2	5.6	2.0		9.1
Green Ext Time (p_c), s	0.1	37.2		0.1	0.0	64.4		0.1

Intersection Summary	
HCM 6th Ctrl Delay	4.9
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	2069	0	6	2887	313	0	0	0	43	0	180
Future Volume (veh/h)	154	2069	0	6	2887	313	0	0	0	43	0	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	162	2178	0	6	3039	329	0	0	0	45	0	189
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	168	3485	0	60	3711	390	0	268	0	616	0	226
Arrive On Green	0.13	0.93	0.00	0.03	0.64	0.64	0.00	0.00	0.00	0.14	0.00	0.14
Sat Flow, veh/h	1781	5149	0	1781	5807	611	0	1870	0	3448	0	1582
Grp Volume(v), veh/h	162	2178	0	6	2449	919	0	0	0	45	0	189
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1707	0	1870	0	1724	0	1582
Q Serve(g_s), s	10.7	8.6	0.0	0.4	46.1	49.7	0.0	0.0	0.0	1.3	0.0	13.7
Cycle Q Clear(g_c), s	10.7	8.6	0.0	0.4	46.1	49.7	0.0	0.0	0.0	1.3	0.0	13.7
Prop In Lane	1.00		0.00	1.00		0.36	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	168	3485	0	60	3011	1091	0	268	0	616	0	226
V/C Ratio(X)	0.97	0.62	0.00	0.10	0.81	0.84	0.00	0.00	0.00	0.07	0.00	0.83
Avail Cap(c_a), veh/h	168	3485	0	168	3011	1091	0	471	0	990	0	398
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.00	0.56	0.56	0.56	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.4	1.5	0.0	55.3	16.0	16.7	0.0	0.0	0.0	43.9	0.0	49.2
Incr Delay (d2), s/veh	55.5	0.8	0.0	0.1	1.4	4.7	0.0	0.0	0.0	0.0	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	1.4	0.0	0.2	14.5	17.9	0.0	0.0	0.0	0.6	0.0	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	106.9	2.3	0.0	55.4	17.4	21.3	0.0	0.0	0.0	43.9	0.0	52.3
LnGrp LOS	F	A	A	E	B	C	A	A	A	D	A	D
Approach Vol, veh/h		2340			3374			0			234	
Approach Delay, s/veh		9.5			18.6			0.0			50.7	
Approach LOS		A			B						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	87.8		21.8	15.5	80.7		21.8				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.1	62.6		29.7	11.1	62.6		29.7				
Max Q Clear Time (g_c+I2), s	2.4	10.6		15.7	12.7	51.7		0.0				
Green Ext Time (p_c), s	0.0	45.3		0.7	0.0	10.8		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	16.3
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	2071	2	31	3077	0	0	0	19	0	0	0
Future Volume (veh/h)	46	2071	2	31	3077	0	0	0	19	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	49	2227	2	33	3309	0						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	62	4320	4	48	4147	0						
Arrive On Green	0.03	0.84	0.84	0.03	0.83	0.00						
Sat Flow, veh/h	1781	5143	5	1781	5149	0						
Grp Volume(v), veh/h	49	1439	790	33	3309	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1825	1781	1662	0						
Q Serve(g_s), s	2.0	8.8	8.8	1.3	23.9	0.0						
Cycle Q Clear(g_c), s	2.0	8.8	8.8	1.3	23.9	0.0						
Prop In Lane	1.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	62	2791	1533	48	4147	0						
V/C Ratio(X)	0.79	0.52	0.52	0.69	0.80	0.00						
Avail Cap(c_a), veh/h	742	2791	1533	742	4152	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	34.5	1.6	1.6	34.8	3.0	0.0						
Incr Delay (d2), s/veh	8.1	0.5	0.9	6.4	1.5	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.9	0.2	0.4	0.6	0.6	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.6	2.1	2.5	41.2	4.6	0.0						
LnGrp LOS	D	A	A	D	A	A						
Approach Vol, veh/h		2278			3342							
Approach Delay, s/veh		3.1			4.9							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	6.3	65.7			6.9	65.1						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	30.0	60.0			30.0	60.0						
Max Q Clear Time (g_c+I1), s	3.3	10.8			4.0	25.9						
Green Ext Time (p_c), s	0.0	45.0			0.0	34.0						
Intersection Summary												
HCM 6th Ctrl Delay			4.2									
HCM 6th LOS			A									

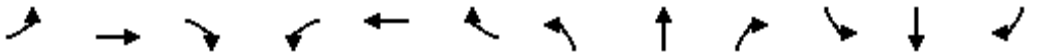
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	57	0	0	1200	226
Future Vol, veh/h	0	57	0	0	1200	226
Conflicting Peds, #/hr	0	0	10	0	0	10
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	63	0	0	1333	251

Major/Minor	Minor2			Major2	
Conflicting Flow All	1469	802		-	0
Stage 1	1469	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	179	281		-	-
Stage 1	124	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	175	278		-	-
Mov Cap-2 Maneuver	175	-		-	-
Stage 1	123	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	21.7	0
HCM LOS	C	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	278	-	-
HCM Lane V/C Ratio	-	0.228	-	-
HCM Control Delay (s)	0	21.7	-	-
HCM Lane LOS	A	C	-	-
HCM 95th %tile Q(veh)	-	0.9	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	540	122	71	656	285	51	34	27	159	88	114
Future Volume (veh/h)	113	540	122	71	656	285	51	34	27	159	88	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	0.99		0.99	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	607	137	80	737	320	57	38	30	179	99	128
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	2963	897	101	2817	854	242	206	166	323	413	359
Arrive On Green	0.17	1.00	1.00	0.11	1.00	1.00	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1781	5106	1545	1781	5106	1549	782	887	715	1318	1777	1545
Grp Volume(v), veh/h	127	607	137	80	737	320	59	0	66	179	99	128
Grp Sat Flow(s),veh/h/ln	1781	1702	1545	1781	1702	1549	822	0	1562	1318	1777	1545
Q Serve(g_s), s	8.1	0.0	0.0	5.2	0.0	0.0	5.2	0.0	4.0	14.8	5.3	8.2
Cycle Q Clear(g_c), s	8.1	0.0	0.0	5.2	0.0	0.0	13.4	0.0	4.0	18.8	5.3	8.2
Prop In Lane	1.00		1.00	1.00		1.00	0.96		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	152	2963	897	101	2817	854	251	0	363	323	413	359
V/C Ratio(X)	0.83	0.20	0.15	0.79	0.26	0.37	0.24	0.00	0.18	0.55	0.24	0.36
Avail Cap(c_a), veh/h	319	2963	897	319	2817	854	328	0	467	411	532	462
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.97	0.97	0.97	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.1	0.0	0.0	51.6	0.0	0.0	43.2	0.0	36.3	43.8	36.8	37.9
Incr Delay (d2), s/veh	4.3	0.1	0.3	5.0	0.2	1.2	0.2	0.0	0.1	4.3	0.9	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.1	2.3	0.1	0.3	1.5	0.0	1.5	5.2	2.4	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.4	0.1	0.3	56.6	0.2	1.2	43.4	0.0	36.4	48.1	37.7	39.6
LnGrp LOS	D	A	A	E	A	A	D	A	D	D	D	D
Approach Vol, veh/h		871			1137			125			406	
Approach Delay, s/veh		7.8			4.5			39.7			42.9	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	74.6		32.3	14.5	71.2		32.3				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	21.1	* 47		35.3	21.1	46.2		35.3				
Max Q Clear Time (g_c+I1), s	7.2	2.0		20.8	10.1	2.0		15.4				
Green Ext Time (p_c), s	0.1	8.8		3.6	0.1	18.7		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		13.5	
HCM 6th LOS		B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	403	0	0	529	253	0	0	0	357	0	22
Future Volume (veh/h)	13	403	0	0	529	253	0	0	0	357	0	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	474	0	0	622	0	0	0	0	444	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	23	2671	0	2	2492		0	2	1	527	277	0
Arrive On Green	0.01	0.75	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.15	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3555	1870	0
Grp Volume(v), veh/h	15	474	0	0	622	0	0	0	0	444	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1778	1870	0
Q Serve(g_s), s	1.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0
Cycle Q Clear(g_c), s	1.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	23	2671	0	2	2492		0	2	1	527	277	0
V/C Ratio(X)	0.64	0.18	0.00	0.00	0.25		0.00	0.00	0.00	0.84	0.00	0.00
Avail Cap(c_a), veh/h	152	2671	0	152	2492		0	157	133	1118	588	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.80	0.00	0.00
Uniform Delay (d), s/veh	57.9	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.9	0.0	0.0
Incr Delay (d2), s/veh	10.3	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.3	0.0	0.0	0.1	0.0	0.0	0.0	0.0	6.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.2	4.3	0.0	0.0	0.2	0.0	0.0	0.0	0.0	50.0	0.0	0.0
LnGrp LOS	E	A	A	A	A		A	A	A	D	A	A
Approach Vol, veh/h		489			622	A		0			444	
Approach Delay, s/veh		6.3			0.2			0.0			50.0	
Approach LOS		A			A						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	94.6		23.4	6.0	88.6		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.0	* 41		37.1	10.1	39.8		9.9				
Max Q Clear Time (g_c+I1), s	3.0	6.5		16.3	3.0	2.0		0.0				
Green Ext Time (p_c), s	0.0	8.6		0.8	0.0	8.8		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

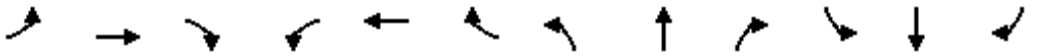
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	278	337	188	58	186	81	120	579	28	101	777	84
Future Volume (veh/h)	278	337	188	58	186	81	120	579	28	101	777	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	293	355	198	61	196	85	126	609	29	106	818	88
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	275	504	275	78	410	294	152	1677	80	131	1530	165
Arrive On Green	0.15	0.23	0.23	0.04	0.12	0.12	0.09	0.49	0.49	0.07	0.47	0.47
Sat Flow, veh/h	1781	2191	1197	1781	3554	1536	1781	3452	164	1781	3229	347
Grp Volume(v), veh/h	293	286	267	61	196	85	126	313	325	106	450	456
Grp Sat Flow(s),veh/h/ln	1781	1777	1611	1781	1777	1536	1781	1777	1839	1781	1777	1799
Q Serve(g_s), s	17.9	17.2	17.7	3.9	6.0	3.6	8.1	12.8	12.8	6.8	20.7	20.7
Cycle Q Clear(g_c), s	17.9	17.2	17.7	3.9	6.0	3.6	8.1	12.8	12.8	6.8	20.7	20.7
Prop In Lane	1.00		0.74	1.00		1.00	1.00		0.09	1.00		0.19
Lane Grp Cap(c), veh/h	275	409	371	78	410	294	152	863	894	131	842	853
V/C Ratio(X)	1.07	0.70	0.72	0.78	0.48	0.29	0.83	0.36	0.36	0.81	0.53	0.53
Avail Cap(c_a), veh/h	275	545	494	170	891	502	243	863	894	243	842	853
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	41.0	41.2	54.9	48.0	19.8	52.2	18.6	18.6	52.9	21.5	21.5
Incr Delay (d2), s/veh	72.8	1.3	1.9	6.0	0.3	0.2	6.0	1.2	1.1	4.4	2.4	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.5	7.6	7.2	1.9	2.7	1.5	3.9	5.5	5.7	3.2	9.1	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	121.9	42.3	43.1	60.9	48.3	20.0	58.2	19.8	19.8	57.4	23.9	23.9
LnGrp LOS	F	D	D	E	D	B	E	B	B	E	C	C
Approach Vol, veh/h		846			342			764			1012	
Approach Delay, s/veh		70.1			43.5			26.1			27.4	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	61.7	9.5	31.9	14.3	60.3	23.1	18.3
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	15.8	* 35	11.1	35.6	15.8	34.2	17.9	* 29
Max Q Clear Time (g_c+I1), s	8.8	14.8	5.9	19.7	10.1	22.7	19.9	8.0
Green Ext Time (p_c), s	0.0	1.3	0.0	1.2	0.0	1.8	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	41.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	224	87	131	163	59	128	108	167	48	83	63
Future Volume (veh/h)	45	224	87	131	163	59	128	108	167	48	83	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.96	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	238	93	139	173	63	136	115	178	51	88	67
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	1227	654	212	696	545	169	1097	568	66	890	369
Arrive On Green	0.03	0.35	0.35	0.06	0.37	0.37	0.09	0.31	0.31	0.04	0.25	0.25
Sat Flow, veh/h	1781	3554	1457	3456	1870	1467	1781	3554	1525	1781	3554	1471
Grp Volume(v), veh/h	48	238	93	139	173	63	136	115	178	51	88	67
Grp Sat Flow(s),veh/h/ln	1781	1777	1457	1728	1870	1467	1781	1777	1525	1781	1777	1471
Q Serve(g_s), s	2.5	4.4	3.6	3.7	6.0	2.7	7.1	2.2	7.9	2.7	1.8	3.4
Cycle Q Clear(g_c), s	2.5	4.4	3.6	3.7	6.0	2.7	7.1	2.2	7.9	2.7	1.8	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	62	1227	654	212	696	545	169	1097	568	66	890	369
V/C Ratio(X)	0.78	0.19	0.14	0.66	0.25	0.12	0.80	0.10	0.31	0.77	0.10	0.18
Avail Cap(c_a), veh/h	566	1506	768	1098	793	621	566	1506	743	566	1506	623
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.2	21.7	15.8	43.3	20.5	19.5	41.9	23.3	21.2	45.1	27.2	27.8
Incr Delay (d2), s/veh	7.6	0.1	0.1	1.3	0.1	0.1	3.4	0.0	0.3	7.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.8	1.2	1.6	2.6	0.9	3.2	0.9	2.8	1.3	0.8	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.8	21.8	15.9	44.6	20.6	19.5	45.2	23.4	21.5	52.1	27.2	27.9
LnGrp LOS	D	C	B	D	C	B	D	C	C	D	C	C
Approach Vol, veh/h		379			375			429			206	
Approach Delay, s/veh		24.3			29.3			29.5			33.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	38.5	14.4	30.4	8.7	41.0	8.9	35.8
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	5.7	6.4	9.1	5.4	4.5	8.0	4.7	9.9
Green Ext Time (p_c), s	0.2	2.4	0.2	0.5	0.0	0.8	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	28.6
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	0	11	24	1	45	20	316	25	48	246	8
Future Volume (veh/h)	4	0	11	24	1	45	20	316	25	48	246	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.97		0.97	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	0	12	26	1	49	22	347	27	53	270	9
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	49	309	544	17	484	39	1409	108	81	1600	53
Arrive On Green	0.27	0.00	0.27	0.27	0.27	0.27	0.02	0.29	0.29	0.05	0.32	0.32
Sat Flow, veh/h	200	184	1151	1319	65	1536	1781	4821	368	1781	5070	168
Grp Volume(v), veh/h	16	0	0	27	0	49	22	243	131	53	181	98
Grp Sat Flow(s),veh/h/ln	1535	0	0	1384	0	1536	1781	1702	1785	1781	1702	1833
Q Serve(g_s), s	0.0	0.0	0.0	0.2	0.0	0.8	0.5	2.0	2.1	1.1	1.4	1.5
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.5	0.0	0.8	0.5	2.0	2.1	1.1	1.4	1.5
Prop In Lane	0.25		0.75	0.96		1.00	1.00		0.21	1.00		0.09
Lane Grp Cap(c), veh/h	533	0	0	561	0	484	39	995	522	81	1074	579
V/C Ratio(X)	0.03	0.00	0.00	0.05	0.00	0.10	0.57	0.24	0.25	0.66	0.17	0.17
Avail Cap(c_a), veh/h	1716	0	0	1664	0	1717	1431	5471	2869	1431	5471	2946
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	0.0	0.0	10.1	0.0	9.1	18.1	10.1	10.1	17.5	9.2	9.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.2	0.3	3.4	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.2	0.2	0.6	0.7	0.5	0.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	0.0	0.0	10.2	0.0	9.1	22.8	10.2	10.4	20.9	9.3	9.4
LnGrp LOS	B	A	A	B	A	A	C	B	B	C	A	A
Approach Vol, veh/h		16			76			396			332	
Approach Delay, s/veh		10.1			9.5			11.0			11.2	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.1	16.3		14.9	5.2	17.2		14.9
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.0	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.1	4.1		2.3	2.5	3.5		2.8
Green Ext Time (p_c), s	0.1	3.6		0.0	0.0	2.2		0.2

Intersection Summary	
HCM 6th Ctrl Delay	10.9
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	14	27	33	23	15	109	558	44	27	428	87
Future Volume (veh/h)	12	14	27	33	23	15	109	558	44	27	428	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		0.90	1.00		0.95	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	15	29	36	25	16	118	607	48	29	465	95
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	611	469	47	585	447	156	1291	546	41	902	183
Arrive On Green	0.04	0.33	0.33	0.03	0.31	0.31	0.09	0.36	0.36	0.02	0.31	0.31
Sat Flow, veh/h	1781	1870	1436	1781	1870	1430	1781	3554	1502	1781	2910	589
Grp Volume(v), veh/h	13	15	29	36	25	16	118	607	48	29	282	278
Grp Sat Flow(s),veh/h/ln	1781	1870	1436	1781	1870	1430	1781	1777	1502	1781	1777	1723
Q Serve(g_s), s	0.6	0.5	1.2	1.8	0.8	0.7	5.8	11.8	1.9	1.5	11.7	11.9
Cycle Q Clear(g_c), s	0.6	0.5	1.2	1.8	0.8	0.7	5.8	11.8	1.9	1.5	11.7	11.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	72	611	469	47	585	447	156	1291	546	41	551	534
V/C Ratio(X)	0.18	0.02	0.06	0.77	0.04	0.04	0.76	0.47	0.09	0.71	0.51	0.52
Avail Cap(c_a), veh/h	596	626	480	596	626	478	596	2377	1005	596	1189	1153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.6	20.5	20.8	43.4	21.5	21.4	40.0	21.9	18.8	43.5	25.4	25.4
Incr Delay (d2), s/veh	0.4	0.0	0.0	9.2	0.0	0.0	10.2	0.3	0.1	8.1	2.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.2	0.4	0.9	0.4	0.2	2.9	4.8	0.7	0.7	5.1	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	20.5	20.8	52.6	21.5	21.4	50.2	22.3	18.9	51.6	27.4	27.6
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	C
Approach Vol, veh/h		57			77			773			589	
Approach Delay, s/veh		25.6			36.0			26.3			28.7	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	41.3	6.8	34.2	12.2	36.5	8.0	32.9
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	3.5	13.8	3.8	3.2	7.8	13.9	2.6	2.8
Green Ext Time (p_c), s	0.0	6.3	0.0	0.1	0.5	9.3	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	27.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	239	11	133	87	0	0	0	0	207	19	23
Future Volume (veh/h)	0	239	11	133	87	0	0	0	0	207	19	23
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	252	12	140	92	0				232	0	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	267	533	234	305	583	0				943	0	651
Arrive On Green	0.00	0.15	0.15	0.17	0.17	0.00				0.26	0.00	0.26
Sat Flow, veh/h	1781	3554	1559	1781	3572	0				3563	0	1562
Grp Volume(v), veh/h	0	252	12	140	92	0				232	0	24
Grp Sat Flow(s),veh/h/ln	1781	1777	1559	1781	1702	0				1781	0	1562
Q Serve(g_s), s	0.0	2.3	0.2	2.5	0.8	0.0				1.8	0.0	0.3
Cycle Q Clear(g_c), s	0.0	2.3	0.2	2.5	0.8	0.0				1.8	0.0	0.3
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	267	533	234	305	583	0				943	0	651
V/C Ratio(X)	0.00	0.47	0.05	0.46	0.16	0.00				0.25	0.00	0.04
Avail Cap(c_a), veh/h	3051	6087	2670	3051	5831	0				3560	0	1799
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	13.6	12.8	13.1	12.4	0.0				10.1	0.0	6.1
Incr Delay (d2), s/veh	0.0	0.2	0.0	1.2	0.1	0.0				0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.1	0.8	0.2	0.0				0.5	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.9	12.8	14.3	12.5	0.0				10.2	0.0	6.1
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		264			232						256	
Approach Delay, s/veh		13.8			13.6						9.8	
Approach LOS		B			B						A	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		9.3		15.5		10.3
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		4.3		3.8		4.5
Green Ext Time (p_c), s		1.0		0.5		1.5

Intersection Summary	
HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	360	0	1	183	246	22	11	73	21	0	198
Future Volume (veh/h)	85	360	0	1	183	246	22	11	73	21	0	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		0.99	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	92	391	0	1	199	267	24	12	79	23	0	215
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2	2	2	2	2	2	2
Cap, veh/h	124	1584	0	65	554	422	177	21	135	29	0	276
Arrive On Green	0.07	0.45	0.00	0.30	0.30	0.30	0.10	0.10	0.10	0.19	0.00	0.19
Sat Flow, veh/h	1781	3647	0	2	1867	1423	1781	206	1359	153	0	1435
Grp Volume(v), veh/h	92	391	0	200	0	267	24	0	91	238	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1869	0	1423	1781	0	1565	1588	0	0
Q Serve(g_s), s	2.9	3.9	0.0	0.0	0.0	9.2	0.7	0.0	3.1	8.0	0.0	0.0
Cycle Q Clear(g_c), s	2.9	3.9	0.0	4.7	0.0	9.2	0.7	0.0	3.1	8.0	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.87	0.10		0.90
Lane Grp Cap(c), veh/h	124	1584	0	619	0	422	177	0	156	305	0	0
V/C Ratio(X)	0.74	0.25	0.00	0.32	0.00	0.63	0.14	0.00	0.58	0.78	0.00	0.00
Avail Cap(c_a), veh/h	948	3783	0	2048	0	1515	1264	0	1111	1127	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.7	9.7	0.0	15.6	0.0	17.2	23.2	0.0	24.3	21.6	0.0	0.0
Incr Delay (d2), s/veh	10.2	0.0	0.0	0.4	0.0	1.9	0.1	0.0	1.3	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.1	0.0	1.7	0.0	2.7	0.3	0.0	1.1	2.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.9	9.8	0.0	16.0	0.0	19.1	23.3	0.0	25.5	23.3	0.0	0.0
LnGrp LOS	D	A	A	B	A	B	C	A	C	C	A	A
Approach Vol, veh/h		483			467			115			238	
Approach Delay, s/veh		14.7			17.7			25.1			23.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		29.5		14.8	8.4	21.1		12.0				
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4				
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s		5.9		10.0	4.9	11.2		5.1				
Green Ext Time (p_c), s		1.5		1.1	0.3	3.6		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		18.3
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	387	70	267	277	0	0	0	0	324	177	161
Future Volume (veh/h)	0	387	70	267	277	0	0	0	0	324	177	161
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	407	74	281	292	0				341	186	169
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1985	869	366	2548	0				593	311	255
Arrive On Green	0.00	0.56	0.56	0.14	0.95	0.00				0.17	0.17	0.17
Sat Flow, veh/h	0	3647	1555	3456	3647	0				3563	1870	1533
Grp Volume(v), veh/h	0	407	74	281	292	0				341	186	169
Grp Sat Flow(s),veh/h/ln	0	1777	1555	1728	1777	0				1781	1870	1533
Q Serve(g_s), s	0.0	4.8	1.9	6.6	0.4	0.0				7.4	7.7	8.7
Cycle Q Clear(g_c), s	0.0	4.8	1.9	6.6	0.4	0.0				7.4	7.7	8.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1985	869	366	2548	0				593	311	255
V/C Ratio(X)	0.00	0.21	0.09	0.77	0.11	0.00				0.58	0.60	0.66
Avail Cap(c_a), veh/h	0	1985	869	703	2548	0				1361	715	586
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.98	0.98	0.98	0.98	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.2	8.6	35.1	0.6	0.0				32.3	32.4	32.8
Incr Delay (d2), s/veh	0.0	0.2	0.2	1.3	0.1	0.0				0.3	0.7	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.6	0.6	2.6	0.1	0.0				3.2	3.5	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.5	8.8	36.3	0.7	0.0				32.6	33.1	33.9
LnGrp LOS	A	A	A	D	A	A				C	C	C
Approach Vol, veh/h		481			573						696	
Approach Delay, s/veh		9.4			18.2						33.0	
Approach LOS		A			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.3	51.8		18.9		65.1
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	8.7	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.6	6.8		10.7		2.4
Green Ext Time (p_c), s	0.3	2.6		1.6		2.0

Intersection Summary	
HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	263	450	0	0	445	422	97	152	22	0	0	0
Future Volume (veh/h)	263	450	0	0	445	422	97	152	22	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	286	489	0	0	484	459	105	165	24			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1346	2780	0	0	1189	517	177	310	44			
Arrive On Green	0.78	1.00	0.00	0.00	0.33	0.33	0.10	0.10	0.10			
Sat Flow, veh/h	3456	3647	0	0	3647	1547	1752	3070	439			
Grp Volume(v), veh/h	286	489	0	0	484	459	107	90	97			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1547	1783	1702	1777			
Q Serve(g_s), s	1.8	0.0	0.0	0.0	8.8	23.6	4.8	4.2	4.4			
Cycle Q Clear(g_c), s	1.8	0.0	0.0	0.0	8.8	23.6	4.8	4.2	4.4			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		0.25			
Lane Grp Cap(c), veh/h	1346	2780	0	0	1189	517	180	172	180			
V/C Ratio(X)	0.21	0.18	0.00	0.00	0.41	0.89	0.59	0.52	0.54			
Avail Cap(c_a), veh/h	1346	2780	0	0	1189	517	596	569	594			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.95	0.95	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	5.9	0.0	0.0	0.0	21.5	26.4	36.1	35.8	35.9			
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.0	1.0	19.7	1.2	0.9	0.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.0	0.0	3.5	10.6	2.1	1.8	1.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.9	0.1	0.0	0.0	22.6	46.1	37.3	36.8	36.8			
LnGrp LOS	A	A	A	A	C	D	D	D	D			
Approach Vol, veh/h		775			943			294				
Approach Delay, s/veh		2.3			34.0			37.0				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		70.6			37.6	33.0		13.4				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			3.8	25.6		6.8				
Green Ext Time (p_c), s		4.0			0.6	1.2		1.0				

Intersection Summary	
HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	21	55	24	1028	13	0	0	0
Future Volume (veh/h)	0	0	0	0	21	55	24	1028	13	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	23	60	26	1130	14			
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	29	77	135	3087	38			
Arrive On Green				0.00	0.06	0.06	0.62	0.62	0.62			
Sat Flow, veh/h				0	459	1196	42	4992	61			
Grp Volume(v), veh/h				0	0	83	428	355	387			
Grp Sat Flow(s),veh/h/ln				0	0	1655	1857	1549	1689			
Q Serve(g_s), s				0.0	0.0	1.7	0.0	4.0	4.0			
Cycle Q Clear(g_c), s				0.0	0.0	1.7	4.0	4.0	4.0			
Prop In Lane				0.00		0.72	0.06		0.04			
Lane Grp Cap(c), veh/h				0	0	106	1258	958	1044			
V/C Ratio(X)				0.00	0.00	0.78	0.34	0.37	0.37			
Avail Cap(c_a), veh/h				0	0	1893	3270	2657	2897			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	16.1	3.3	3.3	3.3			
Incr Delay (d2), s/veh				0.0	0.0	4.6	0.2	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.7	0.5	0.5	0.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	20.7	3.5	3.7	3.6			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					83			1170				
Approach Delay, s/veh					20.7			3.6				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	27.2							7.7				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	6.0							3.7				
Green Ext Time (p_c), s	15.7							0.3				

Intersection Summary												
HCM 6th Ctrl Delay			4.7									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	197	89	304	250	76	157	232	116	50	256	50
Future Volume (veh/h)	39	197	89	304	250	76	157	232	116	50	256	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.96	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	212	96	327	269	82	169	249	125	54	275	54
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	359	301	380	512	156	214	918	412	68	806	151
Arrive On Green	0.03	0.19	0.19	0.21	0.37	0.37	0.12	0.27	0.27	0.04	0.19	0.19
Sat Flow, veh/h	1781	1870	1568	1781	1374	419	1781	3404	1527	1781	4284	801
Grp Volume(v), veh/h	42	212	96	327	0	351	169	249	125	54	216	113
Grp Sat Flow(s),veh/h/ln	1781	1870	1568	1781	0	1792	1781	1702	1527	1781	1702	1681
Q Serve(g_s), s	1.5	6.8	3.5	11.7	0.0	10.1	6.1	3.8	4.3	2.0	3.6	3.9
Cycle Q Clear(g_c), s	1.5	6.8	3.5	11.7	0.0	10.1	6.1	3.8	4.3	2.0	3.6	3.9
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		0.48
Lane Grp Cap(c), veh/h	58	359	301	380	0	668	214	918	412	68	640	316
V/C Ratio(X)	0.73	0.59	0.32	0.86	0.00	0.53	0.79	0.27	0.30	0.79	0.34	0.36
Avail Cap(c_a), veh/h	806	1129	946	806	0	1082	806	3082	1382	806	3082	1522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	24.4	23.1	25.1	0.0	16.2	28.4	19.1	19.3	31.6	23.3	23.4
Incr Delay (d2), s/veh	6.3	0.6	0.2	2.3	0.0	0.6	2.5	0.3	0.8	7.3	0.6	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.0	1.3	5.0	0.0	4.0	2.6	1.4	1.5	1.0	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.0	25.0	23.3	27.4	0.0	16.9	30.8	19.4	20.0	38.9	23.9	24.6
LnGrp LOS	D	C	C	C	A	B	C	B	C	D	C	C
Approach Vol, veh/h		350			678			543			383	
Approach Delay, s/veh		26.1			21.9			23.1			26.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	23.2	18.5	17.6	12.4	17.8	6.6	29.6
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	4.0	6.3	13.7	8.8	8.1	5.9	3.5	12.1
Green Ext Time (p_c), s	0.1	4.8	0.5	1.0	0.2	3.9	0.0	2.4

Intersection Summary	
HCM 6th Ctrl Delay	23.8
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	165	203	77	134	0	0	0	0	81	999	492
Future Volume (veh/h)	0	165	203	77	134	0	0	0	0	81	999	492
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	168	207	79	137	0				83	1019	502
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	366	310	190	368	0				1098	2099	963
Arrive On Green	0.00	0.20	0.20	0.20	0.20	0.00				0.62	0.62	0.62
Sat Flow, veh/h	0	1870	1585	508	1963	0				1781	3404	1562
Grp Volume(v), veh/h	0	168	207	105	111	0				83	1019	502
Grp Sat Flow(s),veh/h/ln	0	1870	1585	769	1617	0				1781	1702	1562
Q Serve(g_s), s	0.0	5.5	8.4	5.0	4.1	0.0				1.3	11.4	12.6
Cycle Q Clear(g_c), s	0.0	5.5	8.4	10.5	4.1	0.0				1.3	11.4	12.6
Prop In Lane	0.00		1.00	0.75		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	366	310	242	317	0				1098	2099	963
V/C Ratio(X)	0.00	0.46	0.67	0.44	0.35	0.00				0.08	0.49	0.52
Avail Cap(c_a), veh/h	0	810	686	512	700	0				1542	2948	1352
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	24.6	25.8	28.0	24.1	0.0				5.3	7.3	7.5
Incr Delay (d2), s/veh	0.0	0.3	0.9	0.9	0.5	0.0				0.1	0.3	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.4	3.1	1.7	1.6	0.0				0.4	3.4	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.0	26.7	28.9	24.5	0.0				5.4	7.6	8.3
LnGrp LOS	A	C	C	C	C	A				A	A	A
Approach Vol, veh/h		375			216						1604	
Approach Delay, s/veh		25.9			26.7						7.7	
Approach LOS		C			C						A	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		20.3		49.0		20.3
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		10.4		14.6		12.5
Green Ext Time (p_c), s		1.0		28.1		1.0

Intersection Summary	
HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	17	53	0	28	15	191	891	26	0	0	0
Future Volume (veh/h)	171	17	53	0	28	15	191	891	26	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	199	20	62	0	33	17	222	1036	30			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	461	33	1137	0	287	148	840	1662	48			
Arrive On Green	0.25	0.25	0.25	0.00	0.25	0.25	0.47	0.47	0.47			
Sat Flow, veh/h	1147	133	1575	0	1162	598	1781	3523	102			
Grp Volume(v), veh/h	219	0	62	0	0	50	222	522	544			
Grp Sat Flow(s),veh/h/ln	1280	0	1575	0	0	1760	1781	1777	1849			
Q Serve(g_s), s	5.5	0.0	0.0	0.0	0.0	0.9	2.9	8.5	8.5			
Cycle Q Clear(g_c), s	6.4	0.0	0.0	0.0	0.0	0.9	2.9	8.5	8.5			
Prop In Lane	0.91		1.00	0.00		0.34	1.00		0.06			
Lane Grp Cap(c), veh/h	494	0	1137	0	0	435	840	838	872			
V/C Ratio(X)	0.44	0.00	0.05	0.00	0.00	0.11	0.26	0.62	0.62			
Avail Cap(c_a), veh/h	1222	0	1966	0	0	1361	1355	1351	1406			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	13.7	0.0	1.6	0.0	0.0	11.3	6.2	7.7	7.7			
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.0	0.0	0.0	0.2	0.8	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.7	0.0	0.0	0.3	0.7	2.3	2.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.3	0.0	1.6	0.0	0.0	11.4	6.3	8.4	8.4			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		281			50			1288				
Approach Delay, s/veh		11.5			11.4			8.1				
Approach LOS		B			B			A				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	22.8	16.0	16.0
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	10.5	8.4	2.9
Green Ext Time (p_c), s	7.8	1.5	0.1

Intersection Summary	
HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	5	34	0	4	19	24	484	26	21	636	9
Future Volume (veh/h)	6	5	34	0	4	19	24	484	26	21	636	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	5	36	0	4	20	25	509	27	22	669	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	414	38	277	161	53	265	43	2294	698	74	2319	31
Arrive On Green	0.20	0.20	0.20	0.00	0.20	0.20	0.02	0.45	0.45	0.02	0.45	0.45
Sat Flow, veh/h	1375	196	1408	1366	270	1348	1781	5106	1554	3456	5189	70
Grp Volume(v), veh/h	6	0	41	0	0	24	25	509	27	22	438	240
Grp Sat Flow(s),veh/h/ln	1375	0	1603	1366	0	1617	1781	1702	1554	1728	1702	1855
Q Serve(g_s), s	0.2	0.0	0.9	0.0	0.0	0.5	0.6	2.7	0.4	0.3	3.7	3.7
Cycle Q Clear(g_c), s	0.7	0.0	0.9	0.0	0.0	0.5	0.6	2.7	0.4	0.3	3.7	3.7
Prop In Lane	1.00		0.88	1.00		0.83	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	414	0	315	161	0	318	43	2294	698	74	1521	829
V/C Ratio(X)	0.01	0.00	0.13	0.00	0.00	0.08	0.59	0.22	0.04	0.30	0.29	0.29
Avail Cap(c_a), veh/h	1373	0	1433	1113	0	1445	1194	6844	2083	2316	4563	2487
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	14.8	0.0	0.0	14.7	21.6	7.5	6.9	21.6	7.9	7.9
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.0	4.7	0.1	0.0	0.8	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	0.0	0.0	0.2	0.3	0.7	0.1	0.1	1.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.0	0.0	14.9	0.0	0.0	14.7	26.4	7.6	6.9	22.4	8.0	8.1
LnGrp LOS	B	A	B	A	A	B	C	A	A	C	A	A
Approach Vol, veh/h		47			24			561			700	
Approach Delay, s/veh		14.9			14.7			8.4			8.4	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.4	25.8		13.6	5.5	25.7		13.6
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I2), s	2.3	4.7		2.9	2.6	5.7		2.5
Green Ext Time (p_c), s	0.0	7.0		0.2	0.0	4.8		0.1

Intersection Summary	
HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

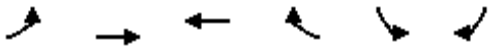
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2534	13	0	4129	5	0	0	1	0	0	5
Future Vol, veh/h	0	2534	13	0	4129	5	0	0	1	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	2612	13	0	4257	5	0	0	1	0	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1313	-	-	2131
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	128	0	0	35
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	128	-	-	35
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	33.4	124.9
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	128	-	-	-	-	35
HCM Lane V/C Ratio	0.008	-	-	-	-	0.147
HCM Control Delay (s)	33.4	-	-	-	-	124.9
HCM Lane LOS	D	-	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	-	0.5



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	887	1635	1788	57	45	36
Future Volume (veh/h)	887	1635	1788	57	45	36
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	934	1721	1882	0	47	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	814	4336	2976		73	65
Arrive On Green	0.24	0.87	0.60	0.00	0.04	0.04
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	934	1721	1882	0	47	38
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	27.8	8.1	28.8	0.0	3.1	2.8
Cycle Q Clear(g_c), s	27.8	8.1	28.8	0.0	3.1	2.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	814	4336	2976		73	65
V/C Ratio(X)	1.15	0.40	0.63		0.64	0.58
Avail Cap(c_a), veh/h	814	4336	2976		479	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.66	0.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	1.5	15.4	0.0	55.7	55.6
Incr Delay (d2), s/veh	80.4	0.3	0.7	0.0	3.5	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.5	0.7	9.9	0.0	1.4	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	125.5	1.8	16.1	0.0	59.2	58.6
LnGrp LOS	F	A	B		E	E
Approach Vol, veh/h		2655	1882	A	85	
Approach Delay, s/veh		45.3	16.1		58.9	
Approach LOS		D	B		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		108.0		10.0	32.2	75.8
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		75.8		31.7	27.8	* 44
Max Q Clear Time (g_c+I1), s		10.1		5.1	29.8	30.8
Green Ext Time (p_c), s		52.3		0.1	0.0	12.4

Intersection Summary	
HCM 6th Ctrl Delay	33.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	214	679	27	44	757	73	58	224	62	82	147	443
Future Volume (veh/h)	214	679	27	44	757	73	58	224	62	82	147	443
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.93	1.00		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	218	693	28	45	772	74	59	229	63	84	150	452
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	245	1631	66	285	1626	156	76	665	169	105	934	480
Arrive On Green	0.14	0.47	0.47	0.05	0.16	0.16	0.04	0.17	0.17	0.06	0.18	0.18
Sat Flow, veh/h	1781	3481	141	1781	3271	313	1781	3994	1013	1781	5106	1430
Grp Volume(v), veh/h	218	354	367	45	419	427	59	192	100	84	150	452
Grp Sat Flow(s),veh/h/ln	1781	1777	1844	1781	1777	1808	1781	1702	1604	1781	1702	1430
Q Serve(g_s), s	16.8	18.5	18.5	3.4	29.9	30.0	4.6	7.0	7.7	6.5	3.5	25.6
Cycle Q Clear(g_c), s	16.8	18.5	18.5	3.4	29.9	30.0	4.6	7.0	7.7	6.5	3.5	25.6
Prop In Lane	1.00		0.08	1.00		0.17	1.00		0.63	1.00		1.00
Lane Grp Cap(c), veh/h	245	833	864	285	883	898	76	567	267	105	934	480
V/C Ratio(X)	0.89	0.42	0.43	0.16	0.47	0.48	0.78	0.34	0.37	0.80	0.16	0.94
Avail Cap(c_a), veh/h	382	833	864	285	883	898	244	625	294	244	934	480
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	0.99	0.99	0.99	0.99	0.99	0.99
Uniform Delay (d), s/veh	59.3	24.7	24.7	57.3	42.0	42.0	66.4	51.5	51.9	65.1	48.2	46.9
Incr Delay (d2), s/veh	14.9	1.6	1.5	1.1	1.7	1.7	6.2	0.4	1.0	5.2	0.1	27.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	8.0	8.3	1.6	14.7	15.0	2.2	3.0	3.2	3.1	1.5	18.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.2	26.3	26.2	58.4	43.6	43.6	72.6	51.9	52.8	70.2	48.3	74.2
LnGrp LOS	E	C	C	E	D	D	E	D	D	E	D	E
Approach Vol, veh/h		939			891			351			686	
Approach Delay, s/veh		37.4			44.4			55.7			68.0	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	28.3	28.2	70.8	10.4	30.6	23.7	75.4
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	10.3	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	8.5	9.7	5.4	20.5	6.6	27.6	18.8	32.0
Green Ext Time (p_c), s	0.1	1.7	0.0	6.9	0.0	0.0	0.4	3.8

Intersection Summary	
HCM 6th Ctrl Delay	49.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	734	54	41	146	0	0	0	0	181	155	706
Future Volume (veh/h)	0	734	54	41	146	0	0	0	0	181	155	706
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	798	59	45	159	0				197	168	767
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1669	123	70	2021	0				616	1293	537
Arrive On Green	0.00	0.16	0.16	0.04	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3447	248	1781	3647	0				1781	3741	1553
Grp Volume(v), veh/h	0	423	434	45	159	0				197	168	767
Grp Sat Flow(s),veh/h/ln	0	1777	1825	1781	1777	0				1781	1870	1553
Q Serve(g_s), s	0.0	30.2	30.2	3.5	2.8	0.0				11.4	4.3	48.4
Cycle Q Clear(g_c), s	0.0	30.2	30.2	3.5	2.8	0.0				11.4	4.3	48.4
Prop In Lane	0.00		0.14	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	884	908	70	2021	0				616	1293	537
V/C Ratio(X)	0.00	0.48	0.48	0.64	0.08	0.00				0.32	0.13	1.43
Avail Cap(c_a), veh/h	0	884	908	313	2021	0				616	1293	537
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.94	0.94	0.90	0.90	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	42.0	42.0	66.3	13.6	0.0				33.7	31.4	45.8
Incr Delay (d2), s/veh	0.0	1.7	1.7	3.2	0.1	0.0				1.4	0.2	203.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.8	15.2	1.6	1.1	0.0				5.3	2.0	49.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	43.7	43.7	69.5	13.7	0.0				35.1	31.6	249.2
LnGrp LOS	A	D	D	E	B	A				D	C	F
Approach Vol, veh/h		857			204						1132	
Approach Delay, s/veh		43.7			26.0						179.6	
Approach LOS		D			C						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.9	76.3		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	5.5	32.2		50.4		4.8
Green Ext Time (p_c), s	0.0	1.6		0.0		0.3

Intersection Summary		
HCM 6th Ctrl Delay		112.2
HCM 6th LOS		F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	646	277	0	0	134	107	38	69	47	0	0	0
Future Volume (veh/h)	646	277	0	0	134	107	38	69	47	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.95			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	695	298	0	0	144	115	41	74	51			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1537	1521	0	0	595	440	78	153	97			
Arrive On Green	0.44	0.81	0.00	0.00	0.31	0.31	0.06	0.06	0.06			
Sat Flow, veh/h	3456	1870	0	0	2030	1433	1209	2378	1511			
Grp Volume(v), veh/h	695	298	0	0	131	128	61	54	51			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1592	1810	1777	1511			
Q Serve(g_s), s	11.2	2.8	0.0	0.0	4.4	4.8	2.6	2.3	2.6			
Cycle Q Clear(g_c), s	11.2	2.8	0.0	0.0	4.4	4.8	2.6	2.3	2.6			
Prop In Lane	1.00		0.00	0.00		0.90	0.67		1.00			
Lane Grp Cap(c), veh/h	1537	1521	0	0	546	489	116	114	97			
V/C Ratio(X)	0.45	0.20	0.00	0.00	0.24	0.26	0.53	0.47	0.52			
Avail Cap(c_a), veh/h	1537	1521	0	0	580	520	387	380	323			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.87	0.87	0.00	0.00	1.00	1.00	0.98	0.98	0.98			
Uniform Delay (d), s/veh	15.4	1.7	0.0	0.0	20.7	20.9	36.2	36.1	36.2			
Incr Delay (d2), s/veh	0.2	0.3	0.0	0.0	0.1	0.1	1.3	1.1	1.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.9	0.4	0.0	0.0	1.7	1.7	1.2	1.0	1.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	1.9	0.0	0.0	20.8	21.0	37.6	37.2	37.8			
LnGrp LOS	B	A	A	A	C	C	D	D	D			
Approach Vol, veh/h		993			259			166				
Approach Delay, s/veh		11.5			20.9			37.5				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		70.0			40.5	29.5		10.0				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		4.8			13.2	6.8		4.6				
Green Ext Time (p_c), s		1.0			1.9	0.8		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	16.3
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	150	1443	394	0	0	1647
Future Volume (veh/h)	150	1443	394	0	0	1647
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	153	0	402	0	0	1681
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	184		2044	0	637	5074
Arrive On Green	0.10	0.00	0.41	0.00	0.00	0.81
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	153	0	402	0	0	1681
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	9.3	0.0	5.7	0.0	0.0	7.7
Cycle Q Clear(g_c), s	9.3	0.0	5.7	0.0	0.0	7.7
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	184		2044	0	637	5074
V/C Ratio(X)	0.83		0.20	0.00	0.00	0.33
Avail Cap(c_a), veh/h	487		2044	0	730	5074
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.00	0.95	0.00	0.00	0.92
Uniform Delay (d), s/veh	48.4	0.0	20.8	0.0	0.0	2.8
Incr Delay (d2), s/veh	3.0	0.0	0.1	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	2.1	0.0	0.0	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.4	0.0	20.9	0.0	0.0	2.9
LnGrp LOS	D		C	A	A	A
Approach Vol, veh/h	153	A	402			1681
Approach Delay, s/veh	51.4		20.9			2.9
Approach LOS	D		C			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	43.8	50.0			93.8	16.2
Change Period (Y+Rc), s	4.4	4.9			4.9	4.9
Max Green Setting (Gmax), s	45.1	20.6			45.1	30.1
Max Q Clear Time (g_c+I1), s	11.0	7.7			9.7	11.3
Green Ext Time (p_c), s	0.0	2.7			19.7	0.2

Intersection Summary	
HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	171	1476	129	113	218	0	0	181	44
Future Volume (veh/h)	0	0	0	171	1476	129	113	218	0	0	181	44
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.91
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				176	1522	133	116	225	0	0	187	45
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				277	2554	230	144	1384	0	0	541	119
Arrive On Green				0.19	0.19	0.19	0.16	0.54	0.00	0.00	0.13	0.13
Sat Flow, veh/h				483	4453	400	1781	5274	0	0	4270	904
Grp Volume(v), veh/h				673	564	594	116	225	0	0	152	80
Grp Sat Flow(s),veh/h/ln				1846	1702	1788	1781	1702	0	0	1702	1602
Q Serve(g_s), s				36.9	33.2	33.3	6.9	2.4	0.0	0.0	4.5	5.0
Cycle Q Clear(g_c), s				36.9	33.2	33.3	6.9	2.4	0.0	0.0	4.5	5.0
Prop In Lane				0.26		0.22	1.00		0.00	0.00		0.56
Lane Grp Cap(c), veh/h				1059	976	1025	144	1384	0	0	449	211
V/C Ratio(X)				0.64	0.58	0.58	0.80	0.16	0.00	0.00	0.34	0.38
Avail Cap(c_a), veh/h				1059	976	1025	155	1629	0	0	591	278
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.79	0.79	0.79	0.72	0.72	0.00	0.00	0.98	0.98
Uniform Delay (d), s/veh				34.0	32.5	32.5	45.2	18.9	0.0	0.0	43.4	43.6
Incr Delay (d2), s/veh				2.3	2.0	1.9	16.5	0.0	0.0	0.0	0.3	0.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				18.9	15.6	16.4	3.5	0.9	0.0	0.0	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				36.3	34.4	34.4	61.8	19.0	0.0	0.0	43.7	44.4
LnGrp LOS				D	C	C	E	B	A	A	D	D
Approach Vol, veh/h					1831			341			232	
Approach Delay, s/veh					35.1			33.5			43.9	
Approach LOS					D			C			D	

Timer - Assigned Phs	3	4		6		8
Phs Duration (G+Y+Rc), s	14.8	20.9		69.0		35.7
Change Period (Y+Rc), s	5.9	* 6.4		5.9		5.9
Max Green Setting (Gmax), s	9.6	* 19		63.1		35.1
Max Q Clear Time (g_c+I1), s	8.9	7.0		38.9		4.4
Green Ext Time (p_c), s	0.0	0.8		11.7		1.6

Intersection Summary	
HCM 6th Ctrl Delay	35.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	195	1734	0	0	0	0	0	144	55
Future Volume (veh/h)	0	0	0	195	1734	0	0	0	0	0	144	55
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.94
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				203	1806	0				0	150	57
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				354	3373	0				0	735	247
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				499	4919	0				0	3877	1247
Grp Volume(v), veh/h				751	1258	0				0	136	71
Grp Sat Flow(s),veh/h/ln				1845	1702	0				0	1702	1552
Q Serve(g_s), s				39.6	35.5	0.0				0.0	3.7	4.2
Cycle Q Clear(g_c), s				39.6	35.5	0.0				0.0	3.7	4.2
Prop In Lane				0.27		0.00				0.00		0.80
Lane Grp Cap(c), veh/h				1310	2417	0				0	675	308
V/C Ratio(X)				0.57	0.52	0.00				0.00	0.20	0.23
Avail Cap(c_a), veh/h				1310	2417	0				0	675	308
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				27.4	25.8	0.0				0.0	36.8	37.1
Incr Delay (d2), s/veh				1.8	0.8	0.0				0.0	0.7	1.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				20.1	16.3	0.0				0.0	1.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				29.2	26.6	0.0				0.0	37.5	38.8
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2009						207	
Approach Delay, s/veh					27.6						37.9	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.7		83.3						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.8		78.1						
Max Q Clear Time (g_c+I1), s				6.2		41.6						
Green Ext Time (p_c), s				0.3		3.3						

Intersection Summary												
HCM 6th Ctrl Delay			28.5									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1838	121	81	92	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1838	121	81	92	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	1895	125	84	95	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3425	225	323	407	0			
Arrive On Green				0.00	0.23	0.23	0.20	0.20	0.00			
Sat Flow, veh/h				0	5056	321	1578	2084	0			
Grp Volume(v), veh/h				0	1318	702	95	84	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1804	1791	1777	0			
Q Serve(g_s), s				0.0	37.5	37.8	4.9	4.3	0.0			
Cycle Q Clear(g_c), s				0.0	37.5	37.8	4.9	4.3	0.0			
Prop In Lane				0.00		0.18	0.88		0.00			
Lane Grp Cap(c), veh/h				0	2386	1265	366	363	0			
V/C Ratio(X)				0.00	0.55	0.56	0.26	0.23	0.00			
Avail Cap(c_a), veh/h				0	2386	1265	366	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	27.1	27.2	36.8	36.5	0.0			
Incr Delay (d2), s/veh				0.0	0.9	1.8	1.7	1.5	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	17.3	18.8	2.4	2.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	28.0	28.9	38.5	38.0	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2020			179				
Approach Delay, s/veh					28.3			38.3				
Approach LOS					C			D				

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						39.8		6.9				
Green Ext Time (p_c), s						22.2		0.8				

Intersection Summary		
HCM 6th Ctrl Delay	29.1	
HCM 6th LOS	C	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	196	1923	0	0	0	0	0	138	39
Future Volume (veh/h)	0	0	0	196	1923	0	0	0	0	0	138	39
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				206	2024	0				0	145	41
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				320	3361	0				0	733	316
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				456	4964	0				0	3647	1533
Grp Volume(v), veh/h				835	1395	0				0	145	41
Grp Sat Flow(s),veh/h/ln				1848	1702	0				0	1777	1533
Q Serve(g_s), s				44.9	40.1	0.0				0.0	3.7	2.4
Cycle Q Clear(g_c), s				44.9	40.1	0.0				0.0	3.7	2.4
Prop In Lane				0.25		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1295	2386	0				0	733	316
V/C Ratio(X)				0.64	0.58	0.00				0.00	0.20	0.13
Avail Cap(c_a), veh/h				1295	2386	0				0	733	316
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				29.9	28.0	0.0				0.0	36.1	35.6
Incr Delay (d2), s/veh				2.5	1.1	0.0				0.0	0.6	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				23.0	18.5	0.0				0.0	1.7	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.4	29.1	0.0				0.0	36.7	36.4
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2230						186	
Approach Delay, s/veh					30.3						36.7	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				27.6		82.4						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				22.7		77.1						
Max Q Clear Time (g_c+I1), s				5.7		46.9						
Green Ext Time (p_c), s				0.9		21.7						

Intersection Summary												
HCM 6th Ctrl Delay			30.8									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2052	72	29	26	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2052	72	29	26	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2138	75	30	27	0			
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3685	129	311	320	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5229	177	1754	1899	0			
Grp Volume(v), veh/h				0	1436	777	30	27	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1834	1783	1777	0			
Q Serve(g_s), s				0.0	21.8	22.0	1.6	1.4	0.0			
Cycle Q Clear(g_c), s				0.0	21.8	22.0	1.6	1.4	0.0			
Prop In Lane				0.00		0.10	0.98		0.00			
Lane Grp Cap(c), veh/h				0	2479	1335	316	315	0			
V/C Ratio(X)				0.00	0.58	0.58	0.10	0.08	0.00			
Avail Cap(c_a), veh/h				0	2479	1335	316	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	7.0	7.1	37.9	37.8	0.0			
Incr Delay (d2), s/veh				0.0	1.0	1.9	0.6	0.5	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	7.1	8.0	0.8	0.7	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	8.0	8.9	38.5	38.3	0.0			
LnGrp LOS				A	A	A	D	D	A			
Approach Vol, veh/h					2213			57				
Approach Delay, s/veh					8.3			38.4				
Approach LOS					A			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						24.0		3.6				
Green Ext Time (p_c), s						31.8		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

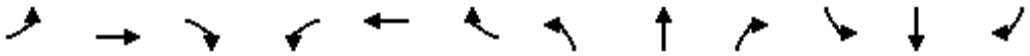
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	109	479	2	89	0	0	0	11
Future Vol, veh/h	0	0	0	0	109	479	2	89	0	0	0	11
Conflicting Peds, #/hr	6	0	0	0	0	6	15	0	0	0	0	15
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	114	499	2	93	0	0	0	11

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	72	619	-	-	-	328
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	72	619	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	911	403	0	0	0	668
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	929	478	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	896	401	-	-	-	664
Mov Cap-2 Maneuver	-	-	-	896	401	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	913	475	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	16.7	10.5
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	401	-	-	664
HCM Lane V/C Ratio	0.231	-	-	0.017
HCM Control Delay (s)	16.7	-	-	10.5
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	0.9	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	381	116	1120	669	0
Future Volume (veh/h)	0	0	0	0	0	0	0	381	116	1120	669	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	401	122	1179	704	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	888	270	3690	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.18	0.18	0.73	0.95	0.00
Sat Flow, veh/h		0					0	5149	1516	5023	1826	0
Grp Volume(v), veh/h		0.0					0	401	122	1179	704	0
Grp Sat Flow(s),veh/h/ln							0	1662	1516	1674	1826	0
Q Serve(g_s), s							0.0	7.9	7.9	9.0	3.3	0.0
Cycle Q Clear(g_c), s							0.0	7.9	7.9	9.0	3.3	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	888	270	3690	1740	0
V/C Ratio(X)							0.00	0.45	0.45	0.32	0.40	0.00
Avail Cap(c_a), veh/h							0	1205	367	3690	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.94	0.94	0.00
Uniform Delay (d), s/veh							0.0	40.4	40.4	5.1	0.2	0.0
Incr Delay (d2), s/veh							0.0	0.9	3.1	0.0	0.7	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	3.2	3.1	2.4	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	41.3	43.5	5.1	0.9	0.0
LnGrp LOS							A	D	D	A	A	A
Approach Vol, veh/h								523			1883	
Approach Delay, s/veh								41.8			3.5	
Approach LOS								D			A	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	85.2	24.8				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				40.0						
Max Q Clear Time (g_c+I1), s	11.0	9.9				5.3						
Green Ext Time (p_c), s	5.0	5.1				6.7						

Intersection Summary												
HCM 6th Ctrl Delay			11.8									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱					↑↑↑↳		↰	↑↑↑	
Traffic Volume (veh/h)	48	1173	41	0	0	0	0	257	207	79	272	0
Future Volume (veh/h)	48	1173	41	0	0	0	0	257	207	79	272	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97				1.00		0.95	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	49	1209	42				0	265	213	81	280	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	121	3176	966				0	604	268	111	1430	0
Arrive On Green	0.21	0.21	0.21				0.00	0.18	0.18	0.13	0.56	0.00
Sat Flow, veh/h	193	5072	1543				0	3572	1512	1781	5274	0
Grp Volume(v), veh/h	472	786	42				0	265	213	81	280	0
Grp Sat Flow(s),veh/h/ln	1861	1702	1543				0	1702	1512	1781	1702	0
Q Serve(g_s), s	24.2	21.8	2.4				0.0	7.6	14.8	4.8	3.0	0.0
Cycle Q Clear(g_c), s	24.2	21.8	2.4				0.0	7.6	14.8	4.8	3.0	0.0
Prop In Lane	0.10		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1165	2132	966				0	604	268	111	1430	0
V/C Ratio(X)	0.41	0.37	0.04				0.00	0.44	0.79	0.73	0.20	0.00
Avail Cap(c_a), veh/h	1165	2132	966				0	916	407	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.75	0.75	0.75				0.00	1.00	1.00	0.91	0.91	0.00
Uniform Delay (d), s/veh	25.9	25.0	17.3				0.0	40.3	43.3	47.2	18.1	0.0
Incr Delay (d2), s/veh	0.8	0.4	0.1				0.0	0.6	6.7	3.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.3	10.0	0.8				0.0	3.2	6.0	2.1	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	25.3	17.3				0.0	40.9	50.0	50.3	18.1	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1300						478			361	
Approach Delay, s/veh		25.6						45.0			25.3	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	73.8	36.2	11.3	24.9
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	26.2	5.0	6.8	16.8
Green Ext Time (p_c), s	11.9	1.5	0.1	2.7

Intersection Summary	
HCM 6th Ctrl Delay	29.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1403	52	0	0	0	0	0	0	115	229	0
Future Volume (veh/h)	0	1403	52	0	0	0	0	0	0	115	229	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1446	54							119	236	0
Peak Hour Factor	0.97	0.97	0.97							0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2940	110							529	1175	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5213	188							1613	3749	0
Grp Volume(v), veh/h	0	976	524							132	223	0
Grp Sat Flow(s),veh/h/ln	0	1702	1829							1790	1702	0
Q Serve(g_s), s	0.0	28.1	28.1							7.4	6.6	0.0
Cycle Q Clear(g_c), s	0.0	28.1	28.1							7.4	6.6	0.0
Prop In Lane	0.00		0.10							0.90		0.00
Lane Grp Cap(c), veh/h	0	1984	1066							587	1117	0
V/C Ratio(X)	0.00	0.49	0.49							0.22	0.20	0.00
Avail Cap(c_a), veh/h	0	1984	1066							587	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	29.9	29.9							36.3	35.9	0.0
Incr Delay (d2), s/veh	0.0	0.9	1.6							0.9	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.0	14.2							3.6	3.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	30.8	31.5							37.1	36.3	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1500									355	
Approach Delay, s/veh		31.0									36.6	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	30.1	9.4
Green Ext Time (p_c), s	4.6	0.9

Intersection Summary	
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C

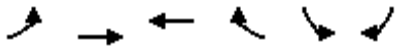
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	1455	0	0	0	0	0	110	164	0	0	0
Future Volume (veh/h)	70	1455	0	0	0	0	0	110	164	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	72	1500	0				0	113	169			
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	130	2889	0				0	599	494			
Arrive On Green	0.19	0.19	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	227	5204	0				0	1870	1465			
Grp Volume(v), veh/h	590	982	0				0	113	169			
Grp Sat Flow(s),veh/h/ln	1859	1702	0				0	1777	1465			
Q Serve(g_s), s	31.6	28.4	0.0				0.0	5.0	9.5			
Cycle Q Clear(g_c), s	31.6	28.4	0.0				0.0	5.0	9.5			
Prop In Lane	0.12		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1066	1953	0				0	599	494			
V/C Ratio(X)	0.55	0.50	0.00				0.00	0.19	0.34			
Avail Cap(c_a), veh/h	1066	1953	0				0	599	494			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	31.8	30.5	0.0				0.0	25.8	27.3			
Incr Delay (d2), s/veh	2.1	0.9	0.0				0.0	0.7	1.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	16.3	13.2	0.0				0.0	2.2	3.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	31.5	0.0				0.0	26.5	29.2			
LnGrp LOS	C	C	A				A	C	C			
Approach Vol, veh/h		1572						282				
Approach Delay, s/veh		32.4						28.1				
Approach LOS		C						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		68.0						42.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		63.1						37.1				
Max Q Clear Time (g_c+I1), s		33.6						11.5				
Green Ext Time (p_c), s		13.9						1.9				
Intersection Summary												
HCM 6th Ctrl Delay			31.7									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1530	66	0	0	0	0	0	0	121	231	0
Future Volume (veh/h)	0	1530	66	0	0	0	0	0	0	121	231	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1561	67							123	236	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2467	106							747	1489	0
Arrive On Green	0.00	0.16	0.16							0.14	0.14	0.00
Sat Flow, veh/h	0	5184	215							1781	3647	0
Grp Volume(v), veh/h	0	1059	569							123	236	0
Grp Sat Flow(s),veh/h/ln	0	1702	1827							1781	1777	0
Q Serve(g_s), s	0.0	32.0	32.0							6.7	6.4	0.0
Cycle Q Clear(g_c), s	0.0	32.0	32.0							6.7	6.4	0.0
Prop In Lane	0.00		0.12							1.00		0.00
Lane Grp Cap(c), veh/h	0	1674	899							747	1489	0
V/C Ratio(X)	0.00	0.63	0.63							0.16	0.16	0.00
Avail Cap(c_a), veh/h	0	1674	899							747	1489	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	36.8	36.8							30.4	30.3	0.0
Incr Delay (d2), s/veh	0.0	1.8	3.4							0.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.0	16.5							3.2	3.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	38.6	40.2							30.9	30.5	0.0
LnGrp LOS	A	D	D							C	C	A
Approach Vol, veh/h		1628									359	
Approach Delay, s/veh		39.2									30.7	
Approach LOS		D									C	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	59.0	51.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	54.1	46.1
Max Q Clear Time (g_c+I1), s	34.0	8.7
Green Ext Time (p_c), s	11.8	2.1

Intersection Summary	
HCM 6th Ctrl Delay	37.6
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	1671	0	0	0	0	0	34	57	0	0	0
Future Volume (veh/h)	21	1671	0	0	0	0	0	34	57	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	22	1759	0				0	36	60			
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	44	3699	0				0	357	318			
Arrive On Green	0.23	0.23	0.00				0.00	0.20	0.20			
Sat Flow, veh/h	61	5378	0				0	1870	1585			
Grp Volume(v), veh/h	670	1111	0				0	36	60			
Grp Sat Flow(s),veh/h/ln	1867	1702	0				0	1777	1585			
Q Serve(g_s), s	34.3	30.8	0.0				0.0	1.8	3.5			
Cycle Q Clear(g_c), s	34.3	30.8	0.0				0.0	1.8	3.5			
Prop In Lane	0.03		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1326	2417	0				0	357	318			
V/C Ratio(X)	0.51	0.46	0.00				0.00	0.10	0.19			
Avail Cap(c_a), veh/h	1326	2417	0				0	357	318			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	25.3	24.0	0.0				0.0	35.8	36.5			
Incr Delay (d2), s/veh	1.4	0.6	0.0				0.0	0.6	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	17.6	14.2	0.0				0.0	0.9	1.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	24.6	0.0				0.0	36.4	37.8			
LnGrp LOS	C	C	A				A	D	D			
Approach Vol, veh/h		1781						96				
Approach Delay, s/veh		25.4						37.3				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		83.0						27.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		78.1						22.1				
Max Q Clear Time (g_c+I1), s		36.3						5.5				
Green Ext Time (p_c), s		19.5						0.4				
Intersection Summary												
HCM 6th Ctrl Delay			26.0									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	34	718	682	108	83	134
Future Volume (veh/h)	34	718	682	108	83	134
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	37	772	733	116	89	144
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	47	3989	3189	500	377	173
Arrive On Green	0.03	0.80	1.00	1.00	0.11	0.11
Sat Flow, veh/h	1781	5149	4496	678	3456	1585
Grp Volume(v), veh/h	37	772	561	288	89	144
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1687	1728	1585
Q Serve(g_s), s	2.4	4.3	0.0	0.0	2.8	10.5
Cycle Q Clear(g_c), s	2.4	4.3	0.0	0.0	2.8	10.5
Prop In Lane	1.00			0.40	1.00	1.00
Lane Grp Cap(c), veh/h	47	3989	2447	1242	377	173
V/C Ratio(X)	0.78	0.19	0.23	0.23	0.24	0.83
Avail Cap(c_a), veh/h	319	3989	2447	1242	884	406
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.98	0.98	1.00	1.00
Uniform Delay (d), s/veh	57.1	2.8	0.0	0.0	48.1	51.5
Incr Delay (d2), s/veh	9.6	0.1	0.2	0.4	0.1	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.9	0.1	0.1	1.2	9.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	66.7	2.9	0.2	0.4	48.2	55.4
LnGrp LOS	E	A	A	A	D	E
Approach Vol, veh/h		809	849		233	
Approach Delay, s/veh		5.8	0.3		52.7	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		100.2		17.8	7.5	92.7
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 77		30.2	21.1	51.6
Max Q Clear Time (g_c+I1), s		6.3		12.5	4.4	2.0
Green Ext Time (p_c), s		16.7		0.4	0.0	15.7

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	772	16	39	814	20	11	0	21	10	0	9
Future Volume (veh/h)	14	772	16	39	814	20	11	0	21	10	0	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.88	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	796	16	40	839	0	11	0	22	10	0	9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	720	3476	70	70	1567		40	0	31	271	0	118
Arrive On Green	0.81	1.00	1.00	0.04	0.31	0.00	0.02	0.00	0.02	0.08	0.00	0.08
Sat Flow, veh/h	1781	5027	101	1781	4985	1585	1781	0	1403	3456	0	1506
Grp Volume(v), veh/h	14	526	286	40	839	0	11	0	22	10	0	9
Grp Sat Flow(s),veh/h/ln	1781	1662	1805	1781	1662	1585	1781	0	1403	1728	0	1506
Q Serve(g_s), s	0.2	0.0	0.0	2.6	16.4	0.0	0.7	0.0	1.8	0.3	0.0	0.7
Cycle Q Clear(g_c), s	0.2	0.0	0.0	2.6	16.4	0.0	0.7	0.0	1.8	0.3	0.0	0.7
Prop In Lane	1.00		0.06	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	720	2298	1248	70	1567		40	0	31	271	0	118
V/C Ratio(X)	0.02	0.23	0.23	0.57	0.54		0.28	0.00	0.70	0.04	0.00	0.08
Avail Cap(c_a), veh/h	720	2298	1248	168	1567		251	0	197	999	0	435
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.7	0.0	0.0	55.7	33.3	0.0	56.7	0.0	57.3	50.3	0.0	50.4
Incr Delay (d2), s/veh	0.0	0.2	0.4	2.8	1.3	0.0	1.4	0.0	10.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.1	1.2	6.5	0.0	0.3	0.0	0.7	0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.8	0.2	0.4	58.5	34.7	0.0	58.1	0.0	67.3	50.3	0.0	50.5
LnGrp LOS	A	A	A	E	C		E	A	E	D	A	D
Approach Vol, veh/h		826			879	A		33			19	
Approach Delay, s/veh		0.4			35.7			64.2			50.4	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.0	87.3		14.2	53.4	42.9		7.5
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.6	21.6		34.1	10.2	* 37		16.6
Max Q Clear Time (g_c+I1), s	4.6	2.0		2.7	2.2	18.4		3.8
Green Ext Time (p_c), s	0.0	8.2		0.0	0.0	8.4		0.0

Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	516	94	212	1704	8	98	35	174	140	40	232
Future Volume (veh/h)	191	516	94	212	1704	8	98	35	174	140	40	232
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	212	573	104	236	1893	9	109	39	0	153	49	258
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	467	2571	887	299	2153	10	203	110		303	319	264
Arrive On Green	0.26	0.52	0.52	0.09	0.33	0.33	0.06	0.06	0.00	0.17	0.17	0.17
Sat Flow, veh/h	1781	4985	1540	3456	6499	31	3456	1870	1585	1781	1870	1549
Grp Volume(v), veh/h	212	573	104	236	1372	530	109	39	0	153	49	258
Grp Sat Flow(s),veh/h/ln	1781	1662	1540	1728	1570	1819	1728	1870	1585	1781	1870	1549
Q Serve(g_s), s	11.8	7.4	3.6	7.9	32.4	32.4	3.6	2.4	0.0	9.2	2.6	19.6
Cycle Q Clear(g_c), s	11.8	7.4	3.6	7.9	32.4	32.4	3.6	2.4	0.0	9.2	2.6	19.6
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	467	2571	887	299	1561	603	203	110		303	319	264
V/C Ratio(X)	0.45	0.22	0.12	0.79	0.88	0.88	0.54	0.35		0.50	0.15	0.98
Avail Cap(c_a), veh/h	467	2571	887	618	1561	603	691	374		303	319	264
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	15.6	11.5	52.8	37.2	37.2	54.0	53.4	0.0	44.4	41.7	48.7
Incr Delay (d2), s/veh	0.3	0.2	0.3	1.8	7.4	16.6	0.8	0.7	0.0	1.3	0.2	49.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	2.7	1.4	3.4	12.9	16.5	1.6	1.1	0.0	4.1	1.2	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	15.8	11.7	54.6	44.6	53.8	54.8	54.1	0.0	45.8	41.9	97.8
LnGrp LOS	D	B	B	D	D	D	D	D		D	D	F
Approach Vol, veh/h		889			2138			148	A		460	
Approach Delay, s/veh		20.3			48.0			54.6			74.6	
Approach LOS		C			D			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.6	66.6		25.0	36.7	44.5		11.8				
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9				
Max Green Setting (Gmax), s	20.1	13.6		20.1	15.6	* 39		23.6				
Max Q Clear Time (g_c+I1), s	13.9	9.4		21.6	13.8	34.4		5.6				
Green Ext Time (p_c), s	0.3	2.2		0.0	0.1	4.5		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	44.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

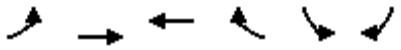
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	0	14	3	4	23	7	215	2	28	254	61
Future Volume (veh/h)	72	0	14	3	4	23	7	215	2	28	254	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	0	0	3	17	16	7	226	2	29	267	64
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	242	127	0	9	54	54	196	1081	10	207	865	202
Arrive On Green	0.07	0.00	0.00	0.03	0.03	0.03	0.11	0.30	0.30	0.12	0.31	0.31
Sat Flow, veh/h	3563	1870	0	278	1578	1573	1781	3608	32	1781	2825	661
Grp Volume(v), veh/h	90	0	0	20	0	16	7	111	117	29	166	165
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1856	0	1573	1781	1777	1863	1781	1777	1709
Q Serve(g_s), s	0.8	0.0	0.0	0.3	0.0	0.3	0.1	1.6	1.6	0.5	2.4	2.5
Cycle Q Clear(g_c), s	0.8	0.0	0.0	0.3	0.0	0.3	0.1	1.6	1.6	0.5	2.4	2.5
Prop In Lane	1.00		0.00	0.15		1.00	1.00		0.02	1.00		0.39
Lane Grp Cap(c), veh/h	242	127	0	63	0	54	196	532	558	207	544	523
V/C Ratio(X)	0.37	0.00	0.00	0.32	0.00	0.30	0.04	0.21	0.21	0.14	0.30	0.32
Avail Cap(c_a), veh/h	4293	2254	0	2237	0	1896	1342	2677	2806	2147	2677	2575
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	0.0	0.0	15.7	0.0	15.6	13.2	8.7	8.7	13.2	8.8	8.8
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.1	0.0	1.1	0.0	0.1	0.1	0.1	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.1	0.0	0.1	0.0	0.4	0.4	0.2	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	0.0	0.0	16.7	0.0	16.8	13.2	8.8	8.8	13.3	9.0	9.1
LnGrp LOS	B	A	A	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		90			36			235			360	
Approach Delay, s/veh		15.5			16.7			9.0			9.4	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	13.9		6.3	7.6	14.2		5.1
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	40.0	50.0		40.0	25.0	50.0		40.0
Max Q Clear Time (g_c+I2), s	2.5	3.6		2.8	2.1	4.5		2.3
Green Ext Time (p_c), s	0.0	1.0		0.2	0.0	1.6		0.1

Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	164	8	8	59	95	185
Future Volume (veh/h)	164	8	8	59	95	185
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	186	0	9	0	104	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	614	322	1028		201	
Arrive On Green	0.17	0.00	0.55	0.00	0.06	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	186	0	9	0	104	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	2.5	0.0	0.1	0.0	1.6	0.0
Cycle Q Clear(g_c), s	2.5	0.0	0.1	0.0	1.6	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	614	322	1028		201	
V/C Ratio(X)	0.30	0.00	0.01		0.52	
Avail Cap(c_a), veh/h	3264	1713	1028		2533	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	19.7	0.0	5.6	0.0	25.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.0	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.0	0.0	5.6	0.0	27.0	0.0
LnGrp LOS	B	A	A		C	
Approach Vol, veh/h		186	9	A	104	A
Approach Delay, s/veh		20.0	5.6		27.0	
Approach LOS		B	A		C	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	13.4		7.2		34.0
Change Period (Y+Rc), s	4.0		4.0		4.0
Max Green Setting (Gmax), s	50.0		40.0		30.0
Max Q Clear Time (g_c+I1), s	4.5		3.6		2.1
Green Ext Time (p_c), s	0.6		0.3		0.0

Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

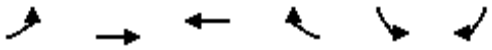
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	87	57	0	1	1
Future Vol, veh/h	13	87	57	0	1	1
Conflicting Peds, #/hr	6	0	0	6	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	102	67	0	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	73	0	-	0	154	41
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	81	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1525	-	-	-	822	1021
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	933	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1516	-	-	-	804	1014
Mov Cap-2 Maneuver	-	-	-	-	804	-
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	927	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1516	-	-	-	897
HCM Lane V/C Ratio	0.01	-	-	-	0.003
HCM Control Delay (s)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	76	772	3065	54	36	48
Future Volume (veh/h)	76	772	3065	54	36	48
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	78	796	3160	0	37	49
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	101	4324	5721		160	73
Arrive On Green	0.06	0.87	0.77	0.00	0.05	0.05
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	78	796	3160	0	37	49
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	5.1	3.0	19.9	0.0	1.2	3.6
Cycle Q Clear(g_c), s	5.1	3.0	19.9	0.0	1.2	3.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	101	4324	5721		160	73
V/C Ratio(X)	0.78	0.18	0.55		0.23	0.67
Avail Cap(c_a), veh/h	319	4324	5721		723	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	1.2	5.3	0.0	54.3	55.4
Incr Delay (d2), s/veh	12.0	0.1	0.4	0.0	0.7	10.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.3	4.4	0.0	0.6	3.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	66.9	1.3	5.7	0.0	55.0	65.5
LnGrp LOS	E	A	A		D	E
Approach Vol, veh/h		874	3160	A	86	
Approach Delay, s/veh		7.2	5.7		61.0	
Approach LOS		A	A		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		107.6		10.4	11.1	96.6
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		83.1		24.7	21.1	57.6
Max Q Clear Time (g_c+I1), s		5.0		5.6	7.1	21.9
Green Ext Time (p_c), s		16.7		0.2	0.1	35.5

Intersection Summary	
HCM 6th Ctrl Delay	7.1
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	2611	21	54	3022	36	16	0	56	16	0	28
Future Volume (veh/h)	67	2611	21	54	3022	36	16	0	56	16	0	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	69	2692	22	56	3115	37	16	0	58	16	0	29
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	98	4938	1205	98	4893	58	122	0	88	105	0	97
Arrive On Green	0.06	0.79	0.79	0.06	1.00	1.00	0.06	0.00	0.06	0.06	0.00	0.06
Sat Flow, veh/h	1781	6281	1533	3456	6444	76	983	0	1420	1341	0	1577
Grp Volume(v), veh/h	69	2692	22	56	2275	877	16	0	58	16	0	29
Grp Sat Flow(s),veh/h/ln	1781	1570	1533	1728	1570	1809	983	0	1420	1341	0	1577
Q Serve(g_s), s	4.5	18.9	0.4	1.9	0.0	0.0	1.3	0.0	4.7	1.4	0.0	2.1
Cycle Q Clear(g_c), s	4.5	18.9	0.4	1.9	0.0	0.0	3.4	0.0	4.7	4.8	0.0	2.1
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	98	4938	1205	98	3577	1374	122	0	88	105	0	97
V/C Ratio(X)	0.70	0.55	0.02	0.57	0.64	0.64	0.13	0.00	0.66	0.15	0.00	0.30
Avail Cap(c_a), veh/h	168	4938	1205	618	3577	1374	325	0	297	303	0	330
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.20	0.20	0.20	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.8	4.7	2.7	54.9	0.0	0.0	54.5	0.0	54.2	55.9	0.0	52.9
Incr Delay (d2), s/veh	3.4	0.4	0.0	0.4	0.2	0.5	0.2	0.0	3.2	0.2	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	4.2	0.1	0.8	0.1	0.2	0.5	0.0	1.8	0.5	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.2	5.2	2.8	55.3	0.2	0.5	54.7	0.0	57.3	56.1	0.0	53.5
LnGrp LOS	E	A	A	E	A	A	D	A	E	E	A	D
Approach Vol, veh/h		2783			3208			74			45	
Approach Delay, s/veh		6.5			1.2			56.8			54.5	
Approach LOS		A			A			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.8	98.1		12.2	10.9	94.9		12.2
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	20.1	57.6		24.7	11.1	67.6		24.7
Max Q Clear Time (g_c+I1), s	3.9	20.9		6.8	6.5	2.0		6.7
Green Ext Time (p_c), s	0.1	35.9		0.1	0.0	64.4		0.1

Intersection Summary	
HCM 6th Ctrl Delay	4.7
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	2512	1	8	2725	391	1	0	1	61	0	357
Future Volume (veh/h)	176	2512	1	8	2725	391	1	0	1	61	0	357
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	183	2617	1	8	2839	407	1	0	1	64	0	372
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	168	3052	1	60	2987	415	57	15	26	592	0	394
Arrive On Green	0.13	0.79	0.79	0.03	0.53	0.53	0.25	0.00	0.25	0.25	0.00	0.25
Sat Flow, veh/h	1781	5147	2	1781	5606	778	44	58	103	2742	0	1579
Grp Volume(v), veh/h	183	1690	928	8	2371	875	2	0	0	64	0	372
Grp Sat Flow(s),veh/h/ln	1781	1662	1825	1781	1570	1673	205	0	0	1371	0	1579
Q Serve(g_s), s	11.1	39.1	39.2	0.5	55.9	60.4	0.0	0.0	0.0	0.0	0.0	27.3
Cycle Q Clear(g_c), s	11.1	39.1	39.2	0.5	55.9	60.4	27.3	0.0	0.0	3.2	0.0	27.3
Prop In Lane	1.00		0.00	1.00		0.47	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	168	1971	1083	60	2510	892	97	0	0	592	0	394
V/C Ratio(X)	1.09	0.86	0.86	0.13	0.94	0.98	0.02	0.00	0.00	0.11	0.00	0.94
Avail Cap(c_a), veh/h	168	1971	1083	168	2510	892	100	0	0	599	0	398
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	0.63	0.63	0.63	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.6	9.2	9.2	55.3	25.9	27.0	36.0	0.0	0.0	34.5	0.0	43.5
Incr Delay (d2), s/veh	89.7	4.2	7.4	0.2	6.2	19.8	0.0	0.0	0.0	0.0	0.0	30.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	7.0	8.6	0.2	20.2	26.5	0.0	0.0	0.0	0.7	0.0	14.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	141.3	13.4	16.6	55.5	32.1	46.8	36.0	0.0	0.0	34.5	0.0	74.3
LnGrp LOS	F	B	B	E	C	D	D	A	A	C	A	E
Approach Vol, veh/h		2801			3254			2			436	
Approach Delay, s/veh		22.8			36.1			36.0			68.5	
Approach LOS		C			D			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	75.3		34.3	15.5	68.2		34.3
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	4.1	62.6		29.7	11.1	62.6		29.7
Max Q Clear Time (g_c+I2), s	2.5	41.2		29.3	13.1	62.4		29.3
Green Ext Time (p_c), s	0.0	20.9		0.1	0.0	0.2		0.0

Intersection Summary	
HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	2526	11	27	2992	0	0	0	28	0	0	0
Future Volume (veh/h)	50	2526	11	27	2992	0	0	0	28	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	52	2604	11	28	3085	0						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	66	4318	18	42	4136	0						
Arrive On Green	0.04	0.84	0.84	0.02	0.83	0.00						
Sat Flow, veh/h	1781	5122	22	1781	5149	0						
Grp Volume(v), veh/h	52	1688	927	28	3085	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1820	1781	1662	0						
Q Serve(g_s), s	2.1	11.7	11.7	1.1	19.9	0.0						
Cycle Q Clear(g_c), s	2.1	11.7	11.7	1.1	19.9	0.0						
Prop In Lane	1.00		0.01	1.00		0.00						
Lane Grp Cap(c), veh/h	66	2802	1534	42	4136	0						
V/C Ratio(X)	0.79	0.60	0.60	0.66	0.75	0.00						
Avail Cap(c_a), veh/h	741	2802	1534	741	4148	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	34.4	1.8	1.8	34.9	2.7	0.0						
Incr Delay (d2), s/veh	7.5	0.7	1.4	6.3	1.1	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	1.0	0.3	0.6	0.5	0.4	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	2.5	3.2	41.2	3.9	0.0						
LnGrp LOS	D	A	A	D	A	A						
Approach Vol, veh/h		2667			3113							
Approach Delay, s/veh		3.5			4.2							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	6.1	66.0			7.1	65.0						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	30.0	60.0			30.0	60.0						
Max Q Clear Time (g_c+I1), s	3.1	13.7			4.1	21.9						
Green Ext Time (p_c), s	0.0	44.8			0.0	37.9						

Intersection Summary	
HCM 6th Ctrl Delay	3.9
HCM 6th LOS	A

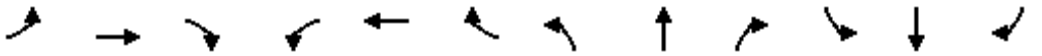
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	87	0	0	1128	221
Future Vol, veh/h	0	87	0	0	1128	221
Conflicting Peds, #/hr	0	0	5	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	93	0	0	1200	235

Major/Minor	Minor2			Major2	
Conflicting Flow All	1323	723		-	0
Stage 1	1323	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	213	316		-	-
Stage 1	153	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	211	314		-	-
Mov Cap-2 Maneuver	211	-		-	-
Stage 1	152	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	21.2	0
HCM LOS	C	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	314	-	-
HCM Lane V/C Ratio	-	0.295	-	-
HCM Control Delay (s)	0	21.2	-	-
HCM Lane LOS	A	C	-	-
HCM 95th %tile Q(veh)	-	1.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	461	46	55	495	193	40	39	31	156	40	133
Future Volume (veh/h)	87	461	46	55	495	193	40	39	31	156	40	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	470	47	56	505	197	41	40	32	159	41	136
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	2161	655	72	2040	619	377	390	335	548	685	605
Arrive On Green	0.02	0.14	0.14	0.04	0.40	0.40	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	1781	5106	1548	1781	5106	1550	821	1012	869	1318	1777	1571
Grp Volume(v), veh/h	89	470	47	56	505	197	56	0	57	159	41	136
Grp Sat Flow(s),veh/h/ln	1781	1702	1548	1781	1702	1550	1165	0	1537	1318	1777	1571
Q Serve(g_s), s	5.1	8.3	2.7	3.2	6.7	8.9	1.9	0.0	2.4	8.9	1.5	5.9
Cycle Q Clear(g_c), s	5.1	8.3	2.7	3.2	6.7	8.9	7.9	0.0	2.4	11.3	1.5	5.9
Prop In Lane	1.00		1.00	1.00		1.00	0.73		0.57	1.00		1.00
Lane Grp Cap(c), veh/h	114	2161	655	72	2040	619	510	0	592	548	685	605
V/C Ratio(X)	0.78	0.22	0.07	0.78	0.25	0.32	0.11	0.00	0.10	0.29	0.06	0.22
Avail Cap(c_a), veh/h	246	2161	655	194	2040	619	510	0	592	548	685	605
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	0.97	0.97	0.97	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.2	28.9	26.5	48.5	20.4	21.1	22.1	0.0	20.0	23.6	19.7	21.1
Incr Delay (d2), s/veh	4.1	0.2	0.2	6.3	0.3	1.3	0.4	0.0	0.3	0.8	0.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	3.5	1.0	1.5	2.6	3.3	1.0	0.0	0.9	2.9	0.6	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.3	29.1	26.7	54.8	20.7	22.4	22.6	0.0	20.3	24.5	19.8	21.6
LnGrp LOS	D	C	C	D	C	C	C	A	C	C	B	C
Approach Vol, veh/h		606			758			113			336	
Approach Delay, s/veh		32.5			23.6			21.5			22.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	49.3		44.2	10.9	46.9		44.2				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	11.1	* 37		39.3	14.1	33.2		39.3				
Max Q Clear Time (g_c+I1), s	5.2	10.3		13.3	7.1	10.9		9.9				
Green Ext Time (p_c), s	0.0	5.3		3.9	0.0	8.7		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		26.3	
HCM 6th LOS		C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	345	0	0	429	253	0	0	0	241	0	33
Future Volume (veh/h)	22	345	0	0	429	253	0	0	0	241	0	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	379	0	0	471	0	0	0	0	299	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	34	2689	0	2	2467		0	2	2	448	239	0
Arrive On Green	0.02	0.76	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3512	1870	0
Grp Volume(v), veh/h	24	379	0	0	471	0	0	0	0	299	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1756	1870	0
Q Serve(g_s), s	1.4	3.0	0.0	0.0	10.9	0.0	0.0	0.0	0.0	8.3	0.0	0.0
Cycle Q Clear(g_c), s	1.4	3.0	0.0	0.0	10.9	0.0	0.0	0.0	0.0	8.3	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	34	2689	0	2	2467		0	2	2	448	239	0
V/C Ratio(X)	0.70	0.14	0.00	0.00	0.19		0.00	0.00	0.00	0.67	0.00	0.00
Avail Cap(c_a), veh/h	176	2689	0	176	2467		0	182	154	1278	680	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.92	0.00	0.00	0.00	0.00	0.83	0.00	0.00
Uniform Delay (d), s/veh	49.7	3.4	0.0	0.0	16.2	0.0	0.0	0.0	0.0	42.4	0.0	0.0
Incr Delay (d2), s/veh	9.0	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.7	0.0	0.0	4.6	0.0	0.0	0.0	0.0	3.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.7	3.5	0.0	0.0	16.4	0.0	0.0	0.0	0.0	43.0	0.0	0.0
LnGrp LOS	E	A	A	A	B		A	A	A	D	A	A
Approach Vol, veh/h		403			471	A		0			299	
Approach Delay, s/veh		6.8			16.4			0.0			43.0	
Approach LOS		A			B						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	83.1		18.9	6.4	76.7		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.0	* 25		37.1	10.1	23.8		9.9				
Max Q Clear Time (g_c+I1), s	12.9	5.0		10.3	3.4	12.9		0.0				
Green Ext Time (p_c), s	0.0	5.3		0.6	0.0	3.5		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	19.9
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

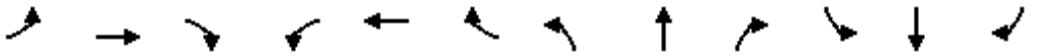
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	253	161	34	219	109	176	641	34	117	717	85
Future Volume (veh/h)	204	253	161	34	219	109	176	641	34	117	717	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	212	264	168	35	228	114	183	668	35	122	747	89
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	479	293	52	426	315	210	1689	88	148	1458	174
Arrive On Green	0.13	0.23	0.23	0.03	0.12	0.12	0.12	0.49	0.49	0.08	0.46	0.46
Sat Flow, veh/h	1781	2090	1278	1781	3554	1530	1781	3433	180	1781	3189	380
Grp Volume(v), veh/h	212	223	209	35	228	114	183	345	358	122	416	420
Grp Sat Flow(s),veh/h/ln	1781	1777	1591	1781	1777	1530	1781	1777	1836	1781	1777	1792
Q Serve(g_s), s	13.6	12.8	13.5	2.3	7.0	5.0	11.7	14.2	14.2	7.8	19.3	19.3
Cycle Q Clear(g_c), s	13.6	12.8	13.5	2.3	7.0	5.0	11.7	14.2	14.2	7.8	19.3	19.3
Prop In Lane	1.00		0.80	1.00		1.00	1.00		0.10	1.00		0.21
Lane Grp Cap(c), veh/h	239	407	365	52	426	315	210	874	903	148	812	819
V/C Ratio(X)	0.89	0.55	0.57	0.67	0.54	0.36	0.87	0.40	0.40	0.82	0.51	0.51
Avail Cap(c_a), veh/h	275	545	488	170	891	516	243	874	903	243	812	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.3	39.4	39.7	55.8	48.0	20.1	50.3	18.6	18.6	52.3	22.3	22.3
Incr Delay (d2), s/veh	23.3	0.4	0.5	5.5	0.4	0.3	22.6	1.3	1.3	4.6	2.3	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	5.6	5.3	1.1	3.1	2.1	6.5	6.1	6.3	3.7	8.4	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.7	39.8	40.2	61.2	48.4	20.4	72.9	19.9	19.9	56.9	24.6	24.6
LnGrp LOS	E	D	D	E	D	C	E	B	B	E	C	C
Approach Vol, veh/h		644			377			886			958	
Approach Delay, s/veh		50.8			41.1			30.9			28.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	62.4	7.8	31.8	18.1	58.3	20.8	18.8
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	15.8	* 35	11.1	35.6	15.8	34.2	17.9	* 29
Max Q Clear Time (g_c+I1), s	9.8	16.2	4.3	15.5	13.7	21.3	15.6	9.0
Green Ext Time (p_c), s	0.0	1.5	0.0	1.0	0.0	1.7	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	36.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	460	148	203	191	60	165	168	501	99	215	78
Future Volume (veh/h)	70	460	148	203	191	60	165	168	501	99	215	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.92	1.00		0.83
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	495	159	218	205	65	177	181	539	106	231	84
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	97	923	579	287	539	439	208	1321	676	133	1171	435
Arrive On Green	0.05	0.26	0.26	0.08	0.29	0.29	0.12	0.37	0.37	0.07	0.33	0.33
Sat Flow, veh/h	1781	3554	1519	3456	1870	1524	1781	3554	1465	1781	3554	1321
Grp Volume(v), veh/h	75	495	159	218	205	65	177	181	539	106	231	84
Grp Sat Flow(s),veh/h/ln	1781	1777	1519	1728	1870	1524	1781	1777	1465	1781	1777	1321
Q Serve(g_s), s	4.6	13.3	8.1	6.8	9.7	3.5	10.8	3.7	35.2	6.5	5.2	5.0
Cycle Q Clear(g_c), s	4.6	13.3	8.1	6.8	9.7	3.5	10.8	3.7	35.2	6.5	5.2	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	97	923	579	287	539	439	208	1321	676	133	1171	435
V/C Ratio(X)	0.77	0.54	0.27	0.76	0.38	0.15	0.85	0.14	0.80	0.80	0.20	0.19
Avail Cap(c_a), veh/h	482	1282	733	935	675	550	482	1321	676	482	1282	476
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	35.3	24.1	49.8	31.5	29.3	48.0	23.1	26.1	50.5	26.7	26.6
Incr Delay (d2), s/veh	4.9	0.6	0.3	1.6	0.2	0.1	3.7	0.0	6.7	4.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	5.8	2.9	3.0	4.4	1.3	5.0	1.6	13.1	3.0	2.2	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.7	35.9	24.4	51.3	31.8	29.4	51.7	23.1	32.7	54.5	26.7	26.7
LnGrp LOS	E	D	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		729			488			897			421	
Approach Delay, s/veh		35.5			40.2			34.6			33.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	34.7	18.4	43.2	11.4	37.9	13.7	47.9
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	8.8	15.3	12.8	7.2	6.6	11.7	8.5	37.2
Green Ext Time (p_c), s	0.4	4.9	0.2	1.2	0.1	1.0	0.1	1.0

Intersection Summary	
HCM 6th Ctrl Delay	35.8
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	0	70	71	0	69	17	615	28	65	512	5
Future Volume (veh/h)	37	0	70	71	0	69	17	615	28	65	512	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.96	0.98		0.96	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	0	80	81	0	78	19	699	32	74	582	6
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	45	240	514	0	459	34	1753	80	98	2014	21
Arrive On Green	0.24	0.00	0.24	0.24	0.00	0.24	0.02	0.35	0.35	0.06	0.39	0.39
Sat Flow, veh/h	331	185	983	1406	0	1524	1781	5003	228	1781	5211	54
Grp Volume(v), veh/h	122	0	0	81	0	78	19	475	256	74	380	208
Grp Sat Flow(s),veh/h/ln	1499	0	0	1406	0	1524	1781	1702	1827	1781	1702	1860
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	1.6	0.4	4.4	4.4	1.7	3.2	3.2
Cycle Q Clear(g_c), s	2.6	0.0	0.0	1.5	0.0	1.6	0.4	4.4	4.4	1.7	3.2	3.2
Prop In Lane	0.34		0.66	1.00		1.00	1.00		0.12	1.00		0.03
Lane Grp Cap(c), veh/h	481	0	0	514	0	459	34	1193	640	98	1316	719
V/C Ratio(X)	0.25	0.00	0.00	0.16	0.00	0.17	0.56	0.40	0.40	0.75	0.29	0.29
Avail Cap(c_a), veh/h	1502	0	0	1433	0	1543	1275	4875	2616	1275	4875	2664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	0.0	0.0	12.6	0.0	10.9	20.4	10.3	10.3	19.5	8.9	8.9
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.1	5.4	0.3	0.5	4.3	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.5	0.0	0.4	0.2	1.3	1.5	0.7	0.9	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	0.0	0.0	12.6	0.0	10.9	25.8	10.6	10.8	23.8	9.0	9.1
LnGrp LOS	B	A	A	B	A	B	C	B	B	C	A	A
Approach Vol, veh/h		122			159			750			662	
Approach Delay, s/veh		13.1			11.8			11.0			10.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.7	20.1		15.1	5.2	21.6		15.1
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.0	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.7	6.4		4.6	2.4	5.2		3.6
Green Ext Time (p_c), s	0.1	7.8		0.5	0.0	5.1		0.5

Intersection Summary	
HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	12	119	160	35	175	138	561	14	30	1194	62
Future Volume (veh/h)	130	12	119	160	35	175	138	561	14	30	1194	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.86	1.00		0.86	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	137	13	125	168	37	184	145	591	15	32	1257	65
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	378	275	194	410	299	175	1754	764	41	1464	76
Arrive On Green	0.09	0.20	0.20	0.11	0.22	0.22	0.10	0.49	0.49	0.02	0.43	0.43
Sat Flow, veh/h	1781	1870	1364	1781	1870	1365	1781	3554	1547	1781	3437	178
Grp Volume(v), veh/h	137	13	125	168	37	184	145	591	15	32	649	673
Grp Sat Flow(s),veh/h/ln	1781	1870	1364	1781	1870	1365	1781	1777	1547	1781	1777	1838
Q Serve(g_s), s	10.3	0.8	10.9	12.6	2.1	16.5	10.8	13.7	0.7	2.4	44.8	45.0
Cycle Q Clear(g_c), s	10.3	0.8	10.9	12.6	2.1	16.5	10.8	13.7	0.7	2.4	44.8	45.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	163	378	275	194	410	299	175	1754	764	41	757	782
V/C Ratio(X)	0.84	0.03	0.45	0.87	0.09	0.62	0.83	0.34	0.02	0.78	0.86	0.86
Avail Cap(c_a), veh/h	394	414	302	394	414	302	394	1754	764	394	787	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.6	43.5	47.5	59.4	42.2	47.8	60.0	20.8	17.5	65.9	35.2	35.2
Incr Delay (d2), s/veh	4.4	0.0	0.4	4.5	0.0	2.7	13.1	0.1	0.0	11.3	10.6	10.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.4	3.8	5.9	1.0	5.9	5.5	5.8	0.2	1.2	21.4	22.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.0	43.5	48.0	64.0	42.2	50.4	73.1	21.0	17.6	77.2	45.8	45.7
LnGrp LOS	E	D	D	E	D	D	E	C	B	E	D	D
Approach Vol, veh/h		275			389			751			1354	
Approach Delay, s/veh		56.2			55.5			31.0			46.5	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	75.6	19.1	32.3	17.7	66.4	16.8	34.6
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	14.4	15.7	14.6	12.9	12.8	47.0	12.3	18.5
Green Ext Time (p_c), s	0.0	5.9	0.2	0.3	0.5	10.8	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	44.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	201	19	159	62	0	0	0	0	492	71	28
Future Volume (veh/h)	0	201	19	159	62	0	0	0	0	492	71	28
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	216	20	171	67	0				583	0	30
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	240	479	210	330	630	0				993	0	655
Arrive On Green	0.00	0.13	0.13	0.19	0.19	0.00				0.28	0.00	0.28
Sat Flow, veh/h	1781	3554	1562	1781	3572	0				3563	0	1583
Grp Volume(v), veh/h	0	216	20	171	67	0				583	0	30
Grp Sat Flow(s),veh/h/ln	1781	1777	1562	1781	1702	0				1781	0	1583
Q Serve(g_s), s	0.0	2.0	0.4	3.1	0.6	0.0				5.1	0.0	0.4
Cycle Q Clear(g_c), s	0.0	2.0	0.4	3.1	0.6	0.0				5.1	0.0	0.4
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	240	479	210	330	630	0				993	0	655
V/C Ratio(X)	0.00	0.45	0.10	0.52	0.11	0.00				0.59	0.00	0.05
Avail Cap(c_a), veh/h	2958	5901	2593	2958	5652	0				3451	0	1747
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.4	13.7	13.3	12.2	0.0				11.2	0.0	6.3
Incr Delay (d2), s/veh	0.0	0.2	0.1	1.4	0.1	0.0				0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.1	1.0	0.2	0.0				1.5	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.6	13.8	14.7	12.3	0.0				11.4	0.0	6.3
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		236			238						613	
Approach Delay, s/veh		14.6			14.0						11.2	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		8.9		16.3		11.0
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		4.0		7.1		5.1
Green Ext Time (p_c), s		0.8		1.2		1.6

Intersection Summary	
HCM 6th Ctrl Delay	12.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	622	0	0	180	257	17	13	90	37	0	227
Future Volume (veh/h)	69	622	0	0	180	257	17	13	90	37	0	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	76	684	0	0	198	282	19	14	99	41	0	249
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	101	1411	0	0	464	414	199	22	156	51	0	312
Arrive On Green	0.06	0.40	0.00	0.00	0.26	0.26	0.11	0.11	0.11	0.23	0.00	0.23
Sat Flow, veh/h	1781	3647	0	0	1870	1585	1781	198	1398	224	0	1359
Grp Volume(v), veh/h	76	684	0	0	198	282	19	0	113	290	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1596	1583	0	0
Q Serve(g_s), s	2.4	8.1	0.0	0.0	5.2	9.0	0.5	0.0	3.8	9.8	0.0	0.0
Cycle Q Clear(g_c), s	2.4	8.1	0.0	0.0	5.2	9.0	0.5	0.0	3.8	9.8	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.88	0.14		0.86
Lane Grp Cap(c), veh/h	101	1411	0	0	464	414	199	0	178	363	0	0
V/C Ratio(X)	0.75	0.48	0.00	0.00	0.43	0.68	0.10	0.00	0.63	0.80	0.00	0.00
Avail Cap(c_a), veh/h	945	3771	0	0	1886	1682	1260	0	1129	1120	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.3	12.7	0.0	0.0	17.4	18.8	22.5	0.0	24.0	20.6	0.0	0.0
Incr Delay (d2), s/veh	12.8	0.1	0.0	0.0	0.8	2.4	0.1	0.0	1.4	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.5	0.0	0.0	1.9	3.0	0.2	0.0	1.4	3.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.1	12.8	0.0	0.0	18.1	21.2	22.6	0.0	25.4	22.1	0.0	0.0
LnGrp LOS	D	B	A	A	B	C	C	A	C	C	A	A
Approach Vol, veh/h		760			480			132			290	
Approach Delay, s/veh		15.4			19.9			25.0			22.1	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	26.9	17.0	7.7	19.2	12.7
Change Period (Y+Rc), s	* 4.4	4.0	4.5	4.4	6.4
Max Green Setting (Gmax), s	* 60	40.0	30.0	60.0	40.0
Max Q Clear Time (g_c+I1), s	10.1	11.8	4.4	11.0	5.8
Green Ext Time (p_c), s	2.9	1.3	0.2	3.7	0.5

Intersection Summary	
HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	654	96	253	311	0	0	0	0	858	391	143
Future Volume (veh/h)	0	654	96	253	311	0	0	0	0	858	391	143
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	688	101	266	327	0				903	412	151
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1530	669	346	2072	0				1070	562	473
Arrive On Green	0.00	0.43	0.43	0.20	1.00	0.00				0.30	0.30	0.30
Sat Flow, veh/h	0	3647	1554	3456	3647	0				3563	1870	1576
Grp Volume(v), veh/h	0	688	101	266	327	0				903	412	151
Grp Sat Flow(s),veh/h/ln	0	1777	1554	1728	1777	0				1781	1870	1576
Q Serve(g_s), s	0.0	11.5	3.3	6.1	0.0	0.0				20.0	16.6	6.2
Cycle Q Clear(g_c), s	0.0	11.5	3.3	6.1	0.0	0.0				20.0	16.6	6.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1530	669	346	2072	0				1070	562	473
V/C Ratio(X)	0.00	0.45	0.15	0.77	0.16	0.00				0.84	0.73	0.32
Avail Cap(c_a), veh/h	0	1530	669	703	2072	0				1361	715	602
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.89	0.89	0.98	0.98	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	16.9	14.6	32.7	0.0	0.0				27.5	26.4	22.7
Incr Delay (d2), s/veh	0.0	0.9	0.4	1.3	0.2	0.0				3.3	1.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.3	1.1	2.3	0.0	0.0				8.6	7.4	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.7	15.0	34.0	0.2	0.0				30.8	28.3	22.9
LnGrp LOS	A	B	B	C	A	A				C	C	C
Approach Vol, veh/h		789			593						1466	
Approach Delay, s/veh		17.4			15.3						29.3	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.8	41.1		30.1		53.9
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	8.4	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.1	13.5		22.0		2.0
Green Ext Time (p_c), s	0.3	3.0		3.2		2.3

Intersection Summary	
HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	262	1245	0	0	449	448	106	152	43	0	0	0
Future Volume (veh/h)	262	1245	0	0	449	448	106	152	43	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	276	1311	0	0	473	472	112	160	45			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1280	2713	0	0	1189	530	207	327	89			
Arrive On Green	0.74	1.00	0.00	0.00	0.33	0.33	0.12	0.12	0.12			
Sat Flow, veh/h	3456	3647	0	0	3647	1585	1725	2724	741			
Grp Volume(v), veh/h	276	1311	0	0	473	472	116	98	103			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	1784	1702	1704			
Q Serve(g_s), s	2.1	0.0	0.0	0.0	8.6	23.7	5.1	4.5	4.8			
Cycle Q Clear(g_c), s	2.1	0.0	0.0	0.0	8.6	23.7	5.1	4.5	4.8			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		0.43			
Lane Grp Cap(c), veh/h	1280	2713	0	0	1189	530	214	204	204			
V/C Ratio(X)	0.22	0.48	0.00	0.00	0.40	0.89	0.54	0.48	0.51			
Avail Cap(c_a), veh/h	1280	2713	0	0	1189	530	597	569	570			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.71	0.71	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	7.1	0.0	0.0	0.0	21.5	26.5	34.8	34.5	34.6			
Incr Delay (d2), s/veh	0.1	0.4	0.0	0.0	1.0	19.7	0.8	0.6	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	0.2	0.0	0.0	3.4	10.9	2.2	1.9	2.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.2	0.4	0.0	0.0	22.5	46.2	35.6	35.2	35.4			
LnGrp LOS	A	A	A	A	C	D	D	D	D			
Approach Vol, veh/h		1587			945			317				
Approach Delay, s/veh		1.6			34.3			35.4				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.0			36.0	33.0		15.0				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			4.1	25.7		7.1				
Green Ext Time (p_c), s		14.9			0.6	1.1		1.2				

Intersection Summary	
HCM 6th Ctrl Delay	16.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	24	40	21	1125	23	0	0	0
Future Volume (veh/h)	0	0	0	0	24	40	21	1125	23	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.99			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	25	42	22	1184	24			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	34	57	124	3169	64			
Arrive On Green				0.00	0.05	0.05	0.64	0.64	0.64			
Sat Flow, veh/h				0	627	1054	31	4961	99			
Grp Volume(v), veh/h				0	0	67	451	374	406			
Grp Sat Flow(s),veh/h/ln				0	0	1681	1860	1549	1682			
Q Serve(g_s), s				0.0	0.0	1.4	0.0	4.2	4.2			
Cycle Q Clear(g_c), s				0.0	0.0	1.4	4.1	4.2	4.2			
Prop In Lane				0.00		0.63	0.05		0.06			
Lane Grp Cap(c), veh/h				0	0	91	1293	989	1075			
V/C Ratio(X)				0.00	0.00	0.74	0.35	0.38	0.38			
Avail Cap(c_a), veh/h				0	0	1859	3173	2570	2792			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	16.8	3.1	3.1	3.1			
Incr Delay (d2), s/veh				0.0	0.0	4.3	0.2	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.6	0.5	0.5	0.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	21.1	3.3	3.5	3.4			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					67			1230				
Approach Delay, s/veh					21.1			3.4				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	28.7							7.5				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	6.2							3.4				
Green Ext Time (p_c), s	16.9							0.3				

Intersection Summary												
HCM 6th Ctrl Delay			4.3									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	195	83	238	196	79	169	349	72	148	928	54
Future Volume (veh/h)	47	195	83	238	196	79	169	349	72	148	928	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	50	207	88	253	209	84	180	371	77	157	987	57
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	281	237	292	352	142	217	1563	314	193	1743	101
Arrive On Green	0.04	0.15	0.15	0.16	0.28	0.28	0.12	0.37	0.37	0.11	0.35	0.35
Sat Flow, veh/h	1781	1870	1579	1781	1268	510	1781	4260	855	1781	4937	285
Grp Volume(v), veh/h	50	207	88	253	0	293	180	294	154	157	680	364
Grp Sat Flow(s),veh/h/ln	1781	1870	1579	1781	0	1777	1781	1702	1711	1781	1702	1817
Q Serve(g_s), s	2.5	9.5	4.5	12.5	0.0	12.8	8.9	5.4	5.6	7.8	14.5	14.6
Cycle Q Clear(g_c), s	2.5	9.5	4.5	12.5	0.0	12.8	8.9	5.4	5.6	7.8	14.5	14.6
Prop In Lane	1.00		1.00	1.00		0.29	1.00		0.50	1.00		0.16
Lane Grp Cap(c), veh/h	64	281	237	292	0	494	217	1249	628	193	1202	642
V/C Ratio(X)	0.78	0.74	0.37	0.87	0.00	0.59	0.83	0.24	0.25	0.81	0.57	0.57
Avail Cap(c_a), veh/h	593	830	701	593	0	789	593	2267	1139	593	2267	1210
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	36.6	34.5	36.7	0.0	28.1	38.6	19.8	19.8	39.3	23.6	23.6
Incr Delay (d2), s/veh	7.3	1.4	0.4	3.0	0.0	1.1	3.1	0.2	0.4	3.2	0.8	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.4	1.8	5.6	0.0	5.6	4.0	2.1	2.2	3.5	5.7	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.4	38.0	34.8	39.7	0.0	29.3	41.7	19.9	20.2	42.4	24.3	25.0
LnGrp LOS	D	D	C	D	A	C	D	B	C	D	C	C
Approach Vol, veh/h		345			546			628			1201	
Approach Delay, s/veh		39.0			34.1			26.3			26.9	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	38.3	19.2	18.4	15.4	37.1	7.7	29.9
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	9.8	7.6	14.5	11.5	10.9	16.6	4.5	14.8
Green Ext Time (p_c), s	0.2	5.7	0.3	1.0	0.2	15.2	0.1	1.9

Intersection Summary	
HCM 6th Ctrl Delay	29.7
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	228	217	54	157	0	0	0	0	240	1535	341
Future Volume (veh/h)	0	228	217	54	157	0	0	0	0	240	1535	341
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	245	233	58	169	0				258	1651	367
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	391	331	127	415	0				1139	2676	589
Arrive On Green	0.00	0.21	0.21	0.21	0.21	0.00				0.64	0.64	0.64
Sat Flow, veh/h	0	1870	1581	290	2066	0				1781	4187	921
Grp Volume(v), veh/h	0	245	233	100	127	0				258	1339	679
Grp Sat Flow(s),veh/h/ln	0	1870	1581	654	1617	0				1781	1702	1704
Q Serve(g_s), s	0.0	10.2	11.7	4.8	5.8	0.0				5.2	20.1	20.5
Cycle Q Clear(g_c), s	0.0	10.2	11.7	15.0	5.8	0.0				5.2	20.1	20.5
Prop In Lane	0.00		1.00	0.58		0.00				1.00		0.54
Lane Grp Cap(c), veh/h	0	391	331	203	338	0				1139	2176	1089
V/C Ratio(X)	0.00	0.63	0.70	0.49	0.37	0.00				0.23	0.62	0.62
Avail Cap(c_a), veh/h	0	654	553	367	565	0				1246	2381	1192
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	30.9	31.5	33.9	29.1	0.0				6.5	9.2	9.3
Incr Delay (d2), s/veh	0.0	0.6	1.0	1.4	0.5	0.0				0.2	0.6	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.6	4.5	2.1	2.3	0.0				1.8	6.5	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.5	32.5	35.3	29.6	0.0				6.7	9.8	10.6
LnGrp LOS	A	C	C	D	C	A				A	A	B
Approach Vol, veh/h		478			227						2276	
Approach Delay, s/veh		32.0			32.1						9.7	
Approach LOS		C			C						A	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		24.7		61.1		24.7
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		13.7		22.5		17.0
Green Ext Time (p_c), s		1.3		32.3		0.9

Intersection Summary		
HCM 6th Ctrl Delay		15.0
HCM 6th LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	52	172	0	23	11	197	1021	29	0	0	0
Future Volume (veh/h)	240	52	172	0	23	11	197	1021	29	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	253	55	181	0	24	12	207	1075	31			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	491	75	1198	0	360	180	805	1593	46			
Arrive On Green	0.31	0.31	0.31	0.00	0.31	0.31	0.45	0.45	0.45			
Sat Flow, veh/h	1128	245	1572	0	1176	588	1781	3525	102			
Grp Volume(v), veh/h	308	0	181	0	0	36	207	542	564			
Grp Sat Flow(s),veh/h/ln	1373	0	1572	0	0	1764	1781	1777	1850			
Q Serve(g_s), s	8.7	0.0	0.0	0.0	0.0	0.7	3.2	10.8	10.8			
Cycle Q Clear(g_c), s	9.3	0.0	0.0	0.0	0.0	0.7	3.2	10.8	10.8			
Prop In Lane	0.82		1.00	0.00		0.33	1.00		0.05			
Lane Grp Cap(c), veh/h	566	0	1198	0	0	540	805	803	836			
V/C Ratio(X)	0.54	0.00	0.15	0.00	0.00	0.07	0.26	0.67	0.67			
Avail Cap(c_a), veh/h	1084	0	1763	0	0	1175	1166	1163	1212			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	14.4	0.0	1.5	0.0	0.0	11.1	7.7	9.7	9.7			
Incr Delay (d2), s/veh	0.8	0.0	0.1	0.0	0.0	0.0	0.2	1.0	1.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.6	0.0	2.3	0.0	0.0	0.2	1.0	3.3	3.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.2	0.0	1.5	0.0	0.0	11.1	7.8	10.7	10.7			
LnGrp LOS	B	A	A	A	A	B	A	B	B			
Approach Vol, veh/h		489			36			1313				
Approach Delay, s/veh		10.1			11.1			10.3				
Approach LOS		B			B			B				

Timer - Assigned Phs	2		4					8				
Phs Duration (G+Y+Rc), s	24.9		20.2					20.2				
Change Period (Y+Rc), s	4.5		* 6.4					6.4				
Max Green Setting (Gmax), s	29.5		* 30					30.0				
Max Q Clear Time (g_c+I1), s	12.8		11.3					2.7				
Green Ext Time (p_c), s	7.5		2.5					0.1				

Intersection Summary												
HCM 6th Ctrl Delay			10.2									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	10	45	5	1	3	14	556	74	68	1207	6
Future Volume (veh/h)	6	10	45	5	1	3	14	556	74	68	1207	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	12	52	6	1	3	16	647	86	79	1403	7
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	429	63	274	374	85	256	28	2289	706	182	2543	13
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.02	0.45	0.45	0.05	0.49	0.49
Sat Flow, veh/h	1396	303	1313	1325	409	1226	1781	5106	1576	3456	5243	26
Grp Volume(v), veh/h	7	0	64	6	0	4	16	647	86	79	911	499
Grp Sat Flow(s),veh/h/ln	1396	0	1616	1325	0	1635	1781	1702	1576	1728	1702	1865
Q Serve(g_s), s	0.2	0.0	1.7	0.2	0.0	0.1	0.5	4.1	1.6	1.1	9.7	9.7
Cycle Q Clear(g_c), s	0.3	0.0	1.7	1.9	0.0	0.1	0.5	4.1	1.6	1.1	9.7	9.7
Prop In Lane	1.00		0.81	1.00		0.75	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	429	0	338	374	0	341	28	2289	706	182	1651	905
V/C Ratio(X)	0.02	0.00	0.19	0.02	0.00	0.01	0.57	0.28	0.12	0.43	0.55	0.55
Avail Cap(c_a), veh/h	1226	0	1259	1129	0	1274	1041	5968	1841	2019	3979	2180
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	16.7	17.5	0.0	16.1	25.1	8.9	8.3	23.6	9.3	9.3
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.0	6.4	0.1	0.1	0.6	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.6	0.1	0.0	0.0	0.2	1.2	0.5	0.4	2.7	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.2	0.0	16.8	17.5	0.0	16.1	31.5	9.1	8.4	24.2	9.6	9.8
LnGrp LOS	B	A	B	B	A	B	C	A	A	C	A	A
Approach Vol, veh/h		71			10			749			1489	
Approach Delay, s/veh		16.8			16.9			9.5			10.4	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.1	28.7		15.5	5.2	30.6		15.5
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	3.1	6.1		3.7	2.5	11.7		3.9
Green Ext Time (p_c), s	0.1	9.8		0.3	0.0	13.2		0.0

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

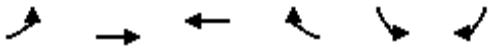
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2929	12	0	3075	2	0	0	1	0	0	7
Future Vol, veh/h	0	2929	12	0	3075	2	0	0	1	0	0	7
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	2989	12	0	3138	2	0	0	1	0	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1502	-	-	1570
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	95	0	0	85
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	95	-	-	85
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	43.3	51.2
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	95	-	-	-	-	85
HCM Lane V/C Ratio	0.011	-	-	-	-	0.084
HCM Control Delay (s)	43.3	-	-	-	-	51.2
HCM Lane LOS	E	-	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	-	0.3



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1093	1878	1389	128	81	8
Future Volume (veh/h)	1093	1878	1389	128	81	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1139	1956	1447	0	84	8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	1130	4237	2420		109	97
Arrive On Green	0.33	0.85	0.49	0.00	0.06	0.06
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1139	1956	1447	0	84	8
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	38.6	11.4	24.8	0.0	5.5	0.6
Cycle Q Clear(g_c), s	38.6	11.4	24.8	0.0	5.5	0.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1130	4237	2420		109	97
V/C Ratio(X)	1.01	0.46	0.60		0.77	0.08
Avail Cap(c_a), veh/h	1130	4237	2420		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.85	0.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	2.2	22.0	0.0	54.6	52.3
Incr Delay (d2), s/veh	28.6	0.4	0.9	0.0	4.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.0	1.6	9.3	0.0	2.5	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	68.3	2.6	22.9	0.0	58.9	52.4
LnGrp LOS	F	A	C		E	D
Approach Vol, veh/h		3095	1447	A	92	
Approach Delay, s/veh		26.8	22.9		58.3	
Approach LOS		C	C		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		105.6		12.4	43.0	62.6
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	38.6	* 35
Max Q Clear Time (g_c+I1), s		13.4		7.5	40.6	26.8
Green Ext Time (p_c), s		56.3		0.1	0.0	7.3

Intersection Summary	
HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	237	949	58	81	453	105	58	281	118	195	698	416
Future Volume (veh/h)	237	949	58	81	453	105	58	281	118	195	698	416
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	276	1103	67	94	527	122	67	327	137	227	812	484
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	302	1593	97	213	1216	280	85	464	182	244	1115	611
Arrive On Green	0.17	0.47	0.47	0.04	0.14	0.14	0.05	0.13	0.13	0.14	0.22	0.22
Sat Flow, veh/h	1781	3400	206	1781	2867	661	1781	3593	1408	1781	5106	1567
Grp Volume(v), veh/h	276	576	594	94	326	323	67	309	155	227	812	484
Grp Sat Flow(s),veh/h/ln	1781	1777	1830	1781	1777	1750	1781	1702	1597	1781	1702	1567
Q Serve(g_s), s	21.3	35.7	35.7	7.2	23.5	23.7	5.2	12.2	13.1	17.6	20.7	30.6
Cycle Q Clear(g_c), s	21.3	35.7	35.7	7.2	23.5	23.7	5.2	12.2	13.1	17.6	20.7	30.6
Prop In Lane	1.00		0.11	1.00		0.38	1.00		0.88	1.00		1.00
Lane Grp Cap(c), veh/h	302	833	857	213	753	742	85	440	206	244	1115	611
V/C Ratio(X)	0.91	0.69	0.69	0.44	0.43	0.44	0.78	0.70	0.75	0.93	0.73	0.79
Avail Cap(c_a), veh/h	382	833	857	213	753	742	244	625	293	244	1115	611
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	0.98	0.98	0.98	0.93	0.93	0.93
Uniform Delay (d), s/veh	57.1	29.3	29.3	62.7	44.8	44.9	65.9	58.4	58.8	59.7	50.9	37.9
Incr Delay (d2), s/veh	22.5	4.7	4.6	6.2	1.7	1.8	5.7	2.3	7.1	36.5	2.5	7.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.3	15.8	16.3	3.7	11.6	11.5	2.5	5.4	5.7	10.4	9.0	15.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.6	34.0	33.8	68.9	46.5	46.6	71.6	60.6	65.9	96.2	53.4	44.9
LnGrp LOS	E	C	C	E	D	D	E	E	E	F	D	D
Approach Vol, veh/h		1446			743			531			1523	
Approach Delay, s/veh		42.6			49.4			63.6			57.1	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.6	23.1	22.5	70.8	11.1	35.6	28.2	65.2
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	19.6	15.1	9.2	37.7	7.2	32.6	23.3	25.7
Green Ext Time (p_c), s	0.0	2.3	0.0	11.8	0.0	0.0	0.4	3.2

Intersection Summary	
HCM 6th Ctrl Delay	51.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1161	96	43	165	0	0	0	0	329	571	466
Future Volume (veh/h)	0	1161	96	43	165	0	0	0	0	329	571	466
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1235	102	46	176	0				350	607	496
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1652	136	71	2021	0				616	1293	543
Arrive On Green	0.00	0.16	0.16	0.04	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3417	274	1781	3647	0				1781	3741	1570
Grp Volume(v), veh/h	0	659	678	46	176	0				350	607	496
Grp Sat Flow(s),veh/h/ln	0	1777	1820	1781	1777	0				1781	1870	1570
Q Serve(g_s), s	0.0	49.5	49.7	3.6	3.1	0.0				22.4	17.7	42.3
Cycle Q Clear(g_c), s	0.0	49.5	49.7	3.6	3.1	0.0				22.4	17.7	42.3
Prop In Lane	0.00		0.15	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	883	905	71	2021	0				616	1293	543
V/C Ratio(X)	0.00	0.75	0.75	0.65	0.09	0.00				0.57	0.47	0.91
Avail Cap(c_a), veh/h	0	883	905	313	2021	0				616	1293	543
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.64	0.64	0.85	0.85	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	50.1	50.2	66.2	13.7	0.0				37.3	35.8	43.8
Incr Delay (d2), s/veh	0.0	3.7	3.7	3.1	0.1	0.0				3.8	1.2	22.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	24.5	25.2	1.7	1.3	0.0				10.6	8.5	19.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	53.8	53.9	69.3	13.8	0.0				41.1	37.0	66.1
LnGrp LOS	A	D	D	E	B	A				D	D	E
Approach Vol, veh/h		1337			222						1453	
Approach Delay, s/veh		53.8			25.3						47.9	
Approach LOS		D			C						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.0	76.2		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	5.6	51.7		44.3		5.1
Green Ext Time (p_c), s	0.0	0.0		1.5		0.4

Intersection Summary	
HCM 6th Ctrl Delay	48.9
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	599	878	0	0	177	119	39	177	108	0	0	0
Future Volume (veh/h)	599	878	0	0	177	119	39	177	108	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.91			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	644	944	0	0	190	128	42	190	116			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1650	1402	0	0	438	281	80	383	185			
Arrive On Green	0.48	0.75	0.00	0.00	0.21	0.21	0.13	0.13	0.13			
Sat Flow, veh/h	3456	1870	0	0	2171	1330	624	2992	1448			
Grp Volume(v), veh/h	644	944	0	0	161	157	124	108	116			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1631	1839	1777	1448			
Q Serve(g_s), s	9.6	20.4	0.0	0.0	6.3	6.7	5.0	4.5	6.1			
Cycle Q Clear(g_c), s	9.6	20.4	0.0	0.0	6.3	6.7	5.0	4.5	6.1			
Prop In Lane	1.00		0.00	0.00		0.82	0.34		1.00			
Lane Grp Cap(c), veh/h	1650	1402	0	0	375	344	235	227	185			
V/C Ratio(X)	0.39	0.67	0.00	0.00	0.43	0.46	0.53	0.48	0.63			
Avail Cap(c_a), veh/h	1650	1402	0	0	580	532	393	380	309			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.57	0.57	0.00	0.00	1.00	1.00	0.94	0.94	0.94			
Uniform Delay (d), s/veh	13.4	5.1	0.0	0.0	27.4	27.6	32.6	32.4	33.1			
Incr Delay (d2), s/veh	0.1	1.5	0.0	0.0	0.3	0.4	0.6	0.5	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.3	4.9	0.0	0.0	2.5	2.5	2.3	2.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.5	6.6	0.0	0.0	27.7	27.9	33.3	32.9	34.3			
LnGrp LOS	B	A	A	A	C	C	C	C	C			
Approach Vol, veh/h		1588			318			348				
Approach Delay, s/veh		9.4			27.8			33.5				
Approach LOS		A			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		64.9			43.1	21.8		15.1				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		22.4			11.6	8.7		8.1				
Green Ext Time (p_c), s		4.8			1.8	1.0		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	15.7
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	157	932	563	0	0	2042
Future Volume (veh/h)	157	932	563	0	0	2042
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	164	0	586	0	0	2127
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	195		2044	0	626	5034
Arrive On Green	0.11	0.00	0.41	0.00	0.00	0.80
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	164	0	586	0	0	2127
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	9.9	0.0	8.6	0.0	0.0	11.2
Cycle Q Clear(g_c), s	9.9	0.0	8.6	0.0	0.0	11.2
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	195		2044	0	626	5034
V/C Ratio(X)	0.84		0.29	0.00	0.00	0.42
Avail Cap(c_a), veh/h	487		2044	0	730	5034
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.00	0.88	0.00	0.00	0.88
Uniform Delay (d), s/veh	48.0	0.0	21.7	0.0	0.0	3.3
Incr Delay (d2), s/veh	3.3	0.0	0.1	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	3.2	0.0	0.0	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.3	0.0	21.8	0.0	0.0	3.5
LnGrp LOS	D		C	A	A	A
Approach Vol, veh/h	164	A	586			2127
Approach Delay, s/veh	51.3		21.8			3.5
Approach LOS	D		C			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	43.1	50.0				93.1	16.9
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	45.1	20.6				45.1	30.1
Max Q Clear Time (g_c+I1), s	11.0	10.6				13.2	11.9
Green Ext Time (p_c), s	0.0	3.4				24.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	10.0
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	144	979	97	102	360	0	0	772	51
Future Volume (veh/h)	0	0	0	144	979	97	102	360	0	0	772	51
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				152	1031	102	107	379	0	0	813	54
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				340	2465	251	136	1573	0	0	847	56
Arrive On Green				0.19	0.19	0.19	0.15	0.62	0.00	0.00	0.17	0.17
Sat Flow, veh/h				593	4297	437	1781	5274	0	0	5047	323
Grp Volume(v), veh/h				472	397	416	107	379	0	0	566	301
Grp Sat Flow(s),veh/h/ln				1841	1702	1785	1781	1702	0	0	1702	1797
Q Serve(g_s), s				25.0	22.5	22.5	6.4	3.7	0.0	0.0	18.1	18.3
Cycle Q Clear(g_c), s				25.0	22.5	22.5	6.4	3.7	0.0	0.0	18.1	18.3
Prop In Lane				0.32		0.24	1.00		0.00	0.00		0.18
Lane Grp Cap(c), veh/h				1056	976	1024	136	1573	0	0	591	312
V/C Ratio(X)				0.45	0.41	0.41	0.79	0.24	0.00	0.00	0.96	0.96
Avail Cap(c_a), veh/h				1056	976	1024	155	1629	0	0	591	312
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.91	0.91	0.91	0.66	0.66	0.00	0.00	0.66	0.66
Uniform Delay (d), s/veh				29.1	28.1	28.1	45.8	15.3	0.0	0.0	45.1	45.1
Incr Delay (d2), s/veh				1.2	1.1	1.1	12.3	0.1	0.0	0.0	20.4	32.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				12.6	10.5	11.1	3.1	1.3	0.0	0.0	9.2	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				30.4	29.3	29.2	58.1	15.4	0.0	0.0	65.5	77.2
LnGrp LOS				C	C	C	E	B	A	A	E	E
Approach Vol, veh/h					1285			486			867	
Approach Delay, s/veh					29.7			24.8			69.5	
Approach LOS					C			C			E	

Timer - Assigned Phs	3	4		6		8
Phs Duration (G+Y+Rc), s	14.3	25.5		69.0		39.8
Change Period (Y+Rc), s	5.9	* 6.4		5.9		5.9
Max Green Setting (Gmax), s	9.6	* 19		63.1		35.1
Max Q Clear Time (g_c+I1), s	8.4	20.3		27.0		5.7
Green Ext Time (p_c), s	0.0	0.0		8.0		2.9

Intersection Summary	
HCM 6th Ctrl Delay	41.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	254	1172	0	0	0	0	0	451	61
Future Volume (veh/h)	0	0	0	254	1172	0	0	0	0	0	451	61
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				265	1221	0				0	470	64
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				623	3090	0				0	899	120
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				878	4521	0				0	4704	604
Grp Volume(v), veh/h				551	935	0				0	350	184
Grp Sat Flow(s),veh/h/ln				1826	1702	0				0	1702	1736
Q Serve(g_s), s				28.2	25.4	0.0				0.0	10.1	10.4
Cycle Q Clear(g_c), s				28.2	25.4	0.0				0.0	10.1	10.4
Prop In Lane				0.48		0.00				0.00		0.35
Lane Grp Cap(c), veh/h				1297	2417	0				0	675	344
V/C Ratio(X)				0.43	0.39	0.00				0.00	0.52	0.53
Avail Cap(c_a), veh/h				1297	2417	0				0	675	344
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				23.0	22.0	0.0				0.0	39.4	39.5
Incr Delay (d2), s/veh				1.0	0.5	0.0				0.0	2.8	5.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				14.1	11.7	0.0				0.0	4.5	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				24.0	22.4	0.0				0.0	42.3	45.4
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					1486						534	
Approach Delay, s/veh					23.0						43.3	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.7		83.3						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.8		78.1						
Max Q Clear Time (g_c+I1), s				12.4		30.2						
Green Ext Time (p_c), s				0.7		2.2						

Intersection Summary												
HCM 6th Ctrl Delay			28.4									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1327	92	85	181	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1327	92	85	181	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	1368	95	88	187	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3417	237	223	512	0			
Arrive On Green				0.00	0.23	0.23	0.07	0.07	0.00			
Sat Flow, veh/h				0	5043	339	1091	2595	0			
Grp Volume(v), veh/h				0	955	508	147	128	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1809	1816	1777	0			
Q Serve(g_s), s				0.0	26.1	26.1	8.5	7.6	0.0			
Cycle Q Clear(g_c), s				0.0	26.1	26.1	8.5	7.6	0.0			
Prop In Lane				0.00		0.19	0.60		0.00			
Lane Grp Cap(c), veh/h				0	2386	1268	371	363	0			
V/C Ratio(X)				0.00	0.40	0.40	0.39	0.35	0.00			
Avail Cap(c_a), veh/h				0	2386	1268	371	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	22.7	22.7	44.8	44.3	0.0			
Incr Delay (d2), s/veh				0.0	0.5	0.9	3.1	2.7	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	12.0	12.9	4.4	3.8	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	23.2	23.6	47.9	47.0	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					1463			275				
Approach Delay, s/veh					23.4			47.5				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						28.1		10.5				
Green Ext Time (p_c), s						15.1		1.2				
Intersection Summary												
HCM 6th Ctrl Delay			27.2									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	204	1373	0	0	0	0	0	497	52
Future Volume (veh/h)	0	0	0	204	1373	0	0	0	0	0	497	52
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				217	1461	0				0	529	55
Peak Hour Factor				0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				447	3227	0				0	733	320
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				638	4773	0				0	3647	1553
Grp Volume(v), veh/h				625	1053	0				0	529	55
Grp Sat Flow(s),veh/h/ln				1838	1702	0				0	1777	1553
Q Serve(g_s), s				32.4	29.1	0.0				0.0	15.3	3.2
Cycle Q Clear(g_c), s				32.4	29.1	0.0				0.0	15.3	3.2
Prop In Lane				0.35		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1289	2386	0				0	733	320
V/C Ratio(X)				0.49	0.44	0.00				0.00	0.72	0.17
Avail Cap(c_a), veh/h				1289	2386	0				0	733	320
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				25.1	23.8	0.0				0.0	40.7	35.9
Incr Delay (d2), s/veh				1.3	0.6	0.0				0.0	6.1	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				16.3	13.4	0.0				0.0	7.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				26.4	24.4	0.0				0.0	46.8	37.1
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					1678						584	
Approach Delay, s/veh					25.2						45.8	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				27.6		82.4						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				22.7		77.1						
Max Q Clear Time (g_c+I1), s				17.3		34.4						
Green Ext Time (p_c), s				1.8		18.0						

Intersection Summary												
HCM 6th Ctrl Delay			30.5									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1576	80	23	71	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1576	80	23	71	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	1659	84	24	75	0			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3624	183	147	492	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5146	252	828	2871	0			
Grp Volume(v), veh/h				0	1134	609	53	46	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1825	1829	1777	0			
Q Serve(g_s), s				0.0	14.9	15.0	2.7	2.4	0.0			
Cycle Q Clear(g_c), s				0.0	14.9	15.0	2.7	2.4	0.0			
Prop In Lane				0.00		0.14	0.45		0.00			
Lane Grp Cap(c), veh/h				0	2479	1329	324	315	0			
V/C Ratio(X)				0.00	0.46	0.46	0.16	0.15	0.00			
Avail Cap(c_a), veh/h				0	2479	1329	324	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	6.1	6.1	38.3	38.2	0.0			
Incr Delay (d2), s/veh				0.0	0.6	1.1	1.1	1.0	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	4.8	5.4	1.3	1.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	6.7	7.2	39.4	39.2	0.0			
LnGrp LOS				A	A	A	D	D	A			
Approach Vol, veh/h					1743			99				
Approach Delay, s/veh					6.9			39.3				
Approach LOS					A			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						17.0		4.7				
Green Ext Time (p_c), s						21.7		0.4				
Intersection Summary												
HCM 6th Ctrl Delay			8.6									
HCM 6th LOS			A									

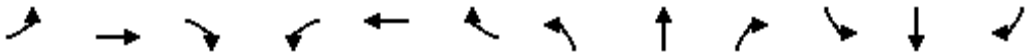
Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	154	568	3	103	0	0	0	25
Future Vol, veh/h	0	0	0	0	154	568	3	103	0	0	0	25
Conflicting Peds, #/hr	0	0	7	7	0	0	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	160	592	3	107	0	0	0	26

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	80	752	-	-	-	376
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	80	752	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	899	338	0	0	0	622
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	919	416	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	861	338	-	-	-	622
Mov Cap-2 Maneuver	-	-	-	861	338	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	881	416	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	20.5	11
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	338	-	-	622
HCM Lane V/C Ratio	0.317	-	-	0.042
HCM Control Delay (s)	20.5	-	-	11
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.3	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	558	129	1094	1117	0
Future Volume (veh/h)	0	0	0	0	0	0	0	558	129	1094	1117	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.82	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	569	132	1116	1140	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	890	233	3688	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.18	0.18	0.49	0.64	0.00
Sat Flow, veh/h		0					0	5149	1305	5023	1826	0
Grp Volume(v), veh/h		0.0					0	569	132	1116	1140	0
Grp Sat Flow(s),veh/h/ln							0	1662	1305	1674	1826	0
Q Serve(g_s), s							0.0	11.6	10.2	14.6	42.7	0.0
Cycle Q Clear(g_c), s							0.0	11.6	10.2	14.6	42.7	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	890	233	3688	1740	0
V/C Ratio(X)							0.00	0.64	0.57	0.30	0.66	0.00
Avail Cap(c_a), veh/h							0	1205	316	3688	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	0.67	0.67	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.89	0.89	0.00
Uniform Delay (d), s/veh							0.0	41.9	41.3	11.1	8.7	0.0
Incr Delay (d2), s/veh							0.0	2.0	5.5	0.0	1.7	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	4.8	3.5	5.7	12.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	43.9	46.8	11.2	10.4	0.0
LnGrp LOS							A	D	D	B	B	A
Approach Vol, veh/h								701			2256	
Approach Delay, s/veh								44.4			10.8	
Approach LOS								D			B	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	85.2	24.8				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				40.0						
Max Q Clear Time (g_c+I1), s	16.6	13.6				44.7						
Green Ext Time (p_c), s	4.5	6.0				0.0						

Intersection Summary												
HCM 6th Ctrl Delay			18.8									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	1194	40	0	0	0	0	375	245	176	784	0
Future Volume (veh/h)	44	1194	40	0	0	0	0	375	245	176	784	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.93	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	45	1218	41				0	383	250	180	800	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	96	2756	852				0	709	308	208	1862	0
Arrive On Green	0.18	0.18	0.18				0.00	0.21	0.21	0.23	0.73	0.00
Sat Flow, veh/h	177	5089	1574				0	3572	1477	1781	5274	0
Grp Volume(v), veh/h	474	789	41				0	383	250	180	800	0
Grp Sat Flow(s),veh/h/ln	1862	1702	1574				0	1702	1477	1781	1702	0
Q Serve(g_s), s	25.1	22.7	2.4				0.0	11.0	17.7	10.7	6.8	0.0
Cycle Q Clear(g_c), s	25.1	22.7	2.4				0.0	11.0	17.7	10.7	6.8	0.0
Prop In Lane	0.09		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1008	1844	852				0	709	308	208	1862	0
V/C Ratio(X)	0.47	0.43	0.05				0.00	0.54	0.81	0.87	0.43	0.00
Avail Cap(c_a), veh/h	1008	1844	852				0	916	397	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.79	0.79	0.79				0.00	1.00	1.00	0.12	0.12	0.00
Uniform Delay (d), s/veh	31.0	30.0	21.7				0.0	38.9	41.5	41.4	10.4	0.0
Incr Delay (d2), s/veh	1.2	0.6	0.1				0.0	0.7	10.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.9	10.5	0.9				0.0	4.6	7.2	4.2	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.3	30.6	21.8				0.0	39.6	51.5	42.5	10.4	0.0
LnGrp LOS	C	C	C				A	D	D	D	B	A
Approach Vol, veh/h		1304						633			980	
Approach Delay, s/veh		30.9						44.3			16.3	
Approach LOS		C						D			B	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	64.5	45.5	17.2	28.3
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	27.1	8.8	12.7	19.7
Green Ext Time (p_c), s	11.5	4.9	0.1	3.2

Intersection Summary	
HCM 6th Ctrl Delay	28.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1571	49	0	0	0	0	0	0	214	485	0
Future Volume (veh/h)	0	1571	49	0	0	0	0	0	0	214	485	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1726	54							235	533	0
Peak Hour Factor	0.91	0.91	0.91							0.91	0.91	0.91
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2962	93							489	1218	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5251	159							1489	3879	0
Grp Volume(v), veh/h	0	1156	624							283	485	0
Grp Sat Flow(s),veh/h/ln	0	1702	1837							1796	1702	0
Q Serve(g_s), s	0.0	34.0	34.0							16.3	14.7	0.0
Cycle Q Clear(g_c), s	0.0	34.0	34.0							16.3	14.7	0.0
Prop In Lane	0.00		0.09							0.83		0.00
Lane Grp Cap(c), veh/h	0	1984	1071							589	1117	0
V/C Ratio(X)	0.00	0.58	0.58							0.48	0.43	0.00
Avail Cap(c_a), veh/h	0	1984	1071							589	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	32.3	32.3							40.2	39.5	0.0
Incr Delay (d2), s/veh	0.0	1.3	2.3							2.8	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.8	17.4							8.3	6.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	33.5	34.6							43.0	40.7	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1780									768	
Approach Delay, s/veh		33.9									41.6	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	36.0	18.3
Green Ext Time (p_c), s	5.8	2.0

Intersection Summary	
HCM 6th Ctrl Delay	36.2
HCM 6th LOS	D

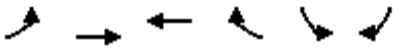
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	1712	0	0	0	0	0	204	182	0	0	0
Future Volume (veh/h)	74	1712	0	0	0	0	0	204	182	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	81	1881	0				0	224	200			
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	117	2902	0				0	604	508			
Arrive On Green	0.19	0.19	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	205	5228	0				0	1885	1505			
Grp Volume(v), veh/h	736	1226	0				0	222	202			
Grp Sat Flow(s),veh/h/ln	1860	1702	0				0	1777	1520			
Q Serve(g_s), s	40.6	36.4	0.0				0.0	10.4	11.2			
Cycle Q Clear(g_c), s	40.6	36.4	0.0				0.0	10.4	11.2			
Prop In Lane	0.11		0.00				0.00		0.99			
Lane Grp Cap(c), veh/h	1067	1953	0				0	599	513			
V/C Ratio(X)	0.69	0.63	0.00				0.00	0.37	0.39			
Avail Cap(c_a), veh/h	1067	1953	0				0	599	513			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	35.5	33.8	0.0				0.0	27.6	27.9			
Incr Delay (d2), s/veh	3.7	1.5	0.0				0.0	1.8	2.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	21.3	17.0	0.0				0.0	4.8	4.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.1	35.3	0.0				0.0	29.4	30.1			
LnGrp LOS	D	D	A				A	C	C			
Approach Vol, veh/h		1962						424				
Approach Delay, s/veh		36.8						29.7				
Approach LOS		D						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		68.0						42.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		63.1						37.1				
Max Q Clear Time (g_c+I1), s		42.6						13.2				
Green Ext Time (p_c), s		14.3						2.9				
Intersection Summary												
HCM 6th Ctrl Delay			35.5									
HCM 6th LOS			D									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1853	54	0	0	0	0	0	0	291	396	0
Future Volume (veh/h)	0	1853	54	0	0	0	0	0	0	291	396	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2014	59							316	430	0
Peak Hour Factor	0.92	0.92	0.92							0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2506	73							747	1489	0
Arrive On Green	0.00	0.16	0.16							0.14	0.14	0.00
Sat Flow, veh/h	0	5264	149							1781	3647	0
Grp Volume(v), veh/h	0	1344	729							316	430	0
Grp Sat Flow(s),veh/h/ln	0	1702	1840							1781	1777	0
Q Serve(g_s), s	0.0	41.8	42.0							17.9	11.9	0.0
Cycle Q Clear(g_c), s	0.0	41.8	42.0							17.9	11.9	0.0
Prop In Lane	0.00		0.08							1.00		0.00
Lane Grp Cap(c), veh/h	0	1674	905							747	1489	0
V/C Ratio(X)	0.00	0.80	0.81							0.42	0.29	0.00
Avail Cap(c_a), veh/h	0	1674	905							747	1489	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	40.9	41.0							35.2	32.7	0.0
Incr Delay (d2), s/veh	0.0	4.2	7.6							1.8	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	20.0	22.6							8.9	5.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	45.1	48.6							37.0	33.2	0.0
LnGrp LOS	A	D	D							D	C	A
Approach Vol, veh/h		2073									746	
Approach Delay, s/veh		46.3									34.8	
Approach LOS		D									C	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	59.0	51.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	54.1	46.1
Max Q Clear Time (g_c+I1), s	44.0	19.9
Green Ext Time (p_c), s	8.4	4.2

Intersection Summary	
HCM 6th Ctrl Delay	43.3
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	2123	0	0	0	0	0	67	92	0	0	0
Future Volume (veh/h)	19	2123	0	0	0	0	0	67	92	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	22	2498	0				0	79	108			
Peak Hour Factor	0.85	0.85	0.85				0.85	0.85	0.85			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	31	3713	0				0	357	318			
Arrive On Green	0.23	0.23	0.00				0.00	0.20	0.20			
Sat Flow, veh/h	43	5397	0				0	1870	1585			
Grp Volume(v), veh/h	948	1572	0				0	79	108			
Grp Sat Flow(s),veh/h/ln	1868	1702	0				0	1777	1585			
Q Serve(g_s), s	51.4	45.9	0.0				0.0	4.1	6.4			
Cycle Q Clear(g_c), s	51.4	45.9	0.0				0.0	4.1	6.4			
Prop In Lane	0.02		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1326	2417	0				0	357	318			
V/C Ratio(X)	0.72	0.65	0.00				0.00	0.22	0.34			
Avail Cap(c_a), veh/h	1326	2417	0				0	357	318			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	31.9	29.8	0.0				0.0	36.8	37.7			
Incr Delay (d2), s/veh	3.3	1.4	0.0				0.0	1.4	2.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	26.9	21.3	0.0				0.0	1.9	2.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.2	31.1	0.0				0.0	38.2	40.6			
LnGrp LOS	D	C	A				A	D	D			
Approach Vol, veh/h		2520						187				
Approach Delay, s/veh		32.7						39.6				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		83.0						27.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		78.1						22.1				
Max Q Clear Time (g_c+I1), s		53.4						8.4				
Green Ext Time (p_c), s		20.6						0.9				
Intersection Summary												
HCM 6th Ctrl Delay			33.1									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	963	832	31	125	116
Future Volume (veh/h)	18	963	832	31	125	116
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	20	1047	904	34	136	126
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	29	4041	3733	140	341	156
Arrive On Green	0.02	0.81	1.00	1.00	0.10	0.10
Sat Flow, veh/h	1781	5149	5095	185	3456	1585
Grp Volume(v), veh/h	20	1047	609	329	136	126
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1793	1728	1585
Q Serve(g_s), s	1.3	5.9	0.0	0.0	4.4	9.2
Cycle Q Clear(g_c), s	1.3	5.9	0.0	0.0	4.4	9.2
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	29	4041	2516	1357	341	156
V/C Ratio(X)	0.69	0.26	0.24	0.24	0.40	0.81
Avail Cap(c_a), veh/h	319	4041	2516	1357	884	406
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.96	0.96	1.00	1.00
Uniform Delay (d), s/veh	57.7	2.7	0.0	0.0	49.9	52.1
Incr Delay (d2), s/veh	9.7	0.1	0.2	0.4	0.3	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.2	0.1	0.2	1.9	8.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.4	2.8	0.2	0.4	50.2	55.8
LnGrp LOS	E	A	A	A	D	E
Approach Vol, veh/h		1067	938		262	
Approach Delay, s/veh		4.0	0.3		52.9	
Approach LOS		A	A		D	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	101.5		16.5	6.3	95.1
Change Period (Y+Rc), s	* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s	* 77		30.2	21.1	51.6
Max Q Clear Time (g_c+I1), s	7.9		11.2	3.3	2.0
Green Ext Time (p_c), s	25.8		0.4	0.0	17.7

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	1004	16	19	825	11	0	13	26	93	0	12
Future Volume (veh/h)	64	1004	16	19	825	11	0	13	26	93	0	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	1154	18	22	948	0	0	15	30	107	0	14
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	728	3545	55	60	1567		61	19	38	214	0	98
Arrive On Green	0.82	1.00	1.00	0.03	0.31	0.00	0.00	0.03	0.03	0.06	0.00	0.06
Sat Flow, veh/h	1781	5056	79	1781	4985	1585	1781	553	1106	3456	0	1577
Grp Volume(v), veh/h	74	758	414	22	948	0	0	0	45	107	0	14
Grp Sat Flow(s),veh/h/ln	1781	1662	1812	1781	1662	1585	1781	0	1660	1728	0	1577
Q Serve(g_s), s	1.0	0.0	0.0	1.4	19.0	0.0	0.0	0.0	3.2	3.5	0.0	1.0
Cycle Q Clear(g_c), s	1.0	0.0	0.0	1.4	19.0	0.0	0.0	0.0	3.2	3.5	0.0	1.0
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	728	2330	1270	60	1567		61	0	57	214	0	98
V/C Ratio(X)	0.10	0.33	0.33	0.36	0.60		0.00	0.00	0.79	0.50	0.00	0.14
Avail Cap(c_a), veh/h	728	2330	1270	168	1567		251	0	233	999	0	456
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.5	0.0	0.0	55.8	34.2	0.0	0.0	0.0	56.6	53.6	0.0	52.4
Incr Delay (d2), s/veh	0.0	0.4	0.7	1.4	1.7	0.0	0.0	0.0	8.8	0.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.2	0.6	7.6	0.0	0.0	0.0	1.5	1.6	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.5	0.4	0.7	57.1	36.0	0.0	0.0	0.0	65.3	54.2	0.0	52.6
LnGrp LOS	A	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		1246			970	A		45			121	
Approach Delay, s/veh		0.8			36.5			65.3			54.1	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	88.4		12.2	53.9	42.9		8.9				
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9				
Max Green Setting (Gmax), s	4.1	21.6		34.1	10.2	* 37		16.6				
Max Q Clear Time (g_c+I1), s	3.4	2.0		5.5	3.0	21.0		5.2				
Green Ext Time (p_c), s	0.0	11.8		0.2	0.0	8.6		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	19.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	893	126	274	1249	13	139	25	321	98	43	196
Future Volume (veh/h)	87	893	126	274	1249	13	139	25	321	98	43	196
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	94	960	135	295	1343	14	149	27	0	105	46	211
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	489	2545	906	358	2139	22	213	115		277	291	238
Arrive On Green	0.27	0.51	0.51	0.10	0.33	0.33	0.06	0.06	0.00	0.16	0.16	0.16
Sat Flow, veh/h	1781	4985	1584	3456	6456	67	3456	1870	1585	1781	1870	1530
Grp Volume(v), veh/h	94	960	135	295	980	377	149	27	0	105	46	211
Grp Sat Flow(s),veh/h/ln	1781	1662	1584	1728	1570	1813	1728	1870	1585	1781	1870	1530
Q Serve(g_s), s	4.8	13.8	4.7	9.9	20.7	20.7	5.0	1.6	0.0	6.2	2.5	15.9
Cycle Q Clear(g_c), s	4.8	13.8	4.7	9.9	20.7	20.7	5.0	1.6	0.0	6.2	2.5	15.9
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	489	2545	906	358	1561	601	213	115		277	291	238
V/C Ratio(X)	0.19	0.38	0.15	0.82	0.63	0.63	0.70	0.23		0.38	0.16	0.89
Avail Cap(c_a), veh/h	489	2545	906	618	1561	601	691	374		303	319	261
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	17.5	11.8	51.8	33.3	33.3	54.3	52.7	0.0	44.7	43.1	48.8
Incr Delay (d2), s/veh	0.1	0.4	0.3	1.8	1.9	4.9	1.6	0.4	0.0	0.9	0.3	27.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	5.1	1.9	4.2	7.8	9.5	2.2	0.8	0.0	2.8	1.2	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	17.9	12.2	53.6	35.2	38.2	55.9	53.1	0.0	45.6	43.4	76.0
LnGrp LOS	C	B	B	D	D	D	E	D		D	D	E
Approach Vol, veh/h		1189			1652			176	A		362	
Approach Delay, s/veh		18.5			39.2			55.4			63.0	
Approach LOS		B			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.6	66.0		23.2	38.1	44.5		12.2
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	20.1	13.6		20.1	15.6	* 39		23.6
Max Q Clear Time (g_c+I1), s	11.9	15.8		17.9	6.8	22.7		7.0
Green Ext Time (p_c), s	0.4	0.0		0.4	0.1	13.0		0.3

Intersection Summary	
HCM 6th Ctrl Delay	35.3
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

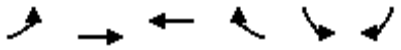
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	0	21	1	0	19	10	327	3	19	347	77
Future Volume (veh/h)	103	0	21	1	0	19	10	327	3	19	347	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.95	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	131	0	0	0	0	21	11	348	3	20	369	82
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	298	156	0	0	40	64	204	1109	10	208	892	196
Arrive On Green	0.08	0.00	0.00	0.00	0.00	0.02	0.11	0.31	0.31	0.12	0.31	0.31
Sat Flow, veh/h	3563	1870	0	0	1870	3018	1781	3610	31	1781	2884	633
Grp Volume(v), veh/h	131	0	0	0	0	21	11	171	180	20	226	225
Grp Sat Flow(s),veh/h/ln	1781	1870	0	0	1870	1509	1781	1777	1864	1781	1777	1740
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.0	0.2	0.2	2.5	2.5	0.3	3.4	3.5
Cycle Q Clear(g_c), s	1.2	0.0	0.0	0.0	0.0	0.2	0.2	2.5	2.5	0.3	3.4	3.5
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.02	1.00		0.36
Lane Grp Cap(c), veh/h	298	156	0	0	40	64	204	546	573	208	549	538
V/C Ratio(X)	0.44	0.00	0.00	0.00	0.00	0.33	0.05	0.31	0.31	0.10	0.41	0.42
Avail Cap(c_a), veh/h	4199	2205	0	0	2205	3557	1312	2618	2746	2100	2618	2564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	0.0	0.0	0.0	0.0	16.4	13.4	9.0	9.0	13.4	9.3	9.3
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.0	0.0	1.1	0.0	0.2	0.2	0.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.0	0.0	0.1	0.1	0.7	0.7	0.1	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	0.0	0.0	0.0	0.0	17.5	13.4	9.3	9.2	13.5	9.6	9.7
LnGrp LOS	B	A	A	A	A	B	B	A	A	B	A	A
Approach Vol, veh/h		131			21			362			471	
Approach Delay, s/veh		15.6			17.5			9.4			9.8	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	14.4		6.8	7.9	14.5		4.7
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	40.0	50.0		40.0	25.0	50.0		40.0
Max Q Clear Time (g_c+I2), s	2.2	4.5		3.2	2.2	5.5		2.2
Green Ext Time (p_c), s	0.0	1.7		0.3	0.0	2.3		0.0

Intersection Summary	
HCM 6th Ctrl Delay	10.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	230	17	7	106	120	259
Future Volume (veh/h)	230	17	7	106	120	259
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	267	0	8	0	132	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	629	330	1006		242	
Arrive On Green	0.18	0.00	0.54	0.00	0.07	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	267	0	8	0	132	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	3.7	0.0	0.1	0.0	2.1	0.0
Cycle Q Clear(g_c), s	3.7	0.0	0.1	0.0	2.1	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	629	330	1006		242	
V/C Ratio(X)	0.42	0.00	0.01		0.54	
Avail Cap(c_a), veh/h	3195	1677	1006		2479	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	20.4	0.0	6.0	0.0	25.1	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.0	1.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	0.0	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.9	0.0	6.0	0.0	27.0	0.0
LnGrp LOS	C	A	A		C	
Approach Vol, veh/h		267	8	A	132	A
Approach Delay, s/veh		20.9	6.0		27.0	
Approach LOS		C	A		C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		13.8		7.9		34.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		50.0		40.0		30.0
Max Q Clear Time (g_c+I1), s		5.7		4.1		2.1
Green Ext Time (p_c), s		0.9		0.4		0.0

Intersection Summary	
HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

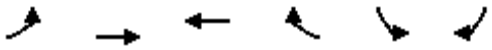
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	124	112	3	1	2
Future Vol, veh/h	16	124	112	3	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	144	130	3	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	133	0	-	0	242	67
Stage 1	-	-	-	-	132	-
Stage 2	-	-	-	-	110	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1449	-	-	-	725	983
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	902	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1449	-	-	-	715	983
Mov Cap-2 Maneuver	-	-	-	-	715	-
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	902	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1449	-	-	-	874
HCM Lane V/C Ratio	0.013	-	-	-	0.004
HCM Control Delay (s)	7.5	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	48	1538	2317	20	67	38
Future Volume (veh/h)	48	1538	2317	20	67	38
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	51	1636	2465	0	71	40
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	66	4339	5886		149	68
Arrive On Green	0.04	0.87	0.80	0.00	0.04	0.04
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	51	1636	2465	0	71	40
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	3.3	7.5	12.0	0.0	2.4	2.9
Cycle Q Clear(g_c), s	3.3	7.5	12.0	0.0	2.4	2.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	66	4339	5886		149	68
V/C Ratio(X)	0.77	0.38	0.42		0.48	0.59
Avail Cap(c_a), veh/h	319	4339	5886		723	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	1.5	3.7	0.0	55.2	55.4
Incr Delay (d2), s/veh	16.7	0.3	0.2	0.0	2.4	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.7	2.4	0.0	1.1	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	73.0	1.7	3.9	0.0	57.5	63.2
LnGrp LOS	E	A	A		E	E
Approach Vol, veh/h		1687	2465	A	111	
Approach Delay, s/veh		3.9	3.9		59.6	
Approach LOS		A	A		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		108.0		10.0	8.8	99.2
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		83.1		24.7	21.1	57.6
Max Q Clear Time (g_c+I1), s		9.5		4.9	5.3	14.0
Green Ext Time (p_c), s		48.4		0.3	0.1	41.8

Intersection Summary	
HCM 6th Ctrl Delay	5.3
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	2845	14	27	2289	11	13	0	36	28	0	22
Future Volume (veh/h)	40	2845	14	27	2289	11	13	0	36	28	0	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.92		0.92	0.93		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	3059	15	29	2461	12	14	0	39	30	0	24
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	73	4263	1075	72	4281	21	270	0	231	256	0	257
Arrive On Green	0.04	0.68	0.68	0.04	1.00	1.00	0.18	0.00	0.18	0.18	0.00	0.18
Sat Flow, veh/h	1781	6281	1584	3456	6499	32	1180	0	1308	1268	0	1453
Grp Volume(v), veh/h	43	3059	15	29	1784	689	14	0	39	30	0	24
Grp Sat Flow(s),veh/h/ln	1781	1570	1584	1728	1570	1820	1180	0	1308	1268	0	1453
Q Serve(g_s), s	2.8	36.0	0.4	1.0	0.0	0.0	1.1	0.0	3.0	2.4	0.0	1.6
Cycle Q Clear(g_c), s	2.8	36.0	0.4	1.0	0.0	0.0	2.7	0.0	3.0	5.1	0.0	1.6
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	4263	1075	72	3103	1199	270	0	231	256	0	257
V/C Ratio(X)	0.59	0.72	0.01	0.40	0.57	0.57	0.05	0.00	0.17	0.12	0.00	0.09
Avail Cap(c_a), veh/h	168	4263	1075	618	3103	1199	311	0	274	297	0	304
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.74	0.74	0.74	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.6	11.9	6.1	55.8	0.0	0.0	41.8	0.0	41.2	43.3	0.0	40.7
Incr Delay (d2), s/veh	2.8	1.1	0.0	1.0	0.6	1.5	0.0	0.0	0.1	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	10.7	0.1	0.4	0.2	0.5	0.4	0.0	1.0	0.8	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.5	12.9	6.2	56.8	0.6	1.5	41.8	0.0	41.3	43.4	0.0	40.7
LnGrp LOS	E	B	A	E	A	A	D	A	D	D	A	D
Approach Vol, veh/h		3117			2502			53			54	
Approach Delay, s/veh		13.5			1.5			41.5			42.2	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.9	85.4		25.8	9.2	83.0		25.8
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	20.1	57.6		24.7	11.1	67.6		24.7
Max Q Clear Time (g_c+I1), s	3.0	38.0		7.1	4.8	2.0		5.0
Green Ext Time (p_c), s	0.0	19.5		0.1	0.0	59.6		0.1

Intersection Summary	
HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	2804	0	11	2014	332	0	0	0	110	0	263
Future Volume (veh/h)	111	2804	0	11	2014	332	0	0	0	110	0	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	118	2983	0	12	2143	353	0	0	0	117	0	280
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	143	3199	0	60	3262	534	0	375	0	813	0	317
Arrive On Green	0.11	0.85	0.00	0.03	0.60	0.60	0.00	0.00	0.00	0.20	0.00	0.20
Sat Flow, veh/h	1781	5149	0	1781	5478	897	0	1870	0	3445	0	1580
Grp Volume(v), veh/h	118	2983	0	12	1841	655	0	0	0	117	0	280
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1664	0	1870	0	1723	0	1580
Q Serve(g_s), s	7.7	50.6	0.0	0.8	30.6	31.0	0.0	0.0	0.0	3.3	0.0	20.3
Cycle Q Clear(g_c), s	7.7	50.6	0.0	0.8	30.6	31.0	0.0	0.0	0.0	3.3	0.0	20.3
Prop In Lane	1.00		0.00	1.00		0.54	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	143	3199	0	60	2805	991	0	375	0	813	0	317
V/C Ratio(X)	0.83	0.93	0.00	0.20	0.66	0.66	0.00	0.00	0.00	0.14	0.00	0.88
Avail Cap(c_a), veh/h	168	3199	0	168	2805	991	0	471	0	989	0	398
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.00	0.83	0.83	0.83	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.9	6.8	0.0	55.4	15.9	15.9	0.0	0.0	0.0	39.0	0.0	45.8
Incr Delay (d2), s/veh	16.9	5.1	0.0	0.5	1.0	2.9	0.0	0.0	0.0	0.0	0.0	15.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	5.9	0.0	0.3	10.0	11.3	0.0	0.0	0.0	1.4	0.0	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.8	11.9	0.0	55.9	16.9	18.8	0.0	0.0	0.0	39.1	0.0	61.0
LnGrp LOS	E	B	A	E	B	B	A	A	A	D	A	E
Approach Vol, veh/h		3101			2508			0			397	
Approach Delay, s/veh		14.0			17.6			0.0			54.6	
Approach LOS		B			B						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	81.0		28.6	13.9	75.6		28.6				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.1	62.6		29.7	11.1	62.6		29.7				
Max Q Clear Time (g_c+I2), s	2.8	52.6		22.3	9.7	33.0		0.0				
Green Ext Time (p_c), s	0.0	9.9		0.9	0.0	28.1		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	18.2
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	2895	1	15	2228	0	0	0	18	0	0	0
Future Volume (veh/h)	37	2895	1	15	2228	0	0	0	18	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	39	3016	1	16	2321	0						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	54	4365	1	27	4152	0						
Arrive On Green	0.03	0.85	0.85	0.02	0.83	0.00						
Sat Flow, veh/h	1781	5147	2	1781	5149	0						
Grp Volume(v), veh/h	39	1947	1070	16	2321	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1826	1781	1662	0						
Q Serve(g_s), s	1.5	15.1	15.1	0.6	10.2	0.0						
Cycle Q Clear(g_c), s	1.5	15.1	15.1	0.6	10.2	0.0						
Prop In Lane	1.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	54	2818	1548	27	4152	0						
V/C Ratio(X)	0.72	0.69	0.69	0.59	0.56	0.00						
Avail Cap(c_a), veh/h	761	2838	1559	761	4256	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	33.8	2.0	2.0	34.4	1.8	0.0						
Incr Delay (d2), s/veh	6.6	1.2	2.1	7.3	0.4	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.7	0.5	0.9	0.3	0.2	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.4	3.1	4.0	41.7	2.3	0.0						
LnGrp LOS	D	A	A	D	A	A						
Approach Vol, veh/h		3056			2337							
Approach Delay, s/veh		3.9			2.5							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	5.5	64.8			6.5	63.7						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	30.0	60.0			30.0	60.0						
Max Q Clear Time (g_c+I2), s	2.6	17.1			3.5	12.2						
Green Ext Time (p_c), s	0.0	42.5			0.0	45.2						
Intersection Summary												
HCM 6th Ctrl Delay			3.3									
HCM 6th LOS			A									

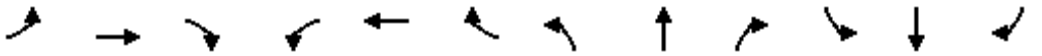
Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	145	0	0	1748	120
Future Vol, veh/h	0	145	0	0	1748	120
Conflicting Peds, #/hr	0	3	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	154	0	0	1860	128

Major/Minor	Minor2			Major2	
Conflicting Flow All	1924	997		-	0
Stage 1	1924	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	103	208		-	-
Stage 1	64	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	103	208		-	-
Mov Cap-2 Maneuver	103	-		-	-
Stage 1	64	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	59.9	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	208	-	-
HCM Lane V/C Ratio	-	0.742	-	-
HCM Control Delay (s)	0	59.9	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	5	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	632	28	18	643	306	34	56	40	192	29	136
Future Volume (veh/h)	92	632	28	18	643	306	34	56	40	192	29	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.99		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	710	31	20	722	344	38	63	45	216	33	153
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	1092	335	675	2714	839	192	314	240	351	477	418
Arrive On Green	0.07	0.21	0.21	0.38	0.53	0.53	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1781	5106	1567	1781	5106	1578	542	1171	895	1268	1777	1558
Grp Volume(v), veh/h	103	710	31	20	722	344	70	0	76	216	33	153
Grp Sat Flow(s),veh/h/ln	1781	1702	1567	1781	1702	1578	1099	0	1509	1268	1777	1558
Q Serve(g_s), s	6.8	15.2	1.9	0.8	9.3	15.7	2.7	0.0	4.7	19.0	1.7	9.6
Cycle Q Clear(g_c), s	6.8	15.2	1.9	0.8	9.3	15.7	12.3	0.0	4.7	23.6	1.7	9.6
Prop In Lane	1.00		1.00	1.00		1.00	0.54		0.59	1.00		1.00
Lane Grp Cap(c), veh/h	128	1092	335	675	2714	839	341	0	405	351	477	418
V/C Ratio(X)	0.80	0.65	0.09	0.03	0.27	0.41	0.21	0.00	0.19	0.62	0.07	0.37
Avail Cap(c_a), veh/h	313	1974	606	675	2714	839	568	0	645	553	760	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	0.97	0.97	0.97	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	43.1	37.8	23.4	15.3	16.8	36.8	0.0	33.8	42.9	32.7	35.6
Incr Delay (d2), s/veh	4.3	2.9	0.5	0.0	0.2	1.4	0.1	0.0	0.1	5.0	0.2	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	6.5	0.8	0.3	3.4	5.6	1.7	0.0	1.7	6.4	0.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.2	46.0	38.4	23.4	15.6	18.3	36.9	0.0	33.9	48.0	32.9	37.2
LnGrp LOS	E	D	D	C	B	B	D	A	C	D	C	D
Approach Vol, veh/h		844			1086			146			402	
Approach Delay, s/veh		47.3			16.6			35.4			42.6	
Approach LOS		D			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	51.6	31.4		37.1	13.0	69.9		37.1				
Change Period (Y+Rc), s	6.1	* 5.7		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	7.3	* 46		51.3	21.1	32.2		51.3				
Max Q Clear Time (g_c+I1), s	2.8	17.2		25.6	8.8	17.7		14.3				
Green Ext Time (p_c), s	0.0	8.4		4.7	0.1	9.5		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		32.4	
HCM 6th LOS		C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	473	1	0	448	368	1	0	0	270	0	30
Future Volume (veh/h)	46	473	1	0	448	368	1	0	0	270	0	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	520	1	0	492	0	1	0	0	328	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	937	2	886	2290		19	0	17	470	247	0
Arrive On Green	0.04	0.18	0.18	0.00	0.21	0.00	0.01	0.00	0.00	0.13	0.00	0.00
Sat Flow, veh/h	1781	5262	10	1781	3554	1585	1781	0	1585	3563	1870	0
Grp Volume(v), veh/h	51	336	185	0	492	0	1	0	0	328	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1869	1781	1777	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	3.4	10.8	10.8	0.0	13.7	0.0	0.1	0.0	0.0	10.6	0.0	0.0
Cycle Q Clear(g_c), s	3.4	10.8	10.8	0.0	13.7	0.0	0.1	0.0	0.0	10.6	0.0	0.0
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	66	606	333	886	2290		19	0	17	470	247	0
V/C Ratio(X)	0.77	0.55	0.55	0.00	0.21		0.05	0.00	0.00	0.70	0.00	0.00
Avail Cap(c_a), veh/h	224	1166	640	886	2290		157	0	140	1101	578	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.97	0.00	1.00	0.00	0.00	0.87	0.00	0.00
Uniform Delay (d), s/veh	57.3	45.0	45.0	0.0	22.2	0.0	58.7	0.0	0.0	49.8	0.0	0.0
Incr Delay (d2), s/veh	7.0	3.6	6.5	0.0	0.2	0.0	0.4	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.8	5.5	0.0	6.5	0.0	0.0	0.0	0.0	4.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.3	48.6	51.5	0.0	22.4	0.0	59.1	0.0	0.0	50.4	0.0	0.0
LnGrp LOS	E	D	D	A	C		E	A	A	D	A	A
Approach Vol, veh/h		572			492	A		1			328	
Approach Delay, s/veh		50.9			22.4			59.1			50.4	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.6	26.5		21.7	8.8	83.2		6.2				
Change Period (Y+Rc), s	5.9	* 5.1		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.0	* 41		37.1	15.1	36.1		10.6				
Max Q Clear Time (g_c+I1), s	12.8	12.8		12.6	5.4	15.7		2.1				
Green Ext Time (p_c), s	0.0	8.5		0.6	0.0	5.3		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	40.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	241	138	30	348	145	207	791	25	92	731	148
Future Volume (veh/h)	240	241	138	30	348	145	207	791	25	92	731	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	255	256	147	32	370	154	220	841	27	98	778	157
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	276	591	327	44	483	314	242	1793	58	119	1299	262
Arrive On Green	0.15	0.27	0.27	0.02	0.14	0.14	0.14	0.51	0.51	0.07	0.44	0.44
Sat Flow, veh/h	1781	2192	1213	1781	3554	1533	1781	3513	113	1781	2942	594
Grp Volume(v), veh/h	255	206	197	32	370	154	220	425	443	98	470	465
Grp Sat Flow(s),veh/h/ln	1781	1777	1628	1781	1777	1533	1781	1777	1849	1781	1777	1759
Q Serve(g_s), s	21.2	14.3	15.1	2.7	15.1	9.1	18.3	23.1	23.1	8.2	30.1	30.1
Cycle Q Clear(g_c), s	21.2	14.3	15.1	2.7	15.1	9.1	18.3	23.1	23.1	8.2	30.1	30.1
Prop In Lane	1.00		0.75	1.00		1.00	1.00		0.06	1.00		0.34
Lane Grp Cap(c), veh/h	276	479	439	44	483	314	242	907	944	119	784	777
V/C Ratio(X)	0.92	0.43	0.45	0.73	0.77	0.49	0.91	0.47	0.47	0.82	0.60	0.60
Avail Cap(c_a), veh/h	319	479	439	191	642	383	423	907	944	306	784	777
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.5	45.2	45.5	72.7	62.5	27.8	63.9	23.6	23.6	69.1	31.8	31.8
Incr Delay (d2), s/veh	27.7	0.2	0.3	8.2	2.5	0.4	7.5	1.7	1.7	5.3	3.4	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	6.4	6.2	1.3	7.0	3.4	8.8	10.2	10.6	3.9	13.7	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.2	45.5	45.8	80.8	65.0	28.2	71.4	25.4	25.3	74.5	35.2	35.2
LnGrp LOS	F	D	D	F	E	C	E	C	C	E	D	D
Approach Vol, veh/h		658			556			1088			1033	
Approach Delay, s/veh		62.9			55.8			34.7			38.9	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	81.9	8.1	45.6	24.8	71.5	28.4	25.3
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	25.8	* 52	16.1	37.6	35.6	41.4	26.9	* 27
Max Q Clear Time (g_c+I1), s	10.2	25.1	4.7	17.1	20.3	32.1	23.2	17.1
Green Ext Time (p_c), s	0.0	2.0	0.0	0.9	0.1	1.8	0.1	0.8

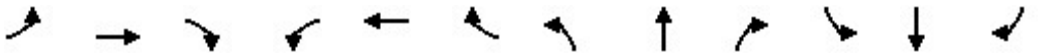
Intersection Summary	
HCM 6th Ctrl Delay	45.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

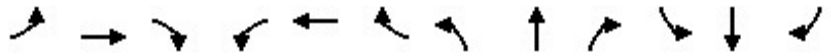
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	177	98	187	154	61	100	156	151	70	135	66
Future Volume (veh/h)	33	177	98	187	154	61	100	156	151	70	135	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	188	104	199	164	65	106	166	161	74	144	70
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	1322	665	284	801	629	136	798	476	96	719	310
Arrive On Green	0.03	0.37	0.37	0.08	0.43	0.43	0.08	0.22	0.22	0.05	0.20	0.20
Sat Flow, veh/h	1781	3554	1462	3456	1870	1470	1781	3554	1538	1781	3554	1534
Grp Volume(v), veh/h	35	188	104	199	164	65	106	166	161	74	144	70
Grp Sat Flow(s),veh/h/ln	1781	1777	1462	1728	1870	1470	1781	1777	1538	1781	1777	1534
Q Serve(g_s), s	1.7	3.1	3.7	4.9	4.8	2.3	5.1	3.3	7.1	3.6	3.0	3.3
Cycle Q Clear(g_c), s	1.7	3.1	3.7	4.9	4.8	2.3	5.1	3.3	7.1	3.6	3.0	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	47	1322	665	284	801	629	136	798	476	96	719	310
V/C Ratio(X)	0.75	0.14	0.16	0.70	0.20	0.10	0.78	0.21	0.34	0.77	0.20	0.23
Avail Cap(c_a), veh/h	610	1622	788	1183	854	671	610	1622	832	610	1622	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	18.2	14.3	39.2	15.7	15.0	39.7	27.6	23.5	40.9	29.1	29.2
Incr Delay (d2), s/veh	8.7	0.1	0.1	1.2	0.1	0.0	3.6	0.1	0.4	4.8	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.2	1.2	2.1	2.0	0.8	2.3	1.4	2.6	1.7	1.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	18.3	14.5	40.3	15.8	15.0	43.3	27.8	23.9	45.7	29.1	29.3
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		327			428			433			288	
Approach Delay, s/veh		20.6			27.1			30.2			33.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	38.5	12.1	24.4	7.7	43.4	10.1	26.4
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	6.9	5.7	7.1	5.3	3.7	6.8	5.6	9.1
Green Ext Time (p_c), s	0.3	2.0	0.1	0.7	0.0	0.8	0.1	1.7

Intersection Summary	
HCM 6th Ctrl Delay	27.8
HCM 6th LOS	C



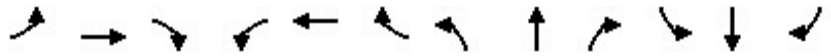
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	4	23	0	34	46	333	30	67	322	13
Future Volume (veh/h)	5	0	4	23	0	34	46	333	30	67	322	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	0	4	25	0	37	50	362	33	73	350	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	271	42	113	456	0	357	80	1530	137	106	1693	67
Arrive On Green	0.17	0.00	0.17	0.17	0.00	0.17	0.04	0.32	0.32	0.06	0.34	0.34
Sat Flow, veh/h	588	244	666	1387	0	1546	1781	4755	425	1781	5032	199
Grp Volume(v), veh/h	9	0	0	25	0	37	50	257	138	73	236	128
Grp Sat Flow(s),veh/h/ln	1498	0	0	1387	0	1546	1781	1702	1776	1781	1702	1827
Q Serve(g_s), s	0.0	0.0	0.0	0.3	0.0	0.6	0.9	1.8	1.9	1.3	1.6	1.6
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.5	0.0	0.6	0.9	1.8	1.9	1.3	1.6	1.6
Prop In Lane	0.56		0.44	1.00		1.00	1.00		0.24	1.00		0.11
Lane Grp Cap(c), veh/h	426	0	0	456	0	357	80	1096	572	106	1145	615
V/C Ratio(X)	0.02	0.00	0.00	0.05	0.00	0.10	0.63	0.23	0.24	0.69	0.21	0.21
Avail Cap(c_a), veh/h	1923	0	0	1905	0	1982	1632	6236	3254	1632	6236	3347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.3	0.0	0.0	11.5	0.0	10.0	15.4	8.1	8.2	15.1	7.7	7.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.1	0.3	3.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.0	0.2	0.4	0.5	0.5	0.5	0.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.3	0.0	0.0	11.5	0.0	10.0	18.4	8.3	8.5	18.1	7.8	7.9
LnGrp LOS	B	A	A	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		9			62			445			437	
Approach Delay, s/veh		11.3			10.6			9.5			9.6	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.3	15.9		10.5	5.9	16.4		10.5
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.3	3.9		2.1	2.9	3.6		2.6
Green Ext Time (p_c), s	0.1	3.8		0.0	0.1	3.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	6	18	29	32	10	229	645	80	36	441	161
Future Volume (veh/h)	14	6	18	29	32	10	229	645	80	36	441	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.78	1.00		0.77	1.00		0.93	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	6	19	31	34	11	246	694	86	39	474	173
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	549	362	40	529	346	289	1546	644	50	773	279
Arrive On Green	0.03	0.29	0.29	0.02	0.28	0.28	0.16	0.44	0.44	0.03	0.31	0.31
Sat Flow, veh/h	1781	1870	1235	1781	1870	1222	1781	3554	1480	1781	2490	899
Grp Volume(v), veh/h	15	6	19	31	34	11	246	694	86	39	337	310
Grp Sat Flow(s),veh/h/ln	1781	1870	1235	1781	1870	1222	1781	1777	1480	1781	1777	1612
Q Serve(g_s), s	0.9	0.2	1.2	1.8	1.4	0.7	14.2	14.5	3.7	2.3	17.1	17.4
Cycle Q Clear(g_c), s	0.9	0.2	1.2	1.8	1.4	0.7	14.2	14.5	3.7	2.3	17.1	17.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.56
Lane Grp Cap(c), veh/h	59	549	362	40	529	346	289	1546	644	50	552	500
V/C Ratio(X)	0.25	0.01	0.05	0.77	0.06	0.03	0.85	0.45	0.13	0.78	0.61	0.62
Avail Cap(c_a), veh/h	505	549	362	505	530	346	505	2014	839	505	1007	913
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.9	26.5	26.8	51.5	27.7	27.5	43.1	21.0	17.9	51.1	31.1	31.2
Incr Delay (d2), s/veh	0.8	0.0	0.0	10.9	0.0	0.0	9.7	0.3	0.1	9.5	3.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.3	0.9	0.6	0.2	7.0	6.0	1.3	1.2	7.7	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	26.5	26.9	62.4	27.7	27.5	52.8	21.3	18.1	60.7	34.1	34.6
LnGrp LOS	D	C	C	E	C	C	D	C	B	E	C	C
Approach Vol, veh/h		40			76			1026			686	
Approach Delay, s/veh		35.8			41.8			28.6			35.8	
Approach LOS		D			D			C			D	

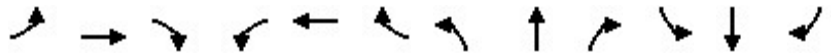
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	54.8	6.8	36.0	21.6	41.6	7.9	34.9
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	4.3	16.5	3.8	3.2	16.2	19.4	2.9	3.4
Green Ext Time (p_c), s	0.0	7.7	0.0	0.0	0.9	11.0	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	32.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



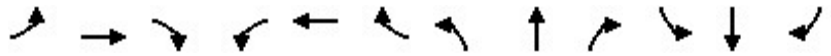
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	311	26	149	135	0	0	0	0	180	19	37
Future Volume (veh/h)	0	311	26	149	135	0	0	0	0	180	19	37
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	342	29	164	148	0				213	0	41
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	319	637	281	337	643	0				905	0	680
Arrive On Green	0.00	0.18	0.18	0.19	0.19	0.00				0.25	0.00	0.25
Sat Flow, veh/h	1781	3554	1567	1781	3572	0				3563	0	1556
Grp Volume(v), veh/h	0	342	29	164	148	0				213	0	41
Grp Sat Flow(s),veh/h/ln	1781	1777	1567	1781	1702	0				1781	0	1556
Q Serve(g_s), s	0.0	3.4	0.6	3.2	1.4	0.0				1.8	0.0	0.6
Cycle Q Clear(g_c), s	0.0	3.4	0.6	3.2	1.4	0.0				1.8	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	319	637	281	337	643	0				905	0	680
V/C Ratio(X)	0.00	0.54	0.10	0.49	0.23	0.00				0.24	0.00	0.06
Avail Cap(c_a), veh/h	2783	5552	2449	2783	5319	0				3247	0	1703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.3	13.2	13.9	13.2	0.0				11.4	0.0	6.3
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.2	0.2	0.0				0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	0.2	1.0	0.4	0.0				0.6	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.6	13.2	15.1	13.4	0.0				11.4	0.0	6.3
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		371			312						254	
Approach Delay, s/veh		14.5			14.3						10.6	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		10.9		16.0		11.6
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		5.4		3.8		5.2
Green Ext Time (p_c), s		1.4		0.5		2.1

Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	417	0	0	238	310	30	6	78	20	0	263
Future Volume (veh/h)	76	417	0	0	238	310	30	6	78	20	0	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	463	0	0	264	344	33	7	87	22	0	292
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	112	1578	0	0	558	493	176	11	143	26	0	351
Arrive On Green	0.06	0.44	0.00	0.00	0.31	0.31	0.10	0.10	0.10	0.24	0.00	0.24
Sat Flow, veh/h	1781	3647	0	0	1870	1570	1781	116	1443	111	0	1477
Grp Volume(v), veh/h	84	463	0	0	264	344	33	0	94	314	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1570	1781	0	1560	1588	0	0
Q Serve(g_s), s	3.1	5.6	0.0	0.0	8.1	13.0	1.1	0.0	3.9	12.7	0.0	0.0
Cycle Q Clear(g_c), s	3.1	5.6	0.0	0.0	8.1	13.0	1.1	0.0	3.9	12.7	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.93	0.07		0.93
Lane Grp Cap(c), veh/h	112	1578	0	0	558	493	176	0	154	378	0	0
V/C Ratio(X)	0.75	0.29	0.00	0.00	0.47	0.70	0.19	0.00	0.61	0.83	0.00	0.00
Avail Cap(c_a), veh/h	791	3158	0	0	1579	1395	1055	0	924	941	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.1	12.0	0.0	0.0	18.6	20.3	27.9	0.0	29.2	24.4	0.0	0.0
Incr Delay (d2), s/veh	11.3	0.0	0.0	0.0	0.8	2.2	0.2	0.0	1.4	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.8	0.0	0.0	3.0	4.4	0.5	0.0	1.5	4.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	12.0	0.0	0.0	19.4	22.5	28.1	0.0	30.6	26.3	0.0	0.0
LnGrp LOS	D	B	A	A	B	C	C	A	C	C	A	A
Approach Vol, veh/h		547			608			127			314	
Approach Delay, s/veh		16.7			21.1			30.0			26.3	
Approach LOS		B			C			C			C	

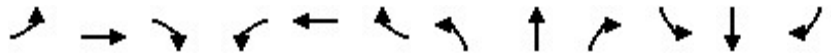
Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	34.4	20.1	8.8	25.6	13.1
Change Period (Y+Rc), s	* 4.4	4.0	4.5	4.4	6.4
Max Green Setting (Gmax), s	* 60	40.0	30.0	60.0	40.0
Max Q Clear Time (g_c+I1), s	7.6	14.7	5.1	15.0	5.9
Green Ext Time (p_c), s	1.9	1.4	0.2	4.9	0.4

Intersection Summary	
HCM 6th Ctrl Delay	21.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



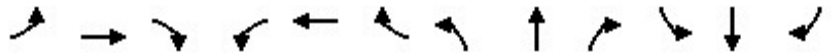
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	378	138	293	401	0	0	0	0	376	229	159
Future Volume (veh/h)	0	378	138	293	401	0	0	0	0	376	229	159
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	386	141	299	409	0				384	234	162
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1939	862	379	2515	0				626	329	272
Arrive On Green	0.00	0.55	0.55	0.22	1.00	0.00				0.18	0.18	0.18
Sat Flow, veh/h	0	3647	1579	3456	3647	0				3563	1870	1545
Grp Volume(v), veh/h	0	386	141	299	409	0				384	234	162
Grp Sat Flow(s),veh/h/ln	0	1777	1579	1728	1777	0				1781	1870	1545
Q Serve(g_s), s	0.0	4.7	3.7	6.9	0.0	0.0				8.4	9.9	8.1
Cycle Q Clear(g_c), s	0.0	4.7	3.7	6.9	0.0	0.0				8.4	9.9	8.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1939	862	379	2515	0				626	329	272
V/C Ratio(X)	0.00	0.20	0.16	0.79	0.16	0.00				0.61	0.71	0.60
Avail Cap(c_a), veh/h	0	1939	862	703	2515	0				1361	715	591
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.98	0.98	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.7	9.5	31.9	0.0	0.0				32.0	32.6	31.9
Incr Delay (d2), s/veh	0.0	0.2	0.4	1.4	0.1	0.0				0.4	1.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.6	1.2	2.5	0.0	0.0				3.6	4.5	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.0	9.9	33.2	0.1	0.0				32.4	33.7	32.7
LnGrp LOS	A	A	A	C	A	A				C	C	C
Approach Vol, veh/h		527			708						780	
Approach Delay, s/veh		9.9			14.1						32.8	
Approach LOS		A			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.6	50.7		19.7		64.3
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.9	6.7		11.9		2.0
Green Ext Time (p_c), s	0.4	2.8		1.9		3.0

Intersection Summary	
HCM 6th Ctrl Delay	20.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

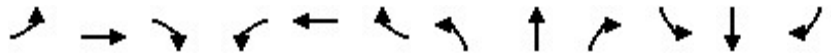


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	237	525	0	0	563	526	126	290	20	0	0	0
Future Volume (veh/h)	237	525	0	0	563	526	126	290	20	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	239	530	0	0	569	531	127	293	20			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1221	2652	0	0	1189	519	197	499	34			
Arrive On Green	0.71	1.00	0.00	0.00	0.33	0.33	0.14	0.14	0.14			
Sat Flow, veh/h	3456	3647	0	0	3647	1553	1433	3636	249			
Grp Volume(v), veh/h	239	530	0	0	569	531	159	135	146			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1553	1799	1702	1817			
Q Serve(g_s), s	2.0	0.0	0.0	0.0	10.7	28.1	7.0	6.2	6.3			
Cycle Q Clear(g_c), s	2.0	0.0	0.0	0.0	10.7	28.1	7.0	6.2	6.3			
Prop In Lane	1.00		0.00	0.00		1.00	0.80		0.14			
Lane Grp Cap(c), veh/h	1221	2652	0	0	1189	519	247	233	249			
V/C Ratio(X)	0.20	0.20	0.00	0.00	0.48	1.02	0.65	0.58	0.59			
Avail Cap(c_a), veh/h	1221	2652	0	0	1189	519	602	569	608			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	8.3	0.0	0.0	0.0	22.1	28.0	34.3	34.0	34.0			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.4	45.2	1.1	0.8	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	0.1	0.0	0.0	4.3	15.8	3.1	2.6	2.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.3	0.2	0.0	0.0	23.5	73.2	35.4	34.8	34.8			
LnGrp LOS	A	A	A	A	C	F	D	C	C			
Approach Vol, veh/h		769			1100			440				
Approach Delay, s/veh		2.7			47.5			35.0				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		67.6			34.6	33.0		16.4				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			4.0	30.1		9.0				
Green Ext Time (p_c), s		4.4			0.5	0.0		1.6				

Intersection Summary	
HCM 6th Ctrl Delay	30.2
HCM 6th LOS	C

Notes

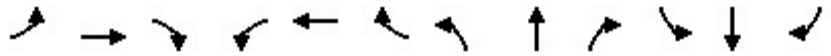
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	17	40	12	1173	18	0	0	0
Future Volume (veh/h)	0	0	0	0	17	40	12	1173	18	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	22	51	15	1504	23			
Peak Hour Factor				0.78	0.78	0.78	0.78	0.78	0.78			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	30	70	91	3494	53			
Arrive On Green				0.00	0.06	0.06	0.70	0.70	0.70			
Sat Flow, veh/h				0	498	1155	15	5010	76			
Grp Volume(v), veh/h				0	0	73	565	468	509			
Grp Sat Flow(s),veh/h/ln				0	0	1653	1866	1549	1686			
Q Serve(g_s), s				0.0	0.0	2.0	0.0	6.0	6.0			
Cycle Q Clear(g_c), s				0.0	0.0	2.0	6.0	6.0	6.0			
Prop In Lane				0.00		0.70	0.03		0.05			
Lane Grp Cap(c), veh/h				0	0	100	1382	1080	1176			
V/C Ratio(X)				0.00	0.00	0.73	0.41	0.43	0.43			
Avail Cap(c_a), veh/h				0	0	1441	2513	2025	2204			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	21.2	3.0	3.0	3.0			
Incr Delay (d2), s/veh				0.0	0.0	3.7	0.3	0.4	0.4			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.8	0.9	0.8	0.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	24.9	3.3	3.4	3.4			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					73			1542				
Approach Delay, s/veh					24.9			3.4				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	37.6							8.3				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	8.0							4.0				
Green Ext Time (p_c), s	24.0							0.3				

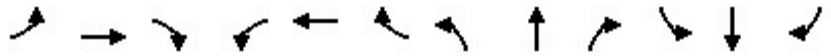
Intersection Summary												
HCM 6th Ctrl Delay			4.3									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	162	83	370	608	56	251	285	57	56	309	120
Future Volume (veh/h)	42	162	83	370	608	56	251	285	57	56	309	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	174	89	398	654	60	270	306	61	60	332	129
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	372	313	434	692	63	307	1332	255	78	667	242
Arrive On Green	0.03	0.20	0.20	0.24	0.41	0.41	0.17	0.31	0.31	0.04	0.18	0.18
Sat Flow, veh/h	1781	1870	1573	1781	1687	155	1781	4283	819	1781	3660	1327
Grp Volume(v), veh/h	45	174	89	398	0	714	270	241	126	60	307	154
Grp Sat Flow(s),veh/h/ln	1781	1870	1573	1781	0	1842	1781	1702	1697	1781	1702	1583
Q Serve(g_s), s	2.4	7.7	4.5	20.4	0.0	35.0	13.9	4.9	5.2	3.1	7.6	8.3
Cycle Q Clear(g_c), s	2.4	7.7	4.5	20.4	0.0	35.0	13.9	4.9	5.2	3.1	7.6	8.3
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.48	1.00		0.84
Lane Grp Cap(c), veh/h	58	372	313	434	0	755	307	1059	528	78	621	289
V/C Ratio(X)	0.78	0.47	0.28	0.92	0.00	0.95	0.88	0.23	0.24	0.77	0.49	0.53
Avail Cap(c_a), veh/h	570	798	671	570	0	786	570	2179	1086	570	2179	1013
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	33.2	31.9	34.5	0.0	26.6	37.8	23.9	24.0	44.4	34.4	34.7
Incr Delay (d2), s/veh	8.2	0.3	0.2	14.6	0.0	19.6	3.2	0.2	0.4	5.9	1.1	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.5	1.7	10.5	0.0	18.9	6.1	1.9	2.1	1.5	3.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.3	33.5	32.1	49.2	0.0	46.2	41.0	24.1	24.5	50.3	35.5	37.4
LnGrp LOS	D	C	C	D	A	D	D	C	C	D	D	D
Approach Vol, veh/h		308			1112			637			521	
Approach Delay, s/veh		36.0			47.3			31.4			37.8	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	34.5	27.2	23.5	20.6	22.4	7.4	43.3
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	5.1	7.2	22.4	9.7	15.9	10.3	4.4	37.0
Green Ext Time (p_c), s	0.1	4.5	0.4	0.8	0.3	5.8	0.0	1.4

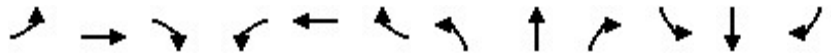
Intersection Summary	
HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	130	135	95	340	0	0	0	0	86	1381	740
Future Volume (veh/h)	0	130	135	95	340	0	0	0	0	86	1381	740
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	148	153	108	386	0				98	1569	841
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	461	391	168	571	0				1102	2105	966
Arrive On Green	0.00	0.25	0.25	0.25	0.25	0.00				0.62	0.62	0.62
Sat Flow, veh/h	0	1870	1585	464	2402	0				1781	3404	1562
Grp Volume(v), veh/h	0	148	153	242	252	0				98	1569	841
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1164	1617	0				1781	1702	1562
Q Serve(g_s), s	0.0	6.2	7.7	13.8	13.4	0.0				2.1	31.4	42.8
Cycle Q Clear(g_c), s	0.0	6.2	7.7	20.0	13.4	0.0				2.1	31.4	42.8
Prop In Lane	0.00		1.00	0.45		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	461	391	341	398	0				1102	2105	966
V/C Ratio(X)	0.00	0.32	0.39	0.71	0.63	0.00				0.09	0.75	0.87
Avail Cap(c_a), veh/h	0	583	494	433	504	0				1111	2123	975
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	29.7	30.2	36.3	32.4	0.0				7.4	13.0	15.2
Incr Delay (d2), s/veh	0.0	0.1	0.2	3.2	1.2	0.0				0.1	1.7	9.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.8	3.0	5.7	5.4	0.0				0.8	11.1	15.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.8	30.5	39.5	33.6	0.0				7.5	14.7	24.2
LnGrp LOS	A	C	C	D	C	A				A	B	C
Approach Vol, veh/h		301			494						2508	
Approach Delay, s/veh		30.1			36.5						17.6	
Approach LOS		C			D						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		30.4		65.8		30.4
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		9.7		44.8		22.0
Green Ext Time (p_c), s		0.8		14.7		1.7

Intersection Summary		
HCM 6th Ctrl Delay		21.5
HCM 6th LOS		C



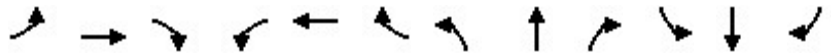
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	18	56	0	35	21	400	1084	15	0	0	0
Future Volume (veh/h)	139	18	56	0	35	21	400	1084	15	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	146	19	59	0	37	22	421	1141	16			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	388	40	1135	0	220	131	919	1851	26			
Arrive On Green	0.20	0.20	0.20	0.00	0.20	0.20	0.52	0.52	0.52			
Sat Flow, veh/h	1054	200	1573	0	1091	649	1781	3586	50			
Grp Volume(v), veh/h	165	0	59	0	0	59	421	565	592			
Grp Sat Flow(s),veh/h/ln	1254	0	1573	0	0	1740	1781	1777	1860			
Q Serve(g_s), s	3.9	0.0	0.0	0.0	0.0	1.1	5.8	8.7	8.7			
Cycle Q Clear(g_c), s	5.0	0.0	0.0	0.0	0.0	1.1	5.8	8.7	8.7			
Prop In Lane	0.88		1.00	0.00		0.37	1.00		0.03			
Lane Grp Cap(c), veh/h	428	0	1135	0	0	350	919	917	960			
V/C Ratio(X)	0.39	0.00	0.05	0.00	0.00	0.17	0.46	0.62	0.62			
Avail Cap(c_a), veh/h	1226	0	2041	0	0	1353	1362	1358	1421			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	14.6	0.0	1.6	0.0	0.0	12.7	5.9	6.6	6.6			
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.0	0.0	0.1	0.4	0.7	0.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.6	0.0	0.0	0.4	1.4	2.1	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.2	0.0	1.6	0.0	0.0	12.8	6.3	7.3	7.3			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		224			59			1578				
Approach Delay, s/veh		11.6			12.8			7.0				
Approach LOS		B			B			A				

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		24.4		14.2				14.2				
Change Period (Y+Rc), s		4.5		* 6.4				6.4				
Max Green Setting (Gmax), s		29.5		* 30				30.0				
Max Q Clear Time (g_c+I1), s		10.7		7.0				3.1				
Green Ext Time (p_c), s		9.2		1.2				0.2				

Intersection Summary												
HCM 6th Ctrl Delay			7.8									
HCM 6th LOS			A									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	30	61	2	2	31	595	38	38	737	7
Future Volume (veh/h)	0	0	30	61	2	2	31	595	38	38	737	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	33	67	2	2	34	654	42	42	810	8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	0	331	420	180	180	55	2207	673	125	2281	23
Arrive On Green	0.00	0.00	0.21	0.21	0.21	0.21	0.03	0.43	0.43	0.04	0.44	0.44
Sat Flow, veh/h	1412	0	1578	1370	856	856	1781	5106	1558	3456	5212	51
Grp Volume(v), veh/h	0	0	33	67	0	4	34	654	42	42	529	289
Grp Sat Flow(s),veh/h/ln	1412	0	1578	1370	0	1713	1781	1702	1558	1728	1702	1859
Q Serve(g_s), s	0.0	0.0	0.8	1.9	0.0	0.1	0.9	3.9	0.7	0.5	4.8	4.8
Cycle Q Clear(g_c), s	0.0	0.0	0.8	2.7	0.0	0.1	0.9	3.9	0.7	0.5	4.8	4.8
Prop In Lane	1.00		1.00	1.00		0.50	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	156	0	331	420	0	359	55	2207	673	125	1490	814
V/C Ratio(X)	0.00	0.00	0.10	0.16	0.00	0.01	0.62	0.30	0.06	0.34	0.35	0.36
Avail Cap(c_a), veh/h	1080	0	1365	1317	0	1481	1155	6621	2020	2241	4414	2411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	14.8	15.8	0.0	14.5	22.2	8.6	7.7	21.8	8.7	8.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0	4.3	0.1	0.1	0.6	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	0.6	0.0	0.0	0.4	1.1	0.2	0.2	1.3	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	14.8	15.9	0.0	14.5	26.4	8.7	7.7	22.3	8.8	8.9
LnGrp LOS	A	A	B	B	A	B	C	A	A	C	A	A
Approach Vol, veh/h		33			71			730			860	
Approach Delay, s/veh		14.8			15.8			9.5			9.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.1	25.7		14.5	5.8	26.0		14.5
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	2.5	5.9		2.8	2.9	6.8		4.7
Green Ext Time (p_c), s	0.1	9.5		0.1	0.0	6.1		0.1

Intersection Summary	
HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

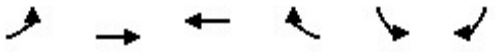
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3057	10	0	2098	0	0	0	3	0	0	0
Future Vol, veh/h	0	3057	10	0	2098	0	0	0	3	0	0	0
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	3359	11	0	2305	0	0	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1685	-	-	1154
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	0	0	0	71	0	0	164
Stage 1	0	-	-	0	-	0	0	0	-	0	0	-
Stage 2	0	-	-	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	71	-	-	164
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	58.2	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	71	-	-	-	-
HCM Lane V/C Ratio	0.046	-	-	-	-
HCM Control Delay (s)	58.2	-	-	-	0
HCM Lane LOS	F	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1144	1934	2477	52	27	54
Future Volume (veh/h)	1144	1934	2477	52	27	54
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1300	2198	2815	0	31	61
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	814	4277	2916		95	84
Arrive On Green	0.24	0.86	0.59	0.00	0.05	0.05
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1300	2198	2815	0	31	61
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	27.8	13.2	63.5	0.0	2.0	4.5
Cycle Q Clear(g_c), s	27.8	13.2	63.5	0.0	2.0	4.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	814	4277	2916		95	84
V/C Ratio(X)	1.60	0.51	0.97		0.33	0.72
Avail Cap(c_a), veh/h	814	4277	2916		479	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.14	0.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	2.1	23.3	0.0	53.8	55.0
Incr Delay (d2), s/veh	274.3	0.4	2.1	0.0	0.7	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	42.5	1.6	22.2	0.0	0.9	4.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	319.4	2.6	25.5	0.0	54.6	59.4
LnGrp LOS	F	A	C		D	E
Approach Vol, veh/h		3498	2815	A	92	
Approach Delay, s/veh		120.3	25.5		57.8	
Approach LOS		F	C		E	

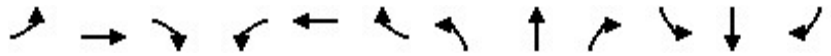
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		106.5		11.5	32.2	74.3
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		75.8		31.7	27.8	* 44
Max Q Clear Time (g_c+I1), s		15.2		6.5	29.8	65.5
Green Ext Time (p_c), s		56.7		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	77.7
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	302	824	41	38	1025	63	108	284	61	52	175	612
Future Volume (veh/h)	302	824	41	38	1025	63	108	284	61	52	175	612
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.94	1.00		0.88
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	325	886	44	41	1102	68	116	305	66	56	188	658
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	349	1613	80	222	1370	85	139	925	190	72	934	566
Arrive On Green	0.20	0.47	0.47	0.17	0.54	0.54	0.08	0.22	0.22	0.04	0.18	0.18
Sat Flow, veh/h	1781	3442	171	1781	3399	210	1781	4195	859	1781	5106	1398
Grp Volume(v), veh/h	325	457	473	41	576	594	116	244	127	56	188	658
Grp Sat Flow(s),veh/h/ln	1781	1777	1837	1781	1777	1832	1781	1702	1650	1781	1702	1398
Q Serve(g_s), s	25.1	25.8	25.8	2.8	37.0	37.0	9.0	8.4	9.1	4.4	4.4	25.6
Cycle Q Clear(g_c), s	25.1	25.8	25.8	2.8	37.0	37.0	9.0	8.4	9.1	4.4	4.4	25.6
Prop In Lane	1.00		0.09	1.00		0.11	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	349	833	861	222	716	738	139	751	364	72	934	566
V/C Ratio(X)	0.93	0.55	0.55	0.18	0.80	0.80	0.83	0.33	0.35	0.78	0.20	1.16
Avail Cap(c_a), veh/h	382	833	861	222	716	738	244	751	364	244	934	566
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.87	0.87	0.87	0.98	0.98	0.98	0.98	0.98	0.98
Uniform Delay (d), s/veh	55.4	26.6	26.6	52.3	28.0	28.0	63.6	45.8	46.1	66.5	48.5	44.3
Incr Delay (d2), s/veh	28.2	2.6	2.5	1.6	8.2	8.0	4.8	0.3	0.6	6.4	0.2	91.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.8	11.3	11.6	1.3	15.4	15.8	4.2	3.6	3.8	2.1	1.9	33.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.5	29.2	29.1	53.9	36.2	36.0	68.4	46.1	46.7	72.9	48.7	135.4
LnGrp LOS	F	C	C	D	D	D	E	D	D	E	D	F
Approach Vol, veh/h		1255			1211			487			902	
Approach Delay, s/veh		43.3			36.7			51.6			113.5	
Approach LOS		D			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	35.9	23.3	70.8	15.3	30.6	31.8	62.2
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	6.4	11.1	4.8	27.8	11.0	27.6	27.1	39.0
Green Ext Time (p_c), s	0.0	2.1	0.0	9.5	0.1	0.0	0.3	3.4

Intersection Summary	
HCM 6th Ctrl Delay	58.7
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	893	41	31	211	0	0	0	0	224	196	915
Future Volume (veh/h)	0	893	41	31	211	0	0	0	0	224	196	915
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1003	46	35	237	0				252	220	1028
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1740	80	60	2021	0				616	1293	537
Arrive On Green	0.00	1.00	1.00	0.03	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3551	159	1781	3647	0				1781	3741	1553
Grp Volume(v), veh/h	0	515	534	35	237	0				252	220	1028
Grp Sat Flow(s),veh/h/ln	0	1777	1839	1781	1777	0				1781	1870	1553
Q Serve(g_s), s	0.0	0.0	0.0	2.7	4.3	0.0				15.1	5.7	48.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.7	4.3	0.0				15.1	5.7	48.4
Prop In Lane	0.00		0.09	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	894	926	60	2021	0				616	1293	537
V/C Ratio(X)	0.00	0.58	0.58	0.58	0.12	0.00				0.41	0.17	1.91
Avail Cap(c_a), veh/h	0	894	926	313	2021	0				616	1293	537
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.89	0.89	0.81	0.81	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	66.7	14.0	0.0				34.9	31.8	45.8
Incr Delay (d2), s/veh	0.0	2.4	2.3	2.7	0.1	0.0				2.0	0.3	418.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.6	1.3	1.7	0.0				7.0	2.7	81.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	2.4	2.3	69.3	14.1	0.0				36.9	32.1	464.2
LnGrp LOS	A	A	A	E	B	A				D	C	F
Approach Vol, veh/h		1049			272						1500	
Approach Delay, s/veh		2.4			21.2						329.0	
Approach LOS		A			C						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.1	77.1		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	11.7	2.0		50.4		6.3
Green Ext Time (p_c), s	0.0	2.1		0.0		0.5

Intersection Summary	
HCM 6th Ctrl Delay	177.9
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	724	383	0	0	222	99	43	72	29	0	0	0
Future Volume (veh/h)	724	383	0	0	222	99	43	72	29	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	770	407	0	0	236	105	46	77	31			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1529	1509	0	0	730	314	90	164	108			
Arrive On Green	0.44	0.81	0.00	0.00	0.30	0.30	0.07	0.07	0.07			
Sat Flow, veh/h	3456	1870	0	0	2503	1036	1266	2318	1529			
Grp Volume(v), veh/h	770	407	0	0	172	169	66	57	31			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1668	1807	1777	1529			
Q Serve(g_s), s	12.8	4.3	0.0	0.0	6.0	6.3	2.8	2.5	1.5			
Cycle Q Clear(g_c), s	12.8	4.3	0.0	0.0	6.0	6.3	2.8	2.5	1.5			
Prop In Lane	1.00		0.00	0.00		0.62	0.70		1.00			
Lane Grp Cap(c), veh/h	1529	1509	0	0	539	506	128	126	108			
V/C Ratio(X)	0.50	0.27	0.00	0.00	0.32	0.33	0.51	0.46	0.29			
Avail Cap(c_a), veh/h	1529	1509	0	0	580	544	386	380	327			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.78	0.78	0.00	0.00	1.00	1.00	0.98	0.98	0.98			
Uniform Delay (d), s/veh	16.0	1.9	0.0	0.0	21.5	21.6	35.8	35.7	35.3			
Incr Delay (d2), s/veh	0.2	0.3	0.0	0.0	0.1	0.1	1.2	0.9	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.5	0.6	0.0	0.0	2.3	2.3	1.3	1.1	0.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.2	2.3	0.0	0.0	21.6	21.8	37.0	36.6	35.8			
LnGrp LOS	B	A	A	A	C	C	D	D	D			
Approach Vol, veh/h		1177			341			154				
Approach Delay, s/veh		11.4			21.7			36.6				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.4			40.3	29.2		10.6				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		6.3			14.8	8.3		4.8				
Green Ext Time (p_c), s		1.5			1.9	1.1		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	15.8
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

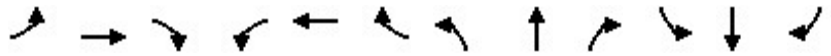
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	80	2011	563	0	0	1925
Future Volume (veh/h)	80	2011	563	0	0	1925
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	86	0	605	0	0	2070
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	150		2044	0	671	5192
Arrive On Green	0.08	0.00	0.41	0.00	0.00	0.83
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	86	0	605	0	0	2070
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	5.1	0.0	9.0	0.0	0.0	9.4
Cycle Q Clear(g_c), s	5.1	0.0	9.0	0.0	0.0	9.4
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	150		2044	0	671	5192
V/C Ratio(X)	0.57		0.30	0.00	0.00	0.40
Avail Cap(c_a), veh/h	487		2044	0	730	5192
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.53	0.00	0.83	0.00	0.00	0.84
Uniform Delay (d), s/veh	48.5	0.0	21.8	0.0	0.0	2.5
Incr Delay (d2), s/veh	0.7	0.0	0.1	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	3.3	0.0	0.0	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.1	0.0	21.9	0.0	0.0	2.7
LnGrp LOS	D		C	A	A	A
Approach Vol, veh/h	86	A	605			2070
Approach Delay, s/veh	49.1		21.9			2.7
Approach LOS	D		C			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	45.8	50.0			95.8	14.2
Change Period (Y+Rc), s	4.4	4.9			4.9	4.9
Max Green Setting (Gmax), s	45.1	20.6			45.1	30.1
Max Q Clear Time (g_c+I1), s	10.0	11.0			11.4	7.1
Green Ext Time (p_c), s	0.0	3.4			24.3	0.1

Intersection Summary	
HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



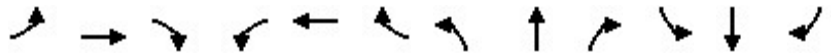
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	210	1981	121	123	316	0	0	224	23
Future Volume (veh/h)	0	0	0	210	1981	121	123	316	0	0	224	23
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.88
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				223	2107	129	131	336	0	0	238	24
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				263	2647	166	155	1466	0	0	661	64
Arrive On Green				0.19	0.19	0.19	0.17	0.57	0.00	0.00	0.14	0.14
Sat Flow, veh/h				458	4615	289	1781	5274	0	0	4837	452
Grp Volume(v), veh/h				899	750	810	131	336	0	0	171	91
Grp Sat Flow(s),veh/h/ln				1847	1702	1812	1781	1702	0	0	1702	1716
Q Serve(g_s), s				51.7	46.0	46.8	7.8	3.6	0.0	0.0	5.0	5.3
Cycle Q Clear(g_c), s				51.7	46.0	46.8	7.8	3.6	0.0	0.0	5.0	5.3
Prop In Lane				0.25		0.16	1.00		0.00	0.00		0.26
Lane Grp Cap(c), veh/h				1060	976	1039	155	1466	0	0	482	243
V/C Ratio(X)				0.85	0.77	0.78	0.84	0.23	0.00	0.00	0.35	0.38
Avail Cap(c_a), veh/h				1060	976	1039	155	1629	0	0	591	298
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.55	0.55	0.55	0.66	0.66	0.00	0.00	0.94	0.94
Uniform Delay (d), s/veh				40.0	37.6	38.0	44.7	17.5	0.0	0.0	42.7	42.8
Incr Delay (d2), s/veh				4.9	3.3	3.3	22.2	0.1	0.0	0.0	0.3	0.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				27.0	21.8	23.6	4.1	1.3	0.0	0.0	2.1	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				44.9	40.9	41.2	66.8	17.5	0.0	0.0	43.0	43.4
LnGrp LOS				D	D	D	E	B	A	A	D	D
Approach Vol, veh/h					2459			467			262	
Approach Delay, s/veh					42.5			31.3			43.1	
Approach LOS					D			C			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	15.5	22.0	69.0	37.5
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	9.6	* 19	63.1	35.1
Max Q Clear Time (g_c+I1), s	9.8	7.3	53.7	5.6
Green Ext Time (p_c), s	0.0	0.9	7.9	2.5

Intersection Summary	
HCM 6th Ctrl Delay	40.9
HCM 6th LOS	D

Notes

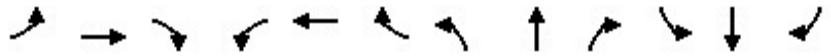
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	262	2274	0	0	0	0	0	154	50
Future Volume (veh/h)	0	0	0	262	2274	0	0	0	0	0	154	50
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				276	2394	0				0	162	53
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				361	3366	0				0	764	226
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				508	4909	0				0	4025	1142
Grp Volume(v), veh/h				1003	1667	0				0	141	74
Grp Sat Flow(s),veh/h/ln				1845	1702	0				0	1702	1594
Q Serve(g_s), s				55.8	49.2	0.0				0.0	3.8	4.3
Cycle Q Clear(g_c), s				55.8	49.2	0.0				0.0	3.8	4.3
Prop In Lane				0.28		0.00				0.00		0.72
Lane Grp Cap(c), veh/h				1310	2417	0				0	675	316
V/C Ratio(X)				0.77	0.69	0.00				0.00	0.21	0.23
Avail Cap(c_a), veh/h				1310	2417	0				0	675	316
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				33.6	31.1	0.0				0.0	36.9	37.1
Incr Delay (d2), s/veh				4.3	1.6	0.0				0.0	0.7	1.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				29.0	22.9	0.0				0.0	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				37.9	32.7	0.0				0.0	37.6	38.8
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					2670						215	
Approach Delay, s/veh					34.6						38.0	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.7		83.3						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.8		78.1						
Max Q Clear Time (g_c+I1), s				6.3		57.8						
Green Ext Time (p_c), s				0.3		5.1						

Intersection Summary												
HCM 6th Ctrl Delay			34.9									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2442	114	67	90	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2442	114	67	90	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2598	121	71	96	0			
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3503	161	293	438	0			
Arrive On Green				0.00	0.23	0.23	0.20	0.20	0.00			
Sat Flow, veh/h				0	5166	230	1434	2235	0			
Grp Volume(v), veh/h				0	1759	960	89	78	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1824	1799	1777	0			
Q Serve(g_s), s				0.0	52.7	53.9	4.6	4.0	0.0			
Cycle Q Clear(g_c), s				0.0	52.7	53.9	4.6	4.0	0.0			
Prop In Lane				0.00		0.13	0.80		0.00			
Lane Grp Cap(c), veh/h				0	2386	1278	368	363	0			
V/C Ratio(X)				0.00	0.74	0.75	0.24	0.21	0.00			
Avail Cap(c_a), veh/h				0	2386	1278	368	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	32.9	33.4	36.6	36.4	0.0			
Incr Delay (d2), s/veh				0.0	2.1	4.1	1.6	1.3	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	24.6	27.6	2.2	1.9	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	35.0	37.5	38.2	37.7	0.0			
LnGrp LOS				A	C	D	D	D	A			
Approach Vol, veh/h					2719			167				
Approach Delay, s/veh					35.8			38.0				
Approach LOS					D			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						55.9		6.6				
Green Ext Time (p_c), s						18.9		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	36.0
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	299	2521	0	0	0	0	0	209	38
Future Volume (veh/h)	0	0	0	299	2521	0	0	0	0	0	209	38
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				305	2572	0				0	213	39
Peak Hour Factor				0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				364	3314	0				0	733	312
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				520	4897	0				0	3647	1514
Grp Volume(v), veh/h				1083	1794	0				0	213	39
Grp Sat Flow(s),veh/h/ln				1844	1702	0				0	1777	1514
Q Serve(g_s), s				61.6	54.0	0.0				0.0	5.6	2.3
Cycle Q Clear(g_c), s				61.6	54.0	0.0				0.0	5.6	2.3
Prop In Lane				0.28		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1293	2386	0				0	733	312
V/C Ratio(X)				0.84	0.75	0.00				0.00	0.29	0.12
Avail Cap(c_a), veh/h				1293	2386	0				0	733	312
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				36.3	33.4	0.0				0.0	36.9	35.6
Incr Delay (d2), s/veh				6.6	2.2	0.0				0.0	1.0	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				32.6	25.2	0.0				0.0	2.5	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				42.9	35.6	0.0				0.0	37.9	36.4
LnGrp LOS				D	D	A				A	D	D
Approach Vol, veh/h					2877						252	
Approach Delay, s/veh					38.4						37.6	
Approach LOS					D						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				27.6		82.4						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				22.7		77.1						
Max Q Clear Time (g_c+I1), s				7.6		63.6						
Green Ext Time (p_c), s				1.3		12.8						

Intersection Summary												
HCM 6th Ctrl Delay			38.3									
HCM 6th LOS			D									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2805	89	31	35	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2805	89	31	35	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2892	92	32	36	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3700	116	279	353	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5250	160	1576	2086	0			
Grp Volume(v), veh/h				0	1926	1058	36	32	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1837	1792	1777	0			
Q Serve(g_s), s				0.0	39.0	40.6	1.9	1.6	0.0			
Cycle Q Clear(g_c), s				0.0	39.0	40.6	1.9	1.6	0.0			
Prop In Lane				0.00		0.09	0.88		0.00			
Lane Grp Cap(c), veh/h				0	2479	1338	318	315	0			
V/C Ratio(X)				0.00	0.78	0.79	0.11	0.10	0.00			
Avail Cap(c_a), veh/h				0	2479	1338	318	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	9.4	9.6	38.0	37.9	0.0			
Incr Delay (d2), s/veh				0.0	2.5	4.8	0.7	0.6	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	12.9	15.4	0.9	0.8	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	11.8	14.4	38.7	38.5	0.0			
LnGrp LOS				A	B	B	D	D	A			
Approach Vol, veh/h					2984			68				
Approach Delay, s/veh					12.7			38.6				
Approach LOS					B			D				

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						42.6		3.9				
Green Ext Time (p_c), s						33.3		0.2				

Intersection Summary		
HCM 6th Ctrl Delay	13.3	
HCM 6th LOS	B	

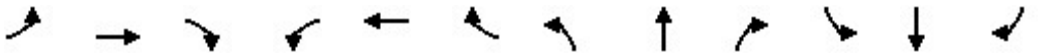
Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	117	415	1	98	0	0	0	17
Future Vol, veh/h	0	0	0	0	117	415	1	98	0	0	0	17
Conflicting Peds, #/hr	5	0	2	2	0	5	21	0	0	0	0	21
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	121	428	1	101	0	0	0	18

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	82	554	-	-	-	301
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	82	554	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	896	439	0	0	0	695
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	917	512	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	874	437	-	-	-	692
Mov Cap-2 Maneuver	-	-	-	874	437	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	894	509	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	15.7	10.3
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	437	-	-	692
HCM Lane V/C Ratio	0.231	-	-	0.025
HCM Control Delay (s)	15.7	-	-	10.3
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	0.9	-	-	0.1



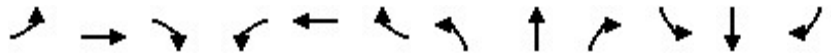
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	562	75	1388	665	0
Future Volume (veh/h)	0	0	0	0	0	0	0	562	75	1388	665	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	639	85	1577	756	0
Peak Hour Factor	0.88	0.88	0.88				0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1016	315	3561	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.20	0.20	0.94	1.00	0.00
Sat Flow, veh/h		0					0	5149	1542	5023	1826	0
Grp Volume(v), veh/h		0.0					0	639	85	1577	756	0
Grp Sat Flow(s),veh/h/ln							0	1662	1542	1674	1826	0
Q Serve(g_s), s							0.0	12.9	5.1	3.4	0.0	0.0
Cycle Q Clear(g_c), s							0.0	12.9	5.1	3.4	0.0	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1016	315	3561	1740	0
V/C Ratio(X)							0.00	0.63	0.27	0.44	0.43	0.00
Avail Cap(c_a), veh/h							0	1205	373	3561	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.92	0.92	0.00
Uniform Delay (d), s/veh							0.0	40.0	36.9	1.0	0.0	0.0
Incr Delay (d2), s/veh							0.0	1.8	1.2	0.1	0.7	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	5.2	2.0	0.6	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	41.7	38.1	1.1	0.7	0.0
LnGrp LOS							A	D	D	A	A	A
Approach Vol, veh/h								724			2333	
Approach Delay, s/veh								41.3			1.0	
Approach LOS								D			A	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	82.4	27.6				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				40.0						
Max Q Clear Time (g_c+I1), s	5.4	14.9				2.0						
Green Ext Time (p_c), s	7.8	5.8				7.7						

Intersection Summary		
HCM 6th Ctrl Delay		10.5
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



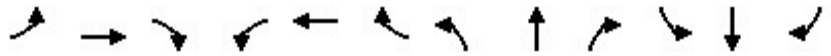
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	1331	64	0	0	0	0	388	195	71	354	0
Future Volume (veh/h)	41	1331	64	0	0	0	0	388	195	71	354	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	45	1463	70				0	426	214	78	389	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	92	3175	961				0	631	282	108	1461	0
Arrive On Green	0.20	0.20	0.20				0.00	0.19	0.19	0.12	0.57	0.00
Sat Flow, veh/h	148	5119	1549				0	3572	1521	1781	5274	0
Grp Volume(v), veh/h	566	942	70				0	426	214	78	389	0
Grp Sat Flow(s),veh/h/ln	1863	1702	1549				0	1702	1521	1781	1702	0
Q Serve(g_s), s	29.6	26.6	4.0				0.0	12.8	14.7	4.6	4.2	0.0
Cycle Q Clear(g_c), s	29.6	26.6	4.0				0.0	12.8	14.7	4.6	4.2	0.0
Prop In Lane	0.08		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1155	2111	961				0	631	282	108	1461	0
V/C Ratio(X)	0.49	0.45	0.07				0.00	0.68	0.76	0.72	0.27	0.00
Avail Cap(c_a), veh/h	1155	2111	961				0	916	409	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.44	0.44	0.44				0.00	1.00	1.00	0.87	0.87	0.00
Uniform Delay (d), s/veh	28.4	27.2	18.2				0.0	41.7	42.5	47.4	17.7	0.0
Incr Delay (d2), s/veh	0.7	0.3	0.1				0.0	1.4	5.3	2.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	12.2	1.4				0.0	5.4	5.8	2.0	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.0	27.5	18.3				0.0	43.2	47.8	50.3	17.8	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1578						640			467	
Approach Delay, s/veh		27.6						44.7			23.2	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	73.1	36.9	11.1	25.8
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	31.6	6.2	6.6	16.7
Green Ext Time (p_c), s	10.8	2.2	0.1	3.7

Intersection Summary	
HCM 6th Ctrl Delay	30.9
HCM 6th LOS	C

Notes

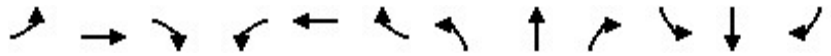
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



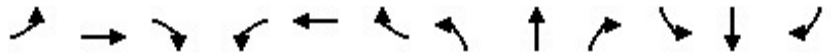
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1530	34	0	0	0	0	0	0	108	304	0
Future Volume (veh/h)	0	1530	34	0	0	0	0	0	0	108	304	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1645	37							116	327	0
Peak Hour Factor	0.93	0.93	0.93							0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2993	67							417	1293	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5305	116							1271	4108	0
Grp Volume(v), veh/h	0	1090	592							165	278	0
Grp Sat Flow(s),veh/h/ln	0	1702	1848							1807	1702	0
Q Serve(g_s), s	0.0	31.8	31.8							9.2	8.2	0.0
Cycle Q Clear(g_c), s	0.0	31.8	31.8							9.2	8.2	0.0
Prop In Lane	0.00		0.06							0.70		0.00
Lane Grp Cap(c), veh/h	0	1984	1077							593	1117	0
V/C Ratio(X)	0.00	0.55	0.55							0.28	0.25	0.00
Avail Cap(c_a), veh/h	0	1984	1077							593	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	31.4	31.4							37.1	36.6	0.0
Incr Delay (d2), s/veh	0.0	1.1	2.0							1.2	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.8	16.3							4.6	3.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	32.5	33.4							38.2	37.2	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1682									443	
Approach Delay, s/veh		32.8									37.6	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	33.8	11.2
Green Ext Time (p_c), s	5.3	1.2

Intersection Summary	
HCM 6th Ctrl Delay	33.8
HCM 6th LOS	C



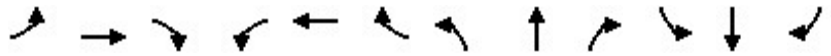
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1605	0	0	0	0	0	101	156	0	0	0
Future Volume (veh/h)	49	1605	0	0	0	0	0	101	156	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.94			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	53	1726	0				0	109	168			
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	85	2937	0				0	599	505			
Arrive On Green	0.19	0.19	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	148	5288	0				0	1870	1496			
Grp Volume(v), veh/h	668	1111	0				0	109	168			
Grp Sat Flow(s),veh/h/ln	1863	1702	0				0	1777	1496			
Q Serve(g_s), s	36.3	32.6	0.0				0.0	4.8	9.2			
Cycle Q Clear(g_c), s	36.3	32.6	0.0				0.0	4.8	9.2			
Prop In Lane	0.08		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1069	1953	0				0	599	505			
V/C Ratio(X)	0.63	0.57	0.00				0.00	0.18	0.33			
Avail Cap(c_a), veh/h	1069	1953	0				0	599	505			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	33.7	32.2	0.0				0.0	25.7	27.2			
Incr Delay (d2), s/veh	2.8	1.2	0.0				0.0	0.7	1.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.9	15.2	0.0				0.0	2.2	3.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.5	33.4	0.0				0.0	26.4	29.0			
LnGrp LOS	D	C	A				A	C	C			
Approach Vol, veh/h		1779						277				
Approach Delay, s/veh		34.6						28.0				
Approach LOS		C						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		68.0						42.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		63.1						37.1				
Max Q Clear Time (g_c+I1), s		38.3						11.2				
Green Ext Time (p_c), s		14.7						1.9				
Intersection Summary												
HCM 6th Ctrl Delay			33.7									
HCM 6th LOS			C									



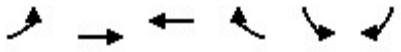
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1682	53	0	0	0	0	0	0	168	339	0
Future Volume (veh/h)	0	1682	53	0	0	0	0	0	0	168	339	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1716	54							171	346	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2501	79							747	1489	0
Arrive On Green	0.00	0.16	0.16							0.14	0.14	0.00
Sat Flow, veh/h	0	5253	160							1781	3647	0
Grp Volume(v), veh/h	0	1149	621							171	346	0
Grp Sat Flow(s),veh/h/ln	0	1702	1840							1781	1777	0
Q Serve(g_s), s	0.0	35.0	35.0							9.4	9.5	0.0
Cycle Q Clear(g_c), s	0.0	35.0	35.0							9.4	9.5	0.0
Prop In Lane	0.00		0.09							1.00		0.00
Lane Grp Cap(c), veh/h	0	1674	905							747	1489	0
V/C Ratio(X)	0.00	0.69	0.69							0.23	0.23	0.00
Avail Cap(c_a), veh/h	0	1674	905							747	1489	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	38.1	38.1							31.6	31.6	0.0
Incr Delay (d2), s/veh	0.0	2.3	4.2							0.7	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	16.5	18.3							4.6	4.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	40.4	42.3							32.3	32.0	0.0
LnGrp LOS	A	D	D							C	C	A
Approach Vol, veh/h		1770									517	
Approach Delay, s/veh		41.1									32.1	
Approach LOS		D									C	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	59.0	51.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	54.1	46.1
Max Q Clear Time (g_c+I1), s	37.0	11.5
Green Ext Time (p_c), s	11.4	3.1

Intersection Summary	
HCM 6th Ctrl Delay	39.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1810	0	0	0	0	0	42	68	0	0	0
Future Volume (veh/h)	30	1810	0	0	0	0	0	42	68	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	33	1967	0				0	46	74			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	58	3684	0				0	357	318			
Arrive On Green	0.23	0.23	0.00				0.00	0.20	0.20			
Sat Flow, veh/h	82	5357	0				0	1870	1585			
Grp Volume(v), veh/h	752	1248	0				0	46	74			
Grp Sat Flow(s),veh/h/ln	1866	1702	0				0	1777	1585			
Q Serve(g_s), s	39.1	35.1	0.0				0.0	2.3	4.3			
Cycle Q Clear(g_c), s	39.1	35.1	0.0				0.0	2.3	4.3			
Prop In Lane	0.04		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1325	2417	0				0	357	318			
V/C Ratio(X)	0.57	0.52	0.00				0.00	0.13	0.23			
Avail Cap(c_a), veh/h	1325	2417	0				0	357	318			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	27.2	25.7	0.0				0.0	36.1	36.8			
Incr Delay (d2), s/veh	1.8	0.8	0.0				0.0	0.7	1.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	20.2	16.2	0.0				0.0	1.1	1.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.0	26.5	0.0				0.0	36.8	38.5			
LnGrp LOS	C	C	A				A	D	D			
Approach Vol, veh/h		2000						120				
Approach Delay, s/veh		27.4						37.9				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		83.0						27.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		78.1						22.1				
Max Q Clear Time (g_c+I1), s		41.1						6.3				
Green Ext Time (p_c), s		21.7						0.5				
Intersection Summary												
HCM 6th Ctrl Delay			28.0									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	39	840	931	10	52	174
Future Volume (veh/h)	39	840	931	10	52	174
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	41	875	970	10	54	181
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	53	3875	3614	37	456	209
Arrive On Green	0.01	0.26	1.00	1.00	0.13	0.13
Sat Flow, veh/h	1781	5149	5250	52	3456	1585
Grp Volume(v), veh/h	41	875	634	346	54	181
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1815	1728	1585
Q Serve(g_s), s	2.7	16.3	0.0	0.0	1.6	13.2
Cycle Q Clear(g_c), s	2.7	16.3	0.0	0.0	1.6	13.2
Prop In Lane	1.00			0.03	1.00	1.00
Lane Grp Cap(c), veh/h	53	3875	2361	1290	456	209
V/C Ratio(X)	0.78	0.23	0.27	0.27	0.12	0.87
Avail Cap(c_a), veh/h	319	3875	2361	1290	884	406
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.96	0.96	1.00	1.00
Uniform Delay (d), s/veh	58.0	15.8	0.0	0.0	45.2	50.2
Incr Delay (d2), s/veh	8.2	0.1	0.3	0.5	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	7.2	0.1	0.2	0.7	11.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	66.3	16.0	0.3	0.5	45.2	54.4
LnGrp LOS	E	B	A	A	D	D
Approach Vol, veh/h		916	980		235	
Approach Delay, s/veh		18.2	0.3		52.3	
Approach LOS		B	A		D	

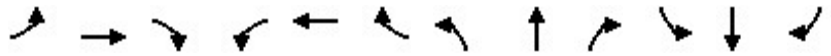
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		97.5		20.5	7.9	89.6
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 77		30.2	21.1	51.6
Max Q Clear Time (g_c+I1), s		18.3		15.2	4.7	2.0
Green Ext Time (p_c), s		19.1		0.4	0.0	18.7

Intersection Summary		
HCM 6th Ctrl Delay		13.8
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	788	9	16	928	5	0	13	13	46	0	11
Future Volume (veh/h)	99	788	9	16	928	5	0	13	13	46	0	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	812	9	16	957	0	0	13	13	47	0	11
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	748	3619	40	60	1567		35	16	16	227	0	102
Arrive On Green	0.84	1.00	1.00	0.03	0.31	0.00	0.00	0.02	0.02	0.07	0.00	0.07
Sat Flow, veh/h	1781	5081	56	1781	4985	1585	1781	841	841	3456	0	1556
Grp Volume(v), veh/h	102	531	290	16	957	0	0	0	26	47	0	11
Grp Sat Flow(s),veh/h/ln	1781	1662	1814	1781	1662	1585	1781	0	1683	1728	0	1556
Q Serve(g_s), s	1.2	0.0	0.0	1.0	19.2	0.0	0.0	0.0	1.8	1.5	0.0	0.8
Cycle Q Clear(g_c), s	1.2	0.0	0.0	1.0	19.2	0.0	0.0	0.0	1.8	1.5	0.0	0.8
Prop In Lane	1.00		0.03	1.00		1.00	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	748	2367	1292	60	1567		35	0	33	227	0	102
V/C Ratio(X)	0.14	0.22	0.22	0.26	0.61		0.00	0.00	0.79	0.21	0.00	0.11
Avail Cap(c_a), veh/h	748	2367	1292	168	1567		251	0	237	999	0	450
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.6	0.0	0.0	55.6	34.3	0.0	0.0	0.0	57.6	52.2	0.0	51.9
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.9	1.8	0.0	0.0	0.0	14.7	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.1	0.5	7.7	0.0	0.0	0.0	0.9	0.7	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.6	0.2	0.4	56.4	36.1	0.0	0.0	0.0	72.4	52.4	0.0	52.0
LnGrp LOS	A	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		923			973	A		26			58	
Approach Delay, s/veh		0.9			36.4			72.4			52.3	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	89.7		12.7	55.2	42.9		7.2
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.0	21.6		34.1	10.2	* 37		16.6
Max Q Clear Time (g_c+I1), s	3.0	2.0		3.5	3.2	21.2		3.8
Green Ext Time (p_c), s	0.0	8.3		0.1	0.1	8.6		0.0

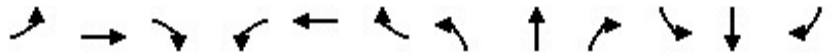
Intersection Summary	
HCM 6th Ctrl Delay	20.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	491	86	260	688	10	93	44	153	121	58	317
Future Volume (veh/h)	239	491	86	260	688	10	93	44	153	121	58	317
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	246	506	89	268	709	10	96	45	0	125	60	327
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	412	2368	871	331	2129	30	311	168		303	319	263
Arrive On Green	0.23	0.48	0.48	0.10	0.33	0.33	0.09	0.09	0.00	0.17	0.17	0.17
Sat Flow, veh/h	1781	4985	1532	3456	6426	90	3456	1870	1585	1781	1870	1543
Grp Volume(v), veh/h	246	506	89	268	519	200	96	45	0	125	60	327
Grp Sat Flow(s),veh/h/ln	1781	1662	1532	1728	1570	1806	1728	1870	1585	1781	1870	1543
Q Serve(g_s), s	14.5	7.0	3.2	9.0	9.8	9.8	3.1	2.6	0.0	7.4	3.2	20.1
Cycle Q Clear(g_c), s	14.5	7.0	3.2	9.0	9.8	9.8	3.1	2.6	0.0	7.4	3.2	20.1
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	412	2368	871	331	1561	598	311	168		303	319	263
V/C Ratio(X)	0.60	0.21	0.10	0.81	0.33	0.33	0.31	0.27		0.41	0.19	1.24
Avail Cap(c_a), veh/h	412	2368	871	618	1561	598	691	374		303	319	263
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.5	18.1	11.8	52.3	29.6	29.7	50.2	50.1	0.0	43.7	42.0	49.0
Incr Delay (d2), s/veh	1.7	0.2	0.2	1.8	0.6	1.5	0.2	0.3	0.0	0.9	0.3	137.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	2.6	1.3	3.9	3.6	4.4	1.3	1.2	0.0	3.3	1.5	17.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	18.3	12.1	54.1	30.2	31.2	50.5	50.4	0.0	44.6	42.2	186.6
LnGrp LOS	D	B	B	D	C	C	D	D		D	D	F
Approach Vol, veh/h		841			987			141	A		512	
Approach Delay, s/veh		24.6			36.9			50.4			135.0	
Approach LOS		C			D			D			F	

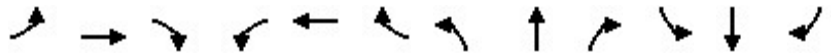
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.7	61.8		25.0	33.0	44.5		15.5
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	21.1	13.6		20.1	15.6	* 39		23.6
Max Q Clear Time (g_c+I1), s	11.8	9.0		22.1	16.5	11.8		5.1
Green Ext Time (p_c), s	0.3	2.2		0.0	0.0	10.6		0.3

Intersection Summary	
HCM 6th Ctrl Delay	53.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



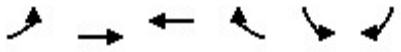
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	1	9	2	3	13	5	181	2	26	269	73
Future Volume (veh/h)	45	1	9	2	3	13	5	181	2	26	269	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.95	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	0	0	2	10	10	5	193	2	28	286	78
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	178	94	0	15	77	77	190	1052	11	212	835	222
Arrive On Green	0.05	0.00	0.00	0.05	0.05	0.05	0.11	0.29	0.29	0.12	0.30	0.30
Sat Flow, veh/h	3563	1870	0	309	1546	1558	1781	3601	37	1781	2744	731
Grp Volume(v), veh/h	58	0	0	12	0	10	5	95	100	28	183	181
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1855	0	1558	1781	1777	1861	1781	1777	1698
Q Serve(g_s), s	0.5	0.0	0.0	0.2	0.0	0.2	0.1	1.3	1.3	0.5	2.6	2.7
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.2	0.0	0.2	0.1	1.3	1.3	0.5	2.6	2.7
Prop In Lane	1.00		0.00	0.17		1.00	1.00		0.02	1.00		0.43
Lane Grp Cap(c), veh/h	178	94	0	92	0	77	190	519	544	212	540	517
V/C Ratio(X)	0.33	0.00	0.00	0.13	0.00	0.13	0.03	0.18	0.18	0.13	0.34	0.35
Avail Cap(c_a), veh/h	4356	2287	0	2268	0	1905	1361	2716	2845	2178	2716	2596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	0.0	14.9	0.0	14.9	13.1	8.7	8.7	12.9	8.8	8.9
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.2	0.0	0.3	0.0	0.1	0.1	0.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.1	0.0	0.1	0.0	0.4	0.4	0.1	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.8	0.0	0.0	15.1	0.0	15.1	13.1	8.8	8.8	13.0	9.1	9.2
LnGrp LOS	B	A	A	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		58			22			200			392	
Approach Delay, s/veh		15.8			15.1			8.9			9.4	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	13.6		5.6	7.5	14.0		5.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	40.0	50.0		40.0	25.0	50.0		40.0
Max Q Clear Time (g_c+I1), s	2.5	3.3		2.5	2.1	4.7		2.2
Green Ext Time (p_c), s	0.0	0.9		0.1	0.0	1.8		0.0

Intersection Summary	
HCM 6th Ctrl Delay	10.0
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	137	2	3	50	92	189
Future Volume (veh/h)	137	2	3	50	92	189
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	142	0	3	0	95	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	583	306	1042		195	
Arrive On Green	0.16	0.00	0.56	0.00	0.06	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	142	0	3	0	95	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	1.9	0.0	0.0	0.0	1.4	0.0
Cycle Q Clear(g_c), s	1.9	0.0	0.0	0.0	1.4	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	583	306	1042		195	
V/C Ratio(X)	0.24	0.00	0.00		0.49	
Avail Cap(c_a), veh/h	3309	1737	1042		2567	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	19.6	0.0	5.3	0.0	24.6	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	1.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.0	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.8	0.0	5.3	0.0	26.5	0.0
LnGrp LOS	B	A	A		C	
Approach Vol, veh/h		142	3	A	95	A
Approach Delay, s/veh		19.8	5.3		26.5	
Approach LOS		B	A		C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		12.8		7.0		34.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		50.0		40.0		30.0
Max Q Clear Time (g_c+I1), s		3.9		3.4		2.0
Green Ext Time (p_c), s		0.5		0.3		0.0

Intersection Summary		
HCM 6th Ctrl Delay		22.3
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

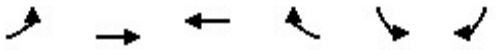
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	81	48	0	0	1
Future Vol, veh/h	9	81	48	0	0	1
Conflicting Peds, #/hr	7	0	0	7	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	94	56	0	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	63	0	-	0	131	37
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	68	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1538	-	-	-	850	1027
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	947	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1528	-	-	-	832	1018
Mov Cap-2 Maneuver	-	-	-	-	832	-
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	940	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1528	-	-	-	1018
HCM Lane V/C Ratio	0.007	-	-	-	0.001
HCM Control Delay (s)	7.4	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



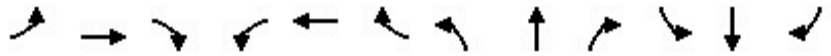
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1832	1057	0	0	0
Future Volume (veh/h)	0	1832	1057	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	0	1928	1113	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	2	4761	7063		3	1
Arrive On Green	0.00	0.96	0.96	0.00	0.00	0.00
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	0	1928	1113	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	0.0	3.3	0.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	3.3	0.9	0.0	0.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	2	4761	7063		3	1
V/C Ratio(X)	0.00	0.40	0.16		0.00	0.00
Avail Cap(c_a), veh/h	319	4761	7063		723	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.2	0.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.5	0.2	0.0	0.0	0.0
LnGrp LOS	A	A	A		A	A
Approach Vol, veh/h		1928	1113	A	0	
Approach Delay, s/veh		0.5	0.2		0.0	
Approach LOS		A	A			

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		118.0		0.0	0.0	118.0
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		83.1		24.7	21.1	57.6
Max Q Clear Time (g_c+I1), s		5.3		0.0	0.0	2.9
Green Ext Time (p_c), s		60.7		0.0	0.0	24.6

Intersection Summary	
HCM 6th Ctrl Delay	0.4
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



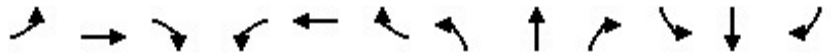
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3144	17	60	905	0	6	0	82	0	0	0
Future Volume (veh/h)	0	3144	17	60	905	0	6	0	82	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	3345	18	64	963	0	6	0	87	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	2	4813	1183	108	5243	0	172	0	112	61	147	0
Arrive On Green	0.00	0.77	0.77	0.06	1.00	0.00	0.08	0.00	0.08	0.00	0.00	0.00
Sat Flow, veh/h	1781	6281	1544	3456	6537	0	1412	0	1421	1310	1870	0
Grp Volume(v), veh/h	0	3345	18	64	963	0	6	0	87	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1570	1544	1728	1570	0	1412	0	1421	1310	1870	0
Q Serve(g_s), s	0.0	31.4	0.3	2.1	0.0	0.0	0.5	0.0	7.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	31.4	0.3	2.1	0.0	0.0	0.5	0.0	7.1	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	2	4813	1183	108	5243	0	172	0	112	61	147	0
V/C Ratio(X)	0.00	0.69	0.02	0.59	0.18	0.00	0.03	0.00	0.78	0.00	0.00	0.00
Avail Cap(c_a), veh/h	168	4813	1183	618	5243	0	357	0	297	232	392	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.99	0.99	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	6.9	3.3	54.6	0.0	0.0	50.3	0.0	53.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	1.9	0.1	0.0	0.0	0.0	4.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.6	0.1	0.9	0.0	0.0	0.2	0.0	2.7	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.7	3.3	56.5	0.1	0.0	50.3	0.0	57.7	0.0	0.0	0.0
LnGrp LOS	A	A	A	E	A	A	D	A	E	A	A	A
Approach Vol, veh/h		3363			1027			93			0	
Approach Delay, s/veh		7.7			3.6			57.2			0.0	
Approach LOS		A			A			E				

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.1	95.7		14.2	0.0	103.8		14.2
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	21.1	57.6		24.7	11.1	67.6		24.7
Max Q Clear Time (g_c+I1), s	4.1	33.4		0.0	0.0	2.0		9.1
Green Ext Time (p_c), s	0.1	24.1		0.0	0.0	20.1		0.1

Intersection Summary	
HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.



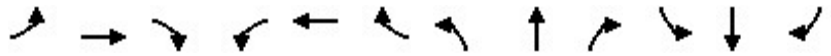
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	3068	0	6	795	72	0	0	0	5	0	5
Future Volume (veh/h)	11	3068	0	6	795	72	0	0	0	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	0.98		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	3229	0	6	837	76	0	0	0	5	0	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	20	4112	0	60	5006	449	0	33	0	181	0	27
Arrive On Green	0.00	0.27	0.00	0.03	0.85	0.85	0.00	0.00	0.00	0.02	0.00	0.02
Sat Flow, veh/h	1781	5149	0	1781	5904	529	0	1870	0	3396	0	1571
Grp Volume(v), veh/h	12	3229	0	6	666	247	0	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1723	0	1870	0	1698	0	1571
Q Serve(g_s), s	0.8	70.8	0.0	0.4	3.0	3.0	0.0	0.0	0.0	0.2	0.0	0.4
Cycle Q Clear(g_c), s	0.8	70.8	0.0	0.4	3.0	3.0	0.0	0.0	0.0	0.2	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.31	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	20	4112	0	60	3994	1460	0	33	0	181	0	27
V/C Ratio(X)	0.61	0.79	0.00	0.10	0.17	0.17	0.00	0.00	0.00	0.03	0.00	0.18
Avail Cap(c_a), veh/h	168	4112	0	168	3994	1460	0	471	0	977	0	395
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.00	0.99	0.99	0.99	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.5	33.3	0.0	55.3	1.6	1.6	0.0	0.0	0.0	57.0	0.0	57.1
Incr Delay (d2), s/veh	7.5	1.1	0.0	0.3	0.1	0.2	0.0	0.0	0.0	0.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	31.5	0.0	0.2	0.4	0.5	0.0	0.0	0.0	0.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.1	34.3	0.0	55.5	1.7	1.8	0.0	0.0	0.0	57.1	0.0	58.3
LnGrp LOS	E	C	A	E	A	A	A	A	A	E	A	E
Approach Vol, veh/h		3241			919			0			10	
Approach Delay, s/veh		34.5			2.1			0.0			57.7	
Approach LOS		C			A						E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	102.6		7.0	5.7	105.3		7.0
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	4.1	62.6		29.7	11.1	62.6		29.7
Max Q Clear Time (g_c+I1), s	2.4	72.8		2.4	2.8	5.0		0.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	15.9		0.0

Intersection Summary	
HCM 6th Ctrl Delay	27.4
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3031	2	31	970	0	0	0	19	0	0	0
Future Volume (veh/h)	0	3031	2	31	970	0	0	0	19	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	0	3259	2	33	1043	0						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	2	4315	3	48	4622	0						
Arrive On Green	0.00	0.84	0.84	0.03	0.93	0.00						
Sat Flow, veh/h	1781	5145	3	1781	5149	0						
Grp Volume(v), veh/h	0	2105	1156	33	1043	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1825	1781	1662	0						
Q Serve(g_s), s	0.0	19.9	19.9	1.3	1.4	0.0						
Cycle Q Clear(g_c), s	0.0	19.9	19.9	1.3	1.4	0.0						
Prop In Lane	1.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	2	2787	1531	48	4622	0						
V/C Ratio(X)	0.00	0.76	0.76	0.69	0.23	0.00						
Avail Cap(c_a), veh/h	749	2794	1534	749	4622	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	2.5	2.5	34.4	0.2	0.0						
Incr Delay (d2), s/veh	0.0	1.7	3.0	6.4	0.1	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	0.6	1.3	0.6	0.0	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	4.2	5.6	40.8	0.3	0.0						
LnGrp LOS	A	A	A	D	A	A						
Approach Vol, veh/h		3261			1076							
Approach Delay, s/veh		4.7			1.6							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	6.3	65.1			0.0	71.4						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	30.6	60.0			30.0	60.0						
Max Q Clear Time (g_c+I1), s	3.3	21.9			0.0	3.4						
Green Ext Time (p_c), s	0.0	37.9			0.0	23.9						
Intersection Summary												
HCM 6th Ctrl Delay			3.9									
HCM 6th LOS			A									

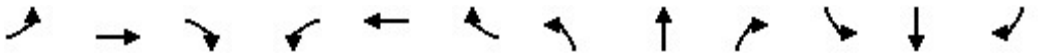
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	46	0	0	1452	284
Future Vol, veh/h	0	46	0	0	1452	284
Conflicting Peds, #/hr	0	0	10	0	0	10
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	51	0	0	1613	316

Major/Minor	Minor2			Major2	
Conflicting Flow All	1781	975		-	0
Stage 1	1781	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	123	216		-	-
Stage 1	79	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	121	214		-	-
Mov Cap-2 Maneuver	121	-		-	-
Stage 1	78	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	27	0
HCM LOS	D	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	214	-	-
HCM Lane V/C Ratio	-	0.239	-	-
HCM Control Delay (s)	0	27	-	-
HCM Lane LOS	A	D	-	-
HCM 95th %tile Q(veh)	-	0.9	-	-



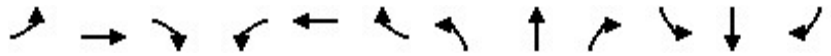
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	644	122	71	755	318	51	34	27	193	88	114
Future Volume (veh/h)	113	644	122	71	755	318	51	34	27	193	88	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	724	137	80	848	357	57	38	30	217	99	128
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	2871	869	101	2725	826	263	223	180	348	445	387
Arrive On Green	0.17	1.00	1.00	0.11	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	5106	1545	1781	5106	1548	811	890	719	1319	1777	1546
Grp Volume(v), veh/h	127	724	137	80	848	357	60	0	65	217	99	128
Grp Sat Flow(s),veh/h/ln	1781	1702	1545	1781	1702	1548	857	0	1562	1319	1777	1546
Q Serve(g_s), s	8.1	0.0	0.0	5.2	0.0	0.0	5.0	0.0	3.9	18.2	5.2	8.0
Cycle Q Clear(g_c), s	8.1	0.0	0.0	5.2	0.0	0.0	13.0	0.0	3.9	22.0	5.2	8.0
Prop In Lane	1.00		1.00	1.00		1.00	0.95		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	152	2871	869	101	2725	826	274	0	391	348	445	387
V/C Ratio(X)	0.83	0.25	0.16	0.79	0.31	0.43	0.22	0.00	0.17	0.62	0.22	0.33
Avail Cap(c_a), veh/h	319	2871	869	319	2725	826	331	0	467	413	532	463
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.1	0.0	0.0	51.6	0.0	0.0	41.2	0.0	34.6	43.2	35.1	36.1
Incr Delay (d2), s/veh	4.2	0.2	0.4	4.9	0.3	1.6	0.1	0.0	0.1	5.4	0.7	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.1	0.1	2.3	0.1	0.4	1.5	0.0	1.5	6.4	2.4	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	0.2	0.4	56.6	0.3	1.6	41.3	0.0	34.7	48.6	35.8	37.6
LnGrp LOS	D	A	A	E	A	A	D	A	C	D	D	D
Approach Vol, veh/h		988			1285			125			444	
Approach Delay, s/veh		6.9			4.1			37.9			42.6	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	72.5		34.4	14.5	69.1		34.4				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	21.1	* 47		35.3	21.1	46.2		35.3				
Max Q Clear Time (g_c+I1), s	7.2	2.0		24.0	10.1	2.0		15.0				
Green Ext Time (p_c), s	0.1	10.7		3.4	0.1	22.0		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		12.6
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	438	0	0	563	318	0	0	0	426	0	22
Future Volume (veh/h)	13	438	0	0	563	318	0	0	0	426	0	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	515	0	0	662	0	0	0	0	525	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	23	2590	0	2	2410		0	2	1	609	320	0
Arrive On Green	0.01	0.73	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.17	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3556	1870	0
Grp Volume(v), veh/h	15	515	0	0	662	0	0	0	0	525	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1778	1870	0
Q Serve(g_s), s	1.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.9	0.0	0.0
Cycle Q Clear(g_c), s	1.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.9	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	23	2590	0	2	2410		0	2	1	609	320	0
V/C Ratio(X)	0.64	0.20	0.00	0.00	0.27		0.00	0.00	0.00	0.86	0.00	0.00
Avail Cap(c_a), veh/h	152	2590	0	152	2410		0	157	133	1118	588	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.96	0.00	0.00	0.00	0.00	0.76	0.00	0.00
Uniform Delay (d), s/veh	57.9	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	47.5	0.0	0.0
Incr Delay (d2), s/veh	10.3	0.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.7	0.0	0.0	0.1	0.0	0.0	0.0	0.0	7.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.2	5.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	48.6	0.0	0.0
LnGrp LOS	E	A	A	A	A		A	A	A	D	A	A
Approach Vol, veh/h		530			662	A		0			525	
Approach Delay, s/veh		7.0			0.3			0.0			48.6	
Approach LOS		A			A						D	

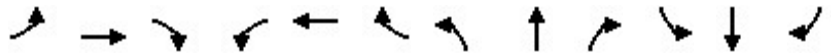
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	91.9		26.1	6.0	85.9		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.1	* 41		37.1	10.1	39.8		9.9				
Max Q Clear Time (g_c+I1), s	0.0	7.4		18.9	3.0	2.0		0.0				
Green Ext Time (p_c), s	0.0	9.4		1.0	0.0	9.5		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



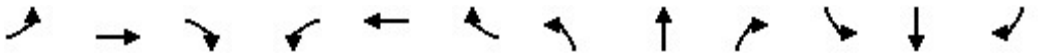
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	278	337	188	92	186	81	120	596	63	101	782	84
Future Volume (veh/h)	278	337	188	92	186	81	120	596	63	101	782	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	293	355	198	97	196	85	126	627	66	106	823	88
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	275	452	247	121	410	294	152	1575	166	131	1531	164
Arrive On Green	0.15	0.21	0.21	0.07	0.12	0.12	0.09	0.49	0.49	0.07	0.47	0.47
Sat Flow, veh/h	1781	2190	1195	1781	3554	1536	1781	3242	341	1781	3231	345
Grp Volume(v), veh/h	293	287	266	97	196	85	126	343	350	106	453	458
Grp Sat Flow(s),veh/h/ln	1781	1777	1608	1781	1777	1536	1781	1777	1806	1781	1777	1800
Q Serve(g_s), s	17.9	17.7	18.3	6.2	6.0	3.6	8.1	14.3	14.3	6.8	20.9	20.9
Cycle Q Clear(g_c), s	17.9	17.7	18.3	6.2	6.0	3.6	8.1	14.3	14.3	6.8	20.9	20.9
Prop In Lane	1.00		0.74	1.00		1.00	1.00		0.19	1.00		0.19
Lane Grp Cap(c), veh/h	275	366	332	121	410	294	152	863	877	131	842	853
V/C Ratio(X)	1.07	0.78	0.80	0.80	0.48	0.29	0.83	0.40	0.40	0.81	0.54	0.54
Avail Cap(c_a), veh/h	275	545	494	170	891	502	243	863	877	243	842	853
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	43.6	43.8	53.3	48.0	19.8	52.2	19.0	19.0	52.9	21.5	21.5
Incr Delay (d2), s/veh	72.8	2.2	3.3	10.9	0.3	0.2	6.0	1.4	1.4	4.4	2.5	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.5	8.0	7.5	3.2	2.7	1.5	3.9	6.2	6.3	3.2	9.1	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	121.9	45.8	47.1	64.2	48.3	20.0	58.2	20.4	20.4	57.4	24.0	24.0
LnGrp LOS	F	D	D	E	D	B	E	C	C	E	C	C
Approach Vol, veh/h		846			378			819			1017	
Approach Delay, s/veh		72.5			46.0			26.2			27.5	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	61.7	12.3	29.1	14.3	60.3	23.1	18.3
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	15.8	* 35	11.1	35.6	15.8	34.2	17.9	* 29
Max Q Clear Time (g_c+I1), s	8.3	16.3	8.2	20.3	10.1	22.9	19.9	8.0
Green Ext Time (p_c), s	0.0	1.5	0.0	1.2	0.0	1.8	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	41.9
HCM 6th LOS	D

Notes

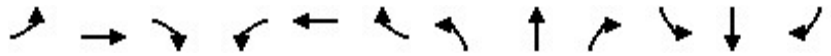
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	224	96	131	163	59	131	124	167	48	116	62
Future Volume (veh/h)	45	224	96	131	163	59	131	124	167	48	116	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.96	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	238	102	139	173	63	139	132	178	51	123	66
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	1224	655	212	694	544	172	1102	570	66	889	368
Arrive On Green	0.03	0.34	0.34	0.06	0.37	0.37	0.10	0.31	0.31	0.04	0.25	0.25
Sat Flow, veh/h	1781	3554	1457	3456	1870	1466	1781	3554	1525	1781	3554	1471
Grp Volume(v), veh/h	48	238	102	139	173	63	139	132	178	51	123	66
Grp Sat Flow(s),veh/h/ln	1781	1777	1457	1728	1870	1466	1781	1777	1525	1781	1777	1471
Q Serve(g_s), s	2.5	4.5	4.0	3.7	6.1	2.7	7.2	2.5	7.9	2.7	2.5	3.3
Cycle Q Clear(g_c), s	2.5	4.5	4.0	3.7	6.1	2.7	7.2	2.5	7.9	2.7	2.5	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	62	1224	655	212	694	544	172	1102	570	66	889	368
V/C Ratio(X)	0.78	0.19	0.16	0.66	0.25	0.12	0.81	0.12	0.31	0.77	0.14	0.18
Avail Cap(c_a), veh/h	565	1502	769	1095	790	620	565	1502	742	565	1502	622
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.3	21.8	15.9	43.5	20.6	19.6	41.9	23.4	21.2	45.2	27.6	27.9
Incr Delay (d2), s/veh	7.6	0.1	0.1	1.3	0.1	0.1	3.4	0.0	0.3	7.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.8	1.3	1.6	2.6	0.9	3.3	1.1	2.8	1.3	1.1	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.9	21.9	16.0	44.7	20.7	19.6	45.2	23.4	21.5	52.2	27.6	27.9
LnGrp LOS	D	C	B	D	C	B	D	C	C	D	C	C
Approach Vol, veh/h		388			375			449			240	
Approach Delay, s/veh		24.2			29.4			29.4			32.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	38.5	14.6	30.4	8.7	41.0	8.9	36.0
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	5.7	6.5	9.2	5.3	4.5	8.1	4.7	9.9
Green Ext Time (p_c), s	0.2	2.4	0.2	0.6	0.0	0.8	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	28.6
HCM 6th LOS	C



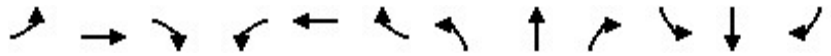
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	0	11	24	1	45	20	335	25	48	288	8
Future Volume (veh/h)	4	0	11	24	1	45	20	335	25	48	288	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.97		0.97	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	0	12	26	1	49	22	368	27	53	316	9
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	49	309	544	17	484	39	1415	102	81	1609	46
Arrive On Green	0.27	0.00	0.27	0.27	0.27	0.27	0.02	0.29	0.29	0.05	0.32	0.32
Sat Flow, veh/h	200	184	1151	1319	65	1536	1781	4844	350	1781	5098	144
Grp Volume(v), veh/h	16	0	0	27	0	49	22	257	138	53	210	115
Grp Sat Flow(s),veh/h/ln	1535	0	0	1384	0	1536	1781	1702	1790	1781	1702	1838
Q Serve(g_s), s	0.0	0.0	0.0	0.2	0.0	0.8	0.5	2.2	2.2	1.1	1.7	1.7
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.5	0.0	0.8	0.5	2.2	2.2	1.1	1.7	1.7
Prop In Lane	0.25		0.75	0.96		1.00	1.00		0.20	1.00		0.08
Lane Grp Cap(c), veh/h	533	0	0	561	0	484	39	995	523	81	1074	580
V/C Ratio(X)	0.03	0.00	0.00	0.05	0.00	0.10	0.57	0.26	0.26	0.66	0.20	0.20
Avail Cap(c_a), veh/h	1716	0	0	1664	0	1717	1431	5471	2876	1431	5471	2954
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	0.0	0.0	10.1	0.0	9.1	18.1	10.1	10.1	17.5	9.3	9.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.2	0.4	3.4	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.2	0.2	0.6	0.7	0.5	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	0.0	0.0	10.2	0.0	9.1	22.8	10.3	10.5	20.9	9.4	9.5
LnGrp LOS	B	A	A	B	A	A	C	B	B	C	A	A
Approach Vol, veh/h		16			76			417			378	
Approach Delay, s/veh		10.1			9.5			11.0			11.1	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.1	16.3		14.9	5.2	17.2		14.9
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.1	4.2		2.3	2.5	3.7		2.8
Green Ext Time (p_c), s	0.1	3.8		0.0	0.0	2.6		0.2

Intersection Summary	
HCM 6th Ctrl Delay	10.9
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	14	27	33	23	15	109	577	44	27	470	87
Future Volume (veh/h)	12	14	27	33	23	15	109	577	44	27	470	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		0.90	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	15	29	36	25	16	118	627	48	29	511	95
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	603	462	47	577	441	155	1322	559	41	944	174
Arrive On Green	0.04	0.32	0.32	0.03	0.31	0.31	0.09	0.37	0.37	0.02	0.32	0.32
Sat Flow, veh/h	1781	1870	1434	1781	1870	1428	1781	3554	1503	1781	2964	548
Grp Volume(v), veh/h	13	15	29	36	25	16	118	627	48	29	305	301
Grp Sat Flow(s),veh/h/ln	1781	1870	1434	1781	1870	1428	1781	1777	1503	1781	1777	1734
Q Serve(g_s), s	0.6	0.5	1.3	1.8	0.9	0.7	5.9	12.3	1.9	1.5	12.9	13.0
Cycle Q Clear(g_c), s	0.6	0.5	1.3	1.8	0.9	0.7	5.9	12.3	1.9	1.5	12.9	13.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	71	603	462	47	577	441	155	1322	559	41	566	552
V/C Ratio(X)	0.18	0.02	0.06	0.77	0.04	0.04	0.76	0.47	0.09	0.71	0.54	0.54
Avail Cap(c_a), veh/h	587	616	472	587	616	470	587	2341	990	587	1170	1142
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.3	21.1	21.4	44.1	22.1	22.0	40.6	21.8	18.6	44.2	25.5	25.6
Incr Delay (d2), s/veh	0.5	0.0	0.0	9.5	0.0	0.0	10.3	0.3	0.1	8.3	2.2	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.2	0.4	0.9	0.4	0.2	3.0	5.0	0.7	0.7	5.6	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.8	21.1	21.4	53.5	22.1	22.0	51.0	22.1	18.6	52.5	27.7	27.9
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	C
Approach Vol, veh/h		57			77			793			635	
Approach Delay, s/veh		26.2			36.8			26.2			28.9	
Approach LOS		C			D			C			C	

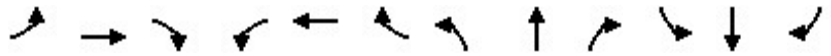
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	42.6	6.8	34.2	12.3	37.7	8.0	33.0
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	3.5	14.3	3.8	3.3	7.9	15.0	2.6	2.9
Green Ext Time (p_c), s	0.0	6.6	0.0	0.1	0.5	10.2	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	27.8
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



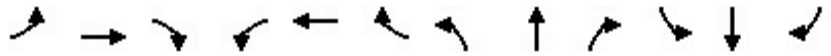
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	408	25	164	124	0	0	0	0	207	19	33
Future Volume (veh/h)	0	408	25	164	124	0	0	0	0	207	19	33
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	429	26	173	131	0				232	0	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	363	724	319	337	644	0				861	0	700
Arrive On Green	0.00	0.20	0.20	0.19	0.19	0.00				0.24	0.00	0.24
Sat Flow, veh/h	1781	3554	1566	1781	3572	0				3563	0	1561
Grp Volume(v), veh/h	0	429	26	173	131	0				232	0	35
Grp Sat Flow(s),veh/h/ln	1781	1777	1566	1781	1702	0				1781	0	1561
Q Serve(g_s), s	0.0	4.3	0.5	3.5	1.3	0.0				2.1	0.0	0.5
Cycle Q Clear(g_c), s	0.0	4.3	0.5	3.5	1.3	0.0				2.1	0.0	0.5
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	363	724	319	337	644	0				861	0	700
V/C Ratio(X)	0.00	0.59	0.08	0.51	0.20	0.00				0.27	0.00	0.05
Avail Cap(c_a), veh/h	2695	5376	2369	2695	5150	0				3144	0	1701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.3	12.8	14.4	13.6	0.0				12.2	0.0	6.2
Incr Delay (d2), s/veh	0.0	0.3	0.0	1.4	0.2	0.0				0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.3	0.1	1.2	0.4	0.0				0.7	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.6	12.8	15.8	13.7	0.0				12.3	0.0	6.3
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		455			304						267	
Approach Delay, s/veh		14.5			14.9						11.5	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		12.1		15.8		11.8
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		6.3		4.1		5.5
Green Ext Time (p_c), s		1.7		0.5		2.0

Intersection Summary		
HCM 6th Ctrl Delay		13.8
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	523	0	1	244	246	29	11	83	21	0	198
Future Volume (veh/h)	91	523	0	1	244	246	29	11	83	21	0	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	99	568	0	1	265	267	32	12	90	23	0	215
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2	2	2	2	2	2	2
Cap, veh/h	133	1598	0	61	558	425	195	20	151	29	0	273
Arrive On Green	0.07	0.45	0.00	0.30	0.30	0.30	0.11	0.11	0.11	0.19	0.00	0.19
Sat Flow, veh/h	1781	3647	0	1	1868	1423	1781	184	1380	153	0	1435
Grp Volume(v), veh/h	99	568	0	266	0	267	32	0	102	238	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1869	0	1423	1781	0	1564	1588	0	0
Q Serve(g_s), s	3.2	6.2	0.0	0.0	0.0	9.6	1.0	0.0	3.7	8.4	0.0	0.0
Cycle Q Clear(g_c), s	3.2	6.2	0.0	6.9	0.0	9.6	1.0	0.0	3.7	8.4	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.88	0.10		0.90
Lane Grp Cap(c), veh/h	133	1598	0	620	0	425	195	0	171	303	0	0
V/C Ratio(X)	0.74	0.36	0.00	0.43	0.00	0.63	0.16	0.00	0.60	0.79	0.00	0.00
Avail Cap(c_a), veh/h	904	3608	0	1953	0	1445	1206	0	1059	1075	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.8	10.6	0.0	16.9	0.0	17.9	23.9	0.0	25.1	22.8	0.0	0.0
Incr Delay (d2), s/veh	9.4	0.0	0.0	0.6	0.0	1.8	0.1	0.0	1.2	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.9	0.0	2.6	0.0	2.8	0.4	0.0	1.3	3.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.2	10.7	0.0	17.5	0.0	19.7	24.0	0.0	26.3	24.5	0.0	0.0
LnGrp LOS	D	B	A	B	A	B	C	A	C	C	A	A
Approach Vol, veh/h		667			533			134			238	
Approach Delay, s/veh		14.5			18.6			25.8			24.5	
Approach LOS		B			B			C			C	

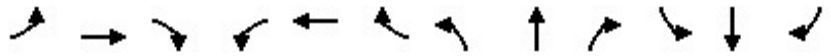
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		31.0		15.3	8.9	22.1		12.9				
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4				
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s		8.2		10.4	5.2	11.6		5.7				
Green Ext Time (p_c), s		2.3		1.1	0.3	4.2		0.5				

Intersection Summary		
HCM 6th Ctrl Delay	18.4	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



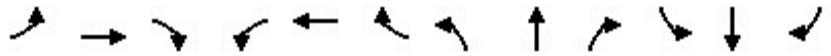
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	466	164	267	338	0	0	0	0	324	177	161
Future Volume (veh/h)	0	466	164	267	338	0	0	0	0	324	177	161
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	491	173	281	356	0				341	186	169
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1990	871	361	2548	0				593	311	255
Arrive On Green	0.00	0.56	0.56	0.21	1.00	0.00				0.17	0.17	0.17
Sat Flow, veh/h	0	3647	1555	3456	3647	0				3563	1870	1533
Grp Volume(v), veh/h	0	491	173	281	356	0				341	186	169
Grp Sat Flow(s),veh/h/ln	0	1777	1555	1728	1777	0				1781	1870	1533
Q Serve(g_s), s	0.0	5.9	4.6	6.5	0.0	0.0				7.4	7.7	8.7
Cycle Q Clear(g_c), s	0.0	5.9	4.6	6.5	0.0	0.0				7.4	7.7	8.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1990	871	361	2548	0				593	311	255
V/C Ratio(X)	0.00	0.25	0.20	0.78	0.14	0.00				0.58	0.60	0.66
Avail Cap(c_a), veh/h	0	1990	871	703	2548	0				1361	715	586
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.95	0.95	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.4	9.1	32.3	0.0	0.0				32.3	32.4	32.8
Incr Delay (d2), s/veh	0.0	0.3	0.5	1.3	0.1	0.0				0.3	0.7	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.0	1.4	2.4	0.0	0.0				3.2	3.5	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.7	9.6	33.6	0.1	0.0				32.6	33.1	33.9
LnGrp LOS	A	A	A	C	A	A				C	C	C
Approach Vol, veh/h		664			637						696	
Approach Delay, s/veh		9.7			14.9						33.0	
Approach LOS		A			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.2	51.9		18.9		65.1
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.5	7.9		10.7		2.0
Green Ext Time (p_c), s	0.3	3.4		1.6		2.5

Intersection Summary	
HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

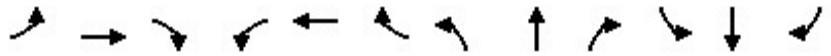


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	313	479	0	0	492	422	111	250	17	0	0	0
Future Volume (veh/h)	313	479	0	0	492	422	111	250	17	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	340	521	0	0	535	459	121	272	18			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1256	2688	0	0	1189	517	185	459	30			
Arrive On Green	0.73	1.00	0.00	0.00	0.33	0.33	0.13	0.13	0.13			
Sat Flow, veh/h	3456	3647	0	0	3647	1547	1460	3619	240			
Grp Volume(v), veh/h	340	521	0	0	535	459	149	126	136			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1547	1797	1702	1820			
Q Serve(g_s), s	2.8	0.0	0.0	0.0	9.9	23.6	6.6	5.9	5.9			
Cycle Q Clear(g_c), s	2.8	0.0	0.0	0.0	9.9	23.6	6.6	5.9	5.9			
Prop In Lane	1.00		0.00	0.00		1.00	0.81		0.13			
Lane Grp Cap(c), veh/h	1256	2688	0	0	1189	517	228	216	231			
V/C Ratio(X)	0.27	0.19	0.00	0.00	0.45	0.89	0.65	0.58	0.59			
Avail Cap(c_a), veh/h	1256	2688	0	0	1189	517	601	569	609			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	7.7	0.0	0.0	0.0	21.9	26.4	34.9	34.6	34.6			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.2	19.7	1.2	0.9	0.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.9	0.1	0.0	0.0	4.0	10.6	2.9	2.4	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.8	0.2	0.0	0.0	23.1	46.1	36.1	35.5	35.5			
LnGrp LOS	A	A	A	A	C	D	D	D	D			
Approach Vol, veh/h		861			994			411				
Approach Delay, s/veh		3.2			33.8			35.7				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.4			35.4	33.0		15.6				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			4.8	25.6		8.6				
Green Ext Time (p_c), s		4.3			0.7	1.2		1.5				

Intersection Summary	
HCM 6th Ctrl Delay	22.5
HCM 6th LOS	C

Notes

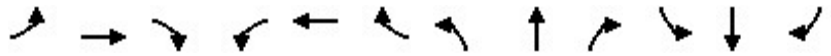
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	21	55	24	1237	13	0	0	0
Future Volume (veh/h)	0	0	0	0	21	55	24	1237	13	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	23	60	26	1359	14			
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	30	78	115	3351	34			
Arrive On Green				0.00	0.07	0.07	0.67	0.67	0.67			
Sat Flow, veh/h				0	459	1196	36	5012	51			
Grp Volume(v), veh/h				0	0	83	511	424	463			
Grp Sat Flow(s),veh/h/ln				0	0	1655	1859	1549	1691			
Q Serve(g_s), s				0.0	0.0	2.1	0.0	5.2	5.2			
Cycle Q Clear(g_c), s				0.0	0.0	2.1	5.2	5.2	5.2			
Prop In Lane				0.00		0.72	0.05		0.03			
Lane Grp Cap(c), veh/h				0	0	108	1334	1036	1131			
V/C Ratio(X)				0.00	0.00	0.77	0.38	0.41	0.41			
Avail Cap(c_a), veh/h				0	0	1588	2752	2230	2434			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	19.2	3.1	3.2	3.2			
Incr Delay (d2), s/veh				0.0	0.0	4.3	0.3	0.4	0.4			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.8	0.8	0.7	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	23.5	3.4	3.5	3.5			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					83			1399				
Approach Delay, s/veh					23.5			3.5				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	33.5							8.2				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	7.2							4.1				
Green Ext Time (p_c), s	20.7							0.3				

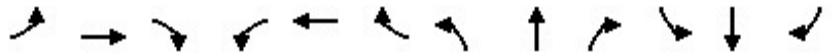
Intersection Summary												
HCM 6th Ctrl Delay			4.6									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	218	112	360	556	76	239	272	111	50	323	109
Future Volume (veh/h)	43	218	112	360	556	76	239	272	111	50	323	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	234	120	387	598	82	257	292	119	54	347	117
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	365	306	424	643	88	295	1168	439	70	746	236
Arrive On Green	0.03	0.20	0.20	0.24	0.40	0.40	0.17	0.32	0.32	0.04	0.20	0.20
Sat Flow, veh/h	1781	1870	1568	1781	1609	221	1781	3615	1358	1781	3794	1199
Grp Volume(v), veh/h	46	234	120	387	0	680	257	273	138	54	309	155
Grp Sat Flow(s),veh/h/ln	1781	1870	1568	1781	0	1829	1781	1702	1569	1781	1702	1588
Q Serve(g_s), s	2.4	10.7	6.2	19.6	0.0	32.9	13.0	5.5	6.0	2.8	7.4	8.1
Cycle Q Clear(g_c), s	2.4	10.7	6.2	19.6	0.0	32.9	13.0	5.5	6.0	2.8	7.4	8.1
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.87	1.00		0.75
Lane Grp Cap(c), veh/h	59	365	306	424	0	731	295	1099	507	70	670	312
V/C Ratio(X)	0.78	0.64	0.39	0.91	0.00	0.93	0.87	0.25	0.27	0.77	0.46	0.50
Avail Cap(c_a), veh/h	576	807	676	576	0	789	576	2203	1016	576	2203	1028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	34.3	32.5	34.4	0.0	26.6	37.7	23.1	23.3	44.1	32.9	33.1
Incr Delay (d2), s/veh	8.0	0.7	0.3	13.2	0.0	16.7	3.2	0.2	0.5	6.6	0.9	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.9	2.4	9.9	0.0	17.2	5.8	2.2	2.2	1.3	3.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.5	35.0	32.8	47.6	0.0	43.3	40.9	23.3	23.8	50.8	33.8	35.3
LnGrp LOS	D	D	C	D	A	D	D	C	C	D	C	D
Approach Vol, veh/h		400			1067			668			518	
Approach Delay, s/veh		36.4			44.8			30.2			36.0	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	35.2	26.5	23.0	19.7	23.5	7.5	42.0
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	4.4	8.0	21.6	12.7	15.0	10.1	4.4	34.9
Green Ext Time (p_c), s	0.1	5.2	0.4	1.1	0.3	5.8	0.0	2.1

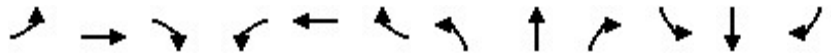
Intersection Summary	
HCM 6th Ctrl Delay	38.2
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	184	200	77	285	0	0	0	0	81	1301	703
Future Volume (veh/h)	0	184	200	77	285	0	0	0	0	81	1301	703
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	188	204	79	291	0				83	1328	717
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	405	343	135	500	0				1133	2166	994
Arrive On Green	0.00	0.22	0.22	0.22	0.22	0.00				0.64	0.64	0.64
Sat Flow, veh/h	0	1870	1585	353	2397	0				1781	3404	1562
Grp Volume(v), veh/h	0	188	204	179	191	0				83	1328	717
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1048	1617	0				1781	1702	1562
Q Serve(g_s), s	0.0	7.7	10.2	7.8	9.3	0.0				1.6	20.5	27.2
Cycle Q Clear(g_c), s	0.0	7.7	10.2	15.5	9.3	0.0				1.6	20.5	27.2
Prop In Lane	0.00		1.00	0.44		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	405	343	286	350	0				1133	2166	994
V/C Ratio(X)	0.00	0.46	0.59	0.63	0.55	0.00				0.07	0.61	0.72
Avail Cap(c_a), veh/h	0	636	539	452	550	0				1212	2315	1062
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	30.1	31.1	33.8	30.7	0.0				6.1	9.6	10.8
Incr Delay (d2), s/veh	0.0	0.3	0.6	1.7	1.0	0.0				0.0	0.6	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.5	3.9	3.8	3.7	0.0				0.5	6.7	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	30.4	31.7	35.4	31.7	0.0				6.2	10.2	13.5
LnGrp LOS	A	C	C	D	C	A				A	B	B
Approach Vol, veh/h		392			370						2128	
Approach Delay, s/veh		31.1			33.5						11.2	
Approach LOS		C			C						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		25.8		62.4		25.8
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		12.2		29.2		17.5
Green Ext Time (p_c), s		1.0		26.9		1.6

Intersection Summary		
HCM 6th Ctrl Delay		16.7
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	17	53	0	28	15	342	1081	26	0	0	0
Future Volume (veh/h)	190	17	53	0	28	15	342	1081	26	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	221	20	62	0	33	17	398	1257	30			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	449	27	1209	0	300	155	901	1793	43			
Arrive On Green	0.26	0.26	0.26	0.00	0.26	0.26	0.51	0.51	0.51			
Sat Flow, veh/h	1161	105	1576	0	1162	598	1781	3545	85			
Grp Volume(v), veh/h	241	0	62	0	0	50	398	630	657			
Grp Sat Flow(s),veh/h/ln	1267	0	1576	0	0	1760	1781	1777	1852			
Q Serve(g_s), s	7.4	0.0	0.0	0.0	0.0	1.0	6.6	12.5	12.6			
Cycle Q Clear(g_c), s	8.4	0.0	0.0	0.0	0.0	1.0	6.6	12.5	12.6			
Prop In Lane	0.92		1.00	0.00		0.34	1.00		0.05			
Lane Grp Cap(c), veh/h	477	0	1209	0	0	455	901	899	937			
V/C Ratio(X)	0.51	0.00	0.05	0.00	0.00	0.11	0.44	0.70	0.70			
Avail Cap(c_a), veh/h	1017	0	1824	0	0	1142	1137	1134	1182			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	16.3	0.0	1.3	0.0	0.0	13.1	7.3	8.7	8.7			
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.0	0.0	0.0	0.3	1.4	1.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	0.0	0.0	0.4	1.9	3.7	3.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	0.0	1.4	0.0	0.0	13.1	7.6	10.2	10.1			
LnGrp LOS	B	A	A	A	A	B	A	B	B			
Approach Vol, veh/h		303			50			1685				
Approach Delay, s/veh		13.9			13.1			9.5				
Approach LOS		B			B			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		27.9		18.3				18.3				
Change Period (Y+Rc), s		4.5		* 6.4				6.4				
Max Green Setting (Gmax), s		29.5		* 30				30.0				
Max Q Clear Time (g_c+I1), s		14.6		10.4				3.0				
Green Ext Time (p_c), s		8.8		1.6				0.1				
Intersection Summary												
HCM 6th Ctrl Delay			10.3									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	29	56	4	19	20	606	26	21	785	7
Future Volume (veh/h)	1	0	29	56	4	19	20	606	26	21	785	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	0	31	59	4	20	21	638	27	22	826	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	460	0	368	453	63	315	36	2179	663	73	2232	19
Arrive On Green	0.23	0.00	0.23	0.23	0.23	0.23	0.02	0.43	0.43	0.02	0.43	0.43
Sat Flow, veh/h	1377	0	1573	1369	269	1347	1781	5106	1553	3456	5220	44
Grp Volume(v), veh/h	1	0	31	59	0	24	21	638	27	22	538	295
Grp Sat Flow(s),veh/h/ln	1377	0	1573	1369	0	1617	1781	1702	1553	1728	1702	1861
Q Serve(g_s), s	0.0	0.0	0.7	1.6	0.0	0.5	0.5	3.8	0.5	0.3	5.0	5.0
Cycle Q Clear(g_c), s	0.6	0.0	0.7	2.4	0.0	0.5	0.5	3.8	0.5	0.3	5.0	5.0
Prop In Lane	1.00		1.00	1.00		0.83	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	460	0	368	453	0	379	36	2179	663	73	1455	795
V/C Ratio(X)	0.00	0.00	0.08	0.13	0.00	0.06	0.58	0.29	0.04	0.30	0.37	0.37
Avail Cap(c_a), veh/h	1313	0	1342	1300	0	1380	1140	6536	1988	2212	4357	2382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	0.0	14.0	14.9	0.0	14.0	22.8	8.8	7.8	22.6	9.1	9.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.1	0.0	0.8	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	0.5	0.0	0.2	0.3	1.1	0.1	0.1	1.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.2	0.0	14.1	15.0	0.0	14.0	28.0	8.9	7.9	23.4	9.3	9.4
LnGrp LOS	B	A	B	B	A	B	C	A	A	C	A	A
Approach Vol, veh/h		32			83			686			855	
Approach Delay, s/veh		14.1			14.7			9.5			9.7	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.4	25.7		15.8	5.4	25.7		15.8
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	2.3	5.8		2.7	2.5	7.0		4.4
Green Ext Time (p_c), s	0.0	9.1		0.1	0.0	6.2		0.2

Intersection Summary	
HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

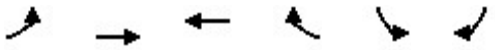
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3101	13	0	1457	0	0	0	1	0	0	0
Future Vol, veh/h	0	3101	13	0	1457	0	0	0	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	3197	13	0	1502	0	0	0	1	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1605	-	-	751
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	0	0	0	81	0	0	303
Stage 1	0	-	-	0	-	0	0	0	-	0	0	-
Stage 2	0	-	-	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	81	-	-	303
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	50	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	81	-	-	-	-
HCM Lane V/C Ratio	0.013	-	-	-	-
HCM Control Delay (s)	50	-	-	-	0
HCM Lane LOS	F	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1140	1949	2287	57	45	44
Future Volume (veh/h)	1140	1949	2287	57	45	44
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1200	2052	2407	0	47	46
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	814	4320	2960		79	70
Arrive On Green	0.24	0.87	0.59	0.00	0.04	0.04
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1200	2052	2407	0	47	46
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	27.8	11.0	44.8	0.0	3.1	3.4
Cycle Q Clear(g_c), s	27.8	11.0	44.8	0.0	3.1	3.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	814	4320	2960		79	70
V/C Ratio(X)	1.47	0.47	0.81		0.60	0.66
Avail Cap(c_a), veh/h	814	4320	2960		479	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.33	0.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	1.8	18.8	0.0	55.4	55.5
Incr Delay (d2), s/veh	219.9	0.4	0.9	0.0	2.7	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	36.3	1.1	15.4	0.0	1.4	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	265.0	2.2	19.7	0.0	58.0	59.3
LnGrp LOS	F	A	B		E	E
Approach Vol, veh/h		3252	2407	A	93	
Approach Delay, s/veh		99.2	19.7		58.7	
Approach LOS		F	B		E	

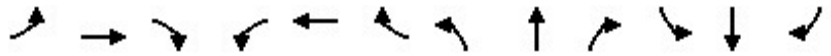
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		107.6		10.4	32.2	75.4
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		75.8		31.7	27.8	* 44
Max Q Clear Time (g_c+I1), s		13.0		5.4	29.8	46.8
Green Ext Time (p_c), s		56.8		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	65.2
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	876	44	44	1036	88	86	287	62	84	173	614
Future Volume (veh/h)	253	876	44	44	1036	88	86	287	62	84	173	614
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.94	1.00		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	258	894	45	45	1057	90	88	293	63	86	177	627
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	1613	81	252	1509	128	109	773	157	107	934	515
Arrive On Green	0.16	0.47	0.47	0.05	0.15	0.15	0.06	0.18	0.18	0.06	0.18	0.18
Sat Flow, veh/h	1781	3442	173	1781	3309	282	1781	4201	854	1781	5106	1430
Grp Volume(v), veh/h	258	462	477	45	567	580	88	234	122	86	177	627
Grp Sat Flow(s),veh/h/ln	1781	1777	1838	1781	1777	1814	1781	1702	1651	1781	1702	1430
Q Serve(g_s), s	19.9	26.1	26.1	3.4	42.4	42.5	6.8	8.4	9.1	6.7	4.1	25.6
Cycle Q Clear(g_c), s	19.9	26.1	26.1	3.4	42.4	42.5	6.8	8.4	9.1	6.7	4.1	25.6
Prop In Lane	1.00		0.09	1.00		0.16	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	285	833	861	252	810	827	109	627	304	107	934	515
V/C Ratio(X)	0.91	0.55	0.55	0.18	0.70	0.70	0.80	0.37	0.40	0.80	0.19	1.22
Avail Cap(c_a), veh/h	382	833	861	252	810	827	244	627	304	244	934	515
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.86	0.86	0.86	0.98	0.98	0.98	0.98	0.98	0.98
Uniform Delay (d), s/veh	57.8	26.7	26.7	58.9	50.4	50.4	64.9	50.0	50.3	65.0	48.4	46.6
Incr Delay (d2), s/veh	20.3	2.7	2.6	1.3	4.3	4.3	5.0	0.4	0.9	5.1	0.1	114.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	11.4	11.8	1.6	21.2	21.7	3.2	3.6	3.8	3.2	1.8	33.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.1	29.4	29.3	60.2	54.7	54.7	69.9	50.5	51.2	70.0	48.6	161.1
LnGrp LOS	E	C	C	E	D	D	E	D	D	E	D	F
Approach Vol, veh/h		1197			1192			444			890	
Approach Delay, s/veh		39.8			54.9			54.5			129.9	
Approach LOS		D			D			D			F	

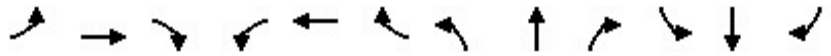
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	30.8	25.6	70.8	13.0	30.6	26.8	69.6
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	8.7	11.1	5.4	28.1	8.8	27.6	21.9	44.5
Green Ext Time (p_c), s	0.1	2.0	0.0	9.6	0.1	0.0	0.5	0.7

Intersection Summary	
HCM 6th Ctrl Delay	67.9
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	933	54	41	193	0	0	0	0	183	155	953
Future Volume (veh/h)	0	933	54	41	193	0	0	0	0	183	155	953
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1014	59	45	210	0				199	168	1036
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1698	99	70	2021	0				341	1581	537
Arrive On Green	0.00	0.16	0.16	0.04	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3506	199	1781	3647	0				987	4574	1553
Grp Volume(v), veh/h	0	528	545	45	210	0				367	0	1036
Grp Sat Flow(s),veh/h/ln	0	1777	1834	1781	1777	0				1821	1870	1553
Q Serve(g_s), s	0.0	38.5	38.6	3.5	3.8	0.0				23.1	0.0	48.4
Cycle Q Clear(g_c), s	0.0	38.5	38.6	3.5	3.8	0.0				23.1	0.0	48.4
Prop In Lane	0.00		0.11	1.00		0.00				0.54		1.00
Lane Grp Cap(c), veh/h	0	884	913	70	2021	0				630	1293	537
V/C Ratio(X)	0.00	0.60	0.60	0.64	0.10	0.00				0.58	0.00	1.93
Avail Cap(c_a), veh/h	0	884	913	313	2021	0				630	1293	537
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.88	0.88	0.85	0.85	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	45.5	45.5	66.3	13.8	0.0				37.5	0.0	45.8
Incr Delay (d2), s/veh	0.0	2.6	2.5	3.1	0.1	0.0				3.9	0.0	425.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.0	19.6	1.6	1.5	0.0				11.1	0.0	82.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	48.1	48.0	69.3	13.9	0.0				41.4	0.0	470.8
LnGrp LOS	A	D	D	E	B	A				D	A	F
Approach Vol, veh/h		1073			255						1403	
Approach Delay, s/veh		48.1			23.7						358.5	
Approach LOS		D			C						F	

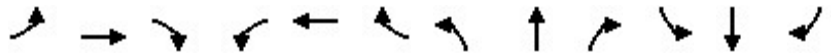
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.9	76.3		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	5.5	40.6		50.4		5.8
Green Ext Time (p_c), s	0.0	1.8		0.0		0.5

Intersection Summary	
HCM 6th Ctrl Delay	205.3
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	823	301	0	0	181	107	38	69	47	0	0	0
Future Volume (veh/h)	823	301	0	0	181	107	38	69	47	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.95			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	885	324	0	0	195	115	41	74	51			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1537	1521	0	0	671	377	78	153	97			
Arrive On Green	0.44	0.81	0.00	0.00	0.31	0.31	0.06	0.06	0.06			
Sat Flow, veh/h	3456	1870	0	0	2277	1226	1209	2378	1511			
Grp Volume(v), veh/h	885	324	0	0	157	153	61	54	51			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1633	1810	1777	1511			
Q Serve(g_s), s	15.3	3.1	0.0	0.0	5.4	5.7	2.6	2.3	2.6			
Cycle Q Clear(g_c), s	15.3	3.1	0.0	0.0	5.4	5.7	2.6	2.3	2.6			
Prop In Lane	1.00		0.00	0.00		0.75	0.67		1.00			
Lane Grp Cap(c), veh/h	1537	1521	0	0	546	501	116	114	97			
V/C Ratio(X)	0.58	0.21	0.00	0.00	0.29	0.31	0.53	0.47	0.52			
Avail Cap(c_a), veh/h	1537	1521	0	0	580	533	387	380	323			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.76	0.76	0.00	0.00	1.00	1.00	0.98	0.98	0.98			
Uniform Delay (d), s/veh	16.6	1.7	0.0	0.0	21.1	21.2	36.2	36.1	36.2			
Incr Delay (d2), s/veh	0.4	0.2	0.0	0.0	0.1	0.1	1.3	1.1	1.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.4	0.4	0.0	0.0	2.1	2.1	1.2	1.0	1.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.0	1.9	0.0	0.0	21.2	21.3	37.6	37.2	37.8			
LnGrp LOS	B	A	A	A	C	C	D	D	D			
Approach Vol, veh/h		1209			310			166				
Approach Delay, s/veh		12.9			21.2			37.5				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		70.0			40.5	29.5		10.0				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		5.1			17.3	7.7		4.6				
Green Ext Time (p_c), s		1.2			1.7	1.0		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

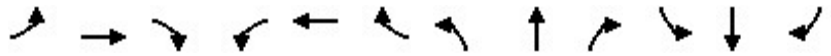
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	150	1852	484	0	0	1961
Future Volume (veh/h)	150	1852	484	0	0	1961
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	153	0	494	0	0	2001
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	184		2044	0	637	5074
Arrive On Green	0.10	0.00	0.41	0.00	0.00	0.81
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	153	0	494	0	0	2001
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	9.3	0.0	7.1	0.0	0.0	9.9
Cycle Q Clear(g_c), s	9.3	0.0	7.1	0.0	0.0	9.9
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	184		2044	0	637	5074
V/C Ratio(X)	0.83		0.24	0.00	0.00	0.39
Avail Cap(c_a), veh/h	487		2044	0	730	5074
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.00	0.91	0.00	0.00	0.87
Uniform Delay (d), s/veh	48.4	0.0	21.3	0.0	0.0	3.0
Incr Delay (d2), s/veh	2.4	0.0	0.1	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	2.7	0.0	0.0	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.7	0.0	21.3	0.0	0.0	3.2
LnGrp LOS	D		C	A	A	A
Approach Vol, veh/h	153	A	494			2001
Approach Delay, s/veh	50.7		21.3			3.2
Approach LOS	D		C			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	43.8	50.0				93.8	16.2
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	45.1	20.6				45.1	30.1
Max Q Clear Time (g_c+I1), s	10.3	9.1				11.9	11.3
Green Ext Time (p_c), s	0.0	3.1				23.2	0.2

Intersection Summary	
HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



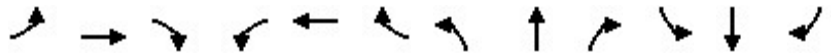
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	171	1857	129	141	309	0	0	224	44
Future Volume (veh/h)	0	0	0	171	1857	129	141	309	0	0	224	44
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.91
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				176	1914	133	145	319	0	0	231	45
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				229	2653	189	155	1416	0	0	562	102
Arrive On Green				0.19	0.19	0.19	0.17	0.55	0.00	0.00	0.13	0.13
Sat Flow, veh/h				400	4626	329	1781	5274	0	0	4435	777
Grp Volume(v), veh/h				815	680	728	145	319	0	0	181	95
Grp Sat Flow(s),veh/h/ln				1850	1702	1802	1781	1702	0	0	1702	1640
Q Serve(g_s), s				46.0	41.1	41.5	8.8	3.5	0.0	0.0	5.4	5.9
Cycle Q Clear(g_c), s				46.0	41.1	41.5	8.8	3.5	0.0	0.0	5.4	5.9
Prop In Lane				0.22		0.18	1.00		0.00	0.00		0.47
Lane Grp Cap(c), veh/h				1061	976	1034	155	1416	0	0	449	216
V/C Ratio(X)				0.77	0.70	0.70	0.93	0.23	0.00	0.00	0.40	0.44
Avail Cap(c_a), veh/h				1061	976	1034	155	1629	0	0	591	285
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.66	0.66	0.66	0.67	0.67	0.00	0.00	0.96	0.96
Uniform Delay (d), s/veh				37.6	35.7	35.8	45.1	18.5	0.0	0.0	43.8	44.0
Incr Delay (d2), s/veh				3.6	2.7	2.7	40.4	0.1	0.0	0.0	0.4	0.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				23.8	19.4	20.8	5.2	1.3	0.0	0.0	2.3	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				41.2	38.4	38.5	85.5	18.5	0.0	0.0	44.2	44.9
LnGrp LOS				D	D	D	F	B	A	A	D	D
Approach Vol, veh/h					2223			464			276	
Approach Delay, s/veh					39.5			39.5			44.4	
Approach LOS					D			D			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	15.5	20.9	69.0	36.4
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	9.6	* 19	63.1	35.1
Max Q Clear Time (g_c+I1), s	10.8	7.9	48.0	5.5
Green Ext Time (p_c), s	0.0	0.9	10.8	2.4

Intersection Summary	
HCM 6th Ctrl Delay	39.9
HCM 6th LOS	D

Notes

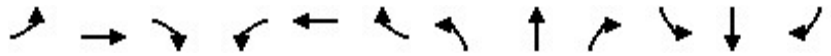
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	195	2115	0	0	0	0	0	144	55
Future Volume (veh/h)	0	0	0	195	2115	0	0	0	0	0	144	55
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.94
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				203	2203	0				0	150	57
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				295	3435	0				0	735	247
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				416	5006	0				0	3877	1247
Grp Volume(v), veh/h				902	1504	0				0	136	71
Grp Sat Flow(s),veh/h/ln				1850	1702	0				0	1702	1552
Q Serve(g_s), s				49.0	43.6	0.0				0.0	3.7	4.2
Cycle Q Clear(g_c), s				49.0	43.6	0.0				0.0	3.7	4.2
Prop In Lane				0.23		0.00				0.00		0.80
Lane Grp Cap(c), veh/h				1313	2417	0				0	675	308
V/C Ratio(X)				0.69	0.62	0.00				0.00	0.20	0.23
Avail Cap(c_a), veh/h				1313	2417	0				0	675	308
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				31.0	28.9	0.0				0.0	36.8	37.1
Incr Delay (d2), s/veh				2.9	1.2	0.0				0.0	0.7	1.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				25.2	20.2	0.0				0.0	1.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				33.9	30.1	0.0				0.0	37.5	38.8
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2406						207	
Approach Delay, s/veh					31.5						37.9	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.7		83.3						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.8		78.1						
Max Q Clear Time (g_c+I1), s				6.2		51.0						
Green Ext Time (p_c), s				0.3		4.4						

Intersection Summary												
HCM 6th Ctrl Delay			32.0									
HCM 6th LOS			C									



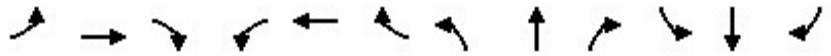
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2219	121	81	92	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2219	121	81	92	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2288	125	84	95	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3470	188	323	407	0			
Arrive On Green				0.00	0.23	0.23	0.20	0.20	0.00			
Sat Flow, veh/h				0	5119	268	1578	2084	0			
Grp Volume(v), veh/h				0	1567	846	95	84	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1815	1791	1777	0			
Q Serve(g_s), s				0.0	45.9	46.6	4.9	4.3	0.0			
Cycle Q Clear(g_c), s				0.0	45.9	46.6	4.9	4.3	0.0			
Prop In Lane				0.00		0.15	0.88		0.00			
Lane Grp Cap(c), veh/h				0	2386	1272	366	363	0			
V/C Ratio(X)				0.00	0.66	0.67	0.26	0.23	0.00			
Avail Cap(c_a), veh/h				0	2386	1272	366	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	30.3	30.5	36.8	36.5	0.0			
Incr Delay (d2), s/veh				0.0	1.4	2.8	1.7	1.5	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	21.3	23.5	2.4	2.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	31.7	33.3	38.5	38.0	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2413			179				
Approach Delay, s/veh					32.3			38.3				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						48.6		6.9				
Green Ext Time (p_c), s						22.4		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	32.7
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	196	2304	0	0	0	0	0	138	39
Future Volume (veh/h)	0	0	0	196	2304	0	0	0	0	0	138	39
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				206	2425	0				0	145	41
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				270	3413	0				0	733	316
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				386	5038	0				0	3647	1533
Grp Volume(v), veh/h				988	1643	0				0	145	41
Grp Sat Flow(s),veh/h/ln				1851	1702	0				0	1777	1533
Q Serve(g_s), s				54.8	48.5	0.0				0.0	3.7	2.4
Cycle Q Clear(g_c), s				54.8	48.5	0.0				0.0	3.7	2.4
Prop In Lane				0.21		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1297	2386	0				0	733	316
V/C Ratio(X)				0.76	0.69	0.00				0.00	0.20	0.13
Avail Cap(c_a), veh/h				1297	2386	0				0	733	316
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				33.7	31.3	0.0				0.0	36.1	35.6
Incr Delay (d2), s/veh				4.3	1.6	0.0				0.0	0.6	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				28.6	22.6	0.0				0.0	1.7	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				38.0	32.9	0.0				0.0	36.7	36.4
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					2631						186	
Approach Delay, s/veh					34.8						36.7	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				27.6		82.4						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				22.7		77.1						
Max Q Clear Time (g_c+I1), s				5.7		56.8						
Green Ext Time (p_c), s				0.9		17.9						

Intersection Summary												
HCM 6th Ctrl Delay			35.0									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2433	72	29	26	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2433	72	29	26	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2534	75	30	27	0			
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3709	109	311	320	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5262	150	1754	1899	0			
Grp Volume(v), veh/h				0	1688	921	30	27	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1839	1783	1777	0			
Q Serve(g_s), s				0.0	29.4	30.0	1.6	1.4	0.0			
Cycle Q Clear(g_c), s				0.0	29.4	30.0	1.6	1.4	0.0			
Prop In Lane				0.00		0.08	0.98		0.00			
Lane Grp Cap(c), veh/h				0	2479	1339	316	315	0			
V/C Ratio(X)				0.00	0.68	0.69	0.10	0.08	0.00			
Avail Cap(c_a), veh/h				0	2479	1339	316	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	8.1	8.1	37.9	37.8	0.0			
Incr Delay (d2), s/veh				0.0	1.5	2.9	0.6	0.5	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	9.6	11.1	0.8	0.7	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	9.6	11.0	38.5	38.3	0.0			
LnGrp LOS				A	A	B	D	D	A			
Approach Vol, veh/h					2609			57				
Approach Delay, s/veh					10.1			38.4				
Approach LOS					B			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						32.0		3.6				
Green Ext Time (p_c), s						36.3		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			10.7									
HCM 6th LOS			B									

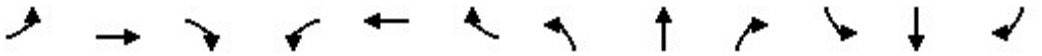
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	109	479	2	89	0	0	0	11
Future Vol, veh/h	0	0	0	0	109	479	2	89	0	0	0	11
Conflicting Peds, #/hr	6	0	0	0	0	6	15	0	0	0	0	15
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	114	499	2	93	0	0	0	11

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	72	619	-	-	-	328
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	72	619	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	911	403	0	0	0	668
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	929	478	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	896	401	-	-	-	664
Mov Cap-2 Maneuver	-	-	-	896	401	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	913	475	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	16.7	10.5
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	401	-	-	664
HCM Lane V/C Ratio	0.231	-	-	0.017
HCM Control Delay (s)	16.7	-	-	10.5
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	0.9	-	-	0.1



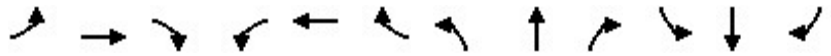
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	471	116	1381	722	0
Future Volume (veh/h)	0	0	0	0	0	0	0	471	116	1381	722	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.95	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	496	122	1454	760	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	817	248	3762	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.16	0.16	0.75	0.95	0.00
Sat Flow, veh/h		0					0	5149	1513	5023	1826	0
Grp Volume(v), veh/h		0.0					0	496	122	1454	760	0
Grp Sat Flow(s),veh/h/ln							0	1662	1513	1674	1826	0
Q Serve(g_s), s							0.0	10.2	8.1	11.3	3.7	0.0
Cycle Q Clear(g_c), s							0.0	10.2	8.1	11.3	3.7	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	817	248	3762	1740	0
V/C Ratio(X)							0.00	0.61	0.49	0.39	0.44	0.00
Avail Cap(c_a), veh/h							0	1205	366	3762	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.90	0.90	0.00
Uniform Delay (d), s/veh							0.0	42.7	41.8	4.9	0.2	0.0
Incr Delay (d2), s/veh							0.0	1.9	3.9	0.1	0.7	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	4.2	3.2	2.8	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	44.6	45.7	4.9	0.9	0.0
LnGrp LOS							A	D	D	A	A	A
Approach Vol, veh/h								618			2214	
Approach Delay, s/veh								44.8			3.6	
Approach LOS								D			A	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	86.8	23.2				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				40.0						
Max Q Clear Time (g_c+I1), s	13.3	12.2				5.7						
Green Ext Time (p_c), s	6.6	5.6				7.6						

Intersection Summary		
HCM 6th Ctrl Delay		12.6
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



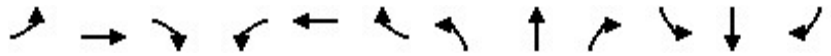
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	1418	58	0	0	0	0	376	207	79	315	0
Future Volume (veh/h)	48	1418	58	0	0	0	0	376	207	79	315	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97				1.00		0.95	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	49	1462	60				0	388	213	81	325	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	100	3168	957				0	624	278	111	1460	0
Arrive On Green	0.20	0.20	0.20				0.00	0.18	0.18	0.13	0.57	0.00
Sat Flow, veh/h	161	5106	1543				0	3572	1514	1781	5274	0
Grp Volume(v), veh/h	567	944	60				0	388	213	81	325	0
Grp Sat Flow(s),veh/h/ln	1862	1702	1543				0	1702	1514	1781	1702	0
Q Serve(g_s), s	29.6	26.7	3.4				0.0	11.6	14.7	4.8	3.4	0.0
Cycle Q Clear(g_c), s	29.6	26.7	3.4				0.0	11.6	14.7	4.8	3.4	0.0
Prop In Lane	0.09		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1155	2112	957				0	624	278	111	1460	0
V/C Ratio(X)	0.49	0.45	0.06				0.00	0.62	0.77	0.73	0.22	0.00
Avail Cap(c_a), veh/h	1155	2112	957				0	916	407	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.56	0.56	0.56				0.00	1.00	1.00	0.86	0.86	0.00
Uniform Delay (d), s/veh	28.4	27.2	18.0				0.0	41.4	42.7	47.2	17.5	0.0
Incr Delay (d2), s/veh	0.8	0.4	0.1				0.0	1.1	5.6	2.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	12.2	1.2				0.0	4.9	5.8	2.1	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.2	27.6	18.0				0.0	42.5	48.3	50.1	17.6	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1571						601			406	
Approach Delay, s/veh		27.8						44.6			24.1	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	73.1	36.9	11.3	25.6
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	31.6	5.4	6.8	16.7
Green Ext Time (p_c), s	10.7	1.8	0.1	3.5

Intersection Summary	
HCM 6th Ctrl Delay	31.1
HCM 6th LOS	C

Notes

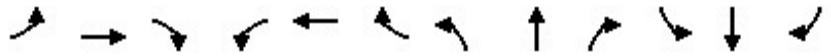
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



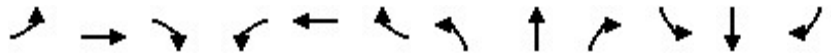
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1648	52	0	0	0	0	0	0	115	229	0
Future Volume (veh/h)	0	1648	52	0	0	0	0	0	0	115	229	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1699	54							119	236	0
Peak Hour Factor	0.97	0.97	0.97							0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2959	94							529	1175	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5246	161							1613	3749	0
Grp Volume(v), veh/h	0	1139	614							132	223	0
Grp Sat Flow(s),veh/h/ln	0	1702	1835							1790	1702	0
Q Serve(g_s), s	0.0	33.4	33.4							7.4	6.6	0.0
Cycle Q Clear(g_c), s	0.0	33.4	33.4							7.4	6.6	0.0
Prop In Lane	0.00		0.09							0.90		0.00
Lane Grp Cap(c), veh/h	0	1984	1069							587	1117	0
V/C Ratio(X)	0.00	0.57	0.57							0.22	0.20	0.00
Avail Cap(c_a), veh/h	0	1984	1069							587	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	32.0	32.0							36.3	35.9	0.0
Incr Delay (d2), s/veh	0.0	1.2	2.2							0.9	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.5	17.1							3.6	3.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	33.2	34.3							37.1	36.3	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1753									355	
Approach Delay, s/veh		33.6									36.6	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	35.4	9.4
Green Ext Time (p_c), s	5.7	0.9

Intersection Summary	
HCM 6th Ctrl Delay	34.1
HCM 6th LOS	C



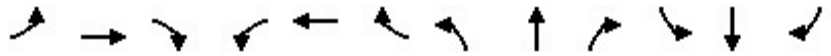
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	1700	0	0	0	0	0	110	164	0	0	0
Future Volume (veh/h)	70	1700	0	0	0	0	0	110	164	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	72	1753	0				0	113	169			
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	112	2908	0				0	599	494			
Arrive On Green	0.19	0.19	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	196	5237	0				0	1870	1465			
Grp Volume(v), veh/h	685	1140	0				0	113	169			
Grp Sat Flow(s),veh/h/ln	1861	1702	0				0	1777	1465			
Q Serve(g_s), s	37.4	33.6	0.0				0.0	5.0	9.5			
Cycle Q Clear(g_c), s	37.4	33.6	0.0				0.0	5.0	9.5			
Prop In Lane	0.11		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1067	1953	0				0	599	494			
V/C Ratio(X)	0.64	0.58	0.00				0.00	0.19	0.34			
Avail Cap(c_a), veh/h	1067	1953	0				0	599	494			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	34.2	32.6	0.0				0.0	25.8	27.3			
Incr Delay (d2), s/veh	3.0	1.3	0.0				0.0	0.7	1.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.4	15.6	0.0				0.0	2.2	3.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	33.9	0.0				0.0	26.5	29.2			
LnGrp LOS	D	C	A				A	C	C			
Approach Vol, veh/h		1825						282				
Approach Delay, s/veh		35.1						28.1				
Approach LOS		D						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		68.0						42.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		63.1						37.1				
Max Q Clear Time (g_c+I1), s		39.4						11.5				
Green Ext Time (p_c), s		14.8						1.9				
Intersection Summary												
HCM 6th Ctrl Delay			34.2									
HCM 6th LOS			C									



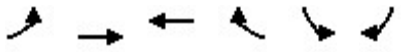
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1775	66	0	0	0	0	0	0	121	231	0
Future Volume (veh/h)	0	1775	66	0	0	0	0	0	0	121	231	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1811	67							123	236	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2484	92							747	1489	0
Arrive On Green	0.00	0.16	0.16							0.14	0.14	0.00
Sat Flow, veh/h	0	5219	187							1781	3647	0
Grp Volume(v), veh/h	0	1220	658							123	236	0
Grp Sat Flow(s),veh/h/ln	0	1702	1833							1781	1777	0
Q Serve(g_s), s	0.0	37.5	37.5							6.7	6.4	0.0
Cycle Q Clear(g_c), s	0.0	37.5	37.5							6.7	6.4	0.0
Prop In Lane	0.00		0.10							1.00		0.00
Lane Grp Cap(c), veh/h	0	1674	901							747	1489	0
V/C Ratio(X)	0.00	0.73	0.73							0.16	0.16	0.00
Avail Cap(c_a), veh/h	0	1674	901							747	1489	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	39.1	39.1							30.4	30.3	0.0
Incr Delay (d2), s/veh	0.0	2.8	5.2							0.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.7	19.7							3.2	3.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	41.9	44.3							30.9	30.5	0.0
LnGrp LOS	A	D	D							C	C	A
Approach Vol, veh/h		1878									359	
Approach Delay, s/veh		42.8									30.7	
Approach LOS		D									C	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	59.0	51.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	54.1	46.1
Max Q Clear Time (g_c+I1), s	39.5	8.7
Green Ext Time (p_c), s	10.7	2.1

Intersection Summary	
HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	1916	0	0	0	0	0	34	57	0	0	0
Future Volume (veh/h)	21	1916	0	0	0	0	0	34	57	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	22	2017	0				0	36	60			
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	38	3705	0				0	357	318			
Arrive On Green	0.23	0.23	0.00				0.00	0.20	0.20			
Sat Flow, veh/h	54	5387	0				0	1870	1585			
Grp Volume(v), veh/h	767	1272	0				0	36	60			
Grp Sat Flow(s),veh/h/ln	1868	1702	0				0	1777	1585			
Q Serve(g_s), s	40.0	35.9	0.0				0.0	1.8	3.5			
Cycle Q Clear(g_c), s	40.0	35.9	0.0				0.0	1.8	3.5			
Prop In Lane	0.03		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1326	2417	0				0	357	318			
V/C Ratio(X)	0.58	0.53	0.00				0.00	0.10	0.19			
Avail Cap(c_a), veh/h	1326	2417	0				0	357	318			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	27.5	26.0	0.0				0.0	35.8	36.5			
Incr Delay (d2), s/veh	1.8	0.8	0.0				0.0	0.6	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	20.7	16.6	0.0				0.0	0.9	1.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.4	26.8	0.0				0.0	36.4	37.8			
LnGrp LOS	C	C	A				A	D	D			
Approach Vol, veh/h		2039						96				
Approach Delay, s/veh		27.8						37.3				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		83.0						27.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		78.1						22.1				
Max Q Clear Time (g_c+I1), s		42.0						5.5				
Green Ext Time (p_c), s		21.9						0.4				
Intersection Summary												
HCM 6th Ctrl Delay			28.2									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	857	718	62	79	0
Future Volume (veh/h)	26	857	718	62	79	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	28	922	772	67	85	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	36	4335	3787	327	137	63
Arrive On Green	0.02	0.87	1.00	1.00	0.04	0.00
Sat Flow, veh/h	1781	5149	4828	402	3456	1585
Grp Volume(v), veh/h	28	922	549	290	85	0
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1743	1728	1585
Q Serve(g_s), s	1.8	3.5	0.0	0.0	2.9	0.0
Cycle Q Clear(g_c), s	1.8	3.5	0.0	0.0	2.9	0.0
Prop In Lane	1.00			0.23	1.00	1.00
Lane Grp Cap(c), veh/h	36	4335	2698	1416	137	63
V/C Ratio(X)	0.77	0.21	0.20	0.21	0.62	0.00
Avail Cap(c_a), veh/h	319	4335	2698	1416	884	406
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.99	0.99	1.00	0.00
Uniform Delay (d), s/veh	57.5	1.2	0.0	0.0	55.8	0.0
Incr Delay (d2), s/veh	11.3	0.1	0.2	0.3	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.3	0.1	0.1	1.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	68.8	1.3	0.2	0.3	57.5	0.0
LnGrp LOS	E	A	A	A	E	A
Approach Vol, veh/h		950	839		85	
Approach Delay, s/veh		3.3	0.2		57.5	
Approach LOS		A	A		E	

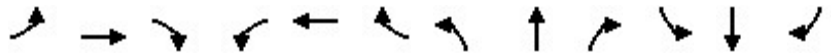
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		108.4		9.6	6.8	101.6
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 77		30.2	21.1	51.6
Max Q Clear Time (g_c+I1), s		5.5		4.9	3.8	2.0
Green Ext Time (p_c), s		21.6		0.1	0.0	15.3

Intersection Summary		
HCM 6th Ctrl Delay		4.4
HCM 6th LOS		A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	909	16	39	804	20	11	0	21	10	0	9
Future Volume (veh/h)	12	909	16	39	804	20	11	0	21	10	0	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.88	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	937	16	40	829	0	11	0	22	10	0	9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	720	3488	60	70	1567		40	0	31	271	0	118
Arrive On Green	0.81	1.00	1.00	0.04	0.31	0.00	0.02	0.00	0.02	0.08	0.00	0.08
Sat Flow, veh/h	1781	5045	86	1781	4985	1585	1781	0	1403	3456	0	1506
Grp Volume(v), veh/h	12	617	336	40	829	0	11	0	22	10	0	9
Grp Sat Flow(s),veh/h/ln	1781	1662	1808	1781	1662	1585	1781	0	1403	1728	0	1506
Q Serve(g_s), s	0.2	0.0	0.0	2.6	16.1	0.0	0.7	0.0	1.8	0.3	0.0	0.7
Cycle Q Clear(g_c), s	0.2	0.0	0.0	2.6	16.1	0.0	0.7	0.0	1.8	0.3	0.0	0.7
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	720	2298	1250	70	1567		40	0	31	271	0	118
V/C Ratio(X)	0.02	0.27	0.27	0.57	0.53		0.28	0.00	0.70	0.04	0.00	0.08
Avail Cap(c_a), veh/h	720	2298	1250	168	1567		251	0	197	999	0	435
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.7	0.0	0.0	55.7	33.3	0.0	56.7	0.0	57.3	50.3	0.0	50.4
Incr Delay (d2), s/veh	0.0	0.3	0.5	2.8	1.3	0.0	1.4	0.0	10.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.2	1.2	6.4	0.0	0.3	0.0	0.7	0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.7	0.3	0.5	58.5	34.5	0.0	58.1	0.0	67.3	50.3	0.0	50.5
LnGrp LOS	A	A	A	E	C		E	A	E	D	A	D
Approach Vol, veh/h		965			869	A		33			19	
Approach Delay, s/veh		0.4			35.6			64.2			50.4	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.0	87.3		14.2	53.4	42.9		7.5
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.6	21.6		34.1	10.2	* 37		16.6
Max Q Clear Time (g_c+I1), s	4.6	2.0		2.7	2.2	18.1		3.8
Green Ext Time (p_c), s	0.0	9.6		0.0	0.0	8.3		0.0

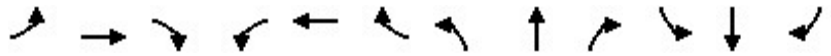
Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	383	461	94	214	494	8	98	51	176	140	50	303
Future Volume (veh/h)	383	461	94	214	494	8	98	51	176	140	50	303
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	426	512	104	238	549	9	109	57	0	156	56	337
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	467	2567	886	301	2124	35	204	110		303	319	264
Arrive On Green	0.26	0.51	0.51	0.09	0.33	0.33	0.06	0.06	0.00	0.17	0.17	0.17
Sat Flow, veh/h	1781	4985	1540	3456	6409	105	3456	1870	1585	1781	1870	1549
Grp Volume(v), veh/h	426	512	104	238	403	155	109	57	0	156	56	337
Grp Sat Flow(s),veh/h/ln	1781	1662	1540	1728	1570	1803	1728	1870	1585	1781	1870	1549
Q Serve(g_s), s	27.4	6.6	3.6	8.0	7.4	7.4	3.6	3.5	0.0	9.4	3.0	20.1
Cycle Q Clear(g_c), s	27.4	6.6	3.6	8.0	7.4	7.4	3.6	3.5	0.0	9.4	3.0	20.1
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	467	2567	886	301	1561	597	204	110		303	319	264
V/C Ratio(X)	0.91	0.20	0.12	0.79	0.26	0.26	0.53	0.52		0.51	0.18	1.28
Avail Cap(c_a), veh/h	467	2567	886	618	1561	597	691	374		303	319	264
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	15.5	11.5	52.8	28.8	28.9	53.9	53.9	0.0	44.5	41.9	49.0
Incr Delay (d2), s/veh	21.7	0.2	0.3	1.8	0.4	1.1	0.8	1.4	0.0	1.5	0.3	150.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.4	2.4	1.4	3.4	2.7	3.3	1.6	1.7	0.0	4.2	1.4	18.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.9	15.6	11.8	54.6	29.2	29.9	54.7	55.3	0.0	46.0	42.1	199.8
LnGrp LOS	E	B	B	D	C	C	D	E		D	D	F
Approach Vol, veh/h		1042			796			166	A		549	
Approach Delay, s/veh		35.0			37.0			54.9			140.0	
Approach LOS		C			D			D			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.7	66.5		25.0	36.6	44.5		11.9
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	21.1	13.6		20.1	15.6	* 39		23.6
Max Q Clear Time (g_c+I1), s	10.0	8.6		22.1	29.4	9.4		5.6
Green Ext Time (p_c), s	0.3	2.4		0.0	0.0	8.4		0.3

Intersection Summary	
HCM 6th Ctrl Delay	59.5
HCM 6th LOS	E

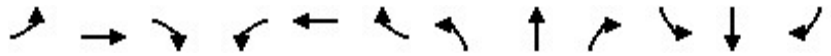
Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



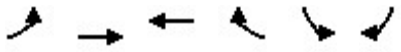
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	0	14	3	4	23	7	233	2	28	266	61
Future Volume (veh/h)	72	0	14	3	4	23	7	233	2	28	266	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	0	0	3	17	16	7	245	2	29	280	64
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	242	127	0	9	54	54	199	1085	9	208	872	195
Arrive On Green	0.07	0.00	0.00	0.03	0.03	0.03	0.11	0.30	0.30	0.12	0.31	0.31
Sat Flow, veh/h	3563	1870	0	278	1578	1573	1781	3611	29	1781	2854	638
Grp Volume(v), veh/h	90	0	0	20	0	16	7	120	127	29	172	172
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1856	0	1573	1781	1777	1863	1781	1777	1715
Q Serve(g_s), s	0.8	0.0	0.0	0.3	0.0	0.3	0.1	1.7	1.7	0.5	2.5	2.6
Cycle Q Clear(g_c), s	0.8	0.0	0.0	0.3	0.0	0.3	0.1	1.7	1.7	0.5	2.5	2.6
Prop In Lane	1.00		0.00	0.15		1.00	1.00		0.02	1.00		0.37
Lane Grp Cap(c), veh/h	242	127	0	63	0	54	199	534	560	208	543	524
V/C Ratio(X)	0.37	0.00	0.00	0.32	0.00	0.30	0.04	0.23	0.23	0.14	0.32	0.33
Avail Cap(c_a), veh/h	4284	2249	0	2233	0	1892	1339	2671	2801	2142	2671	2578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	0.0	0.0	15.7	0.0	15.7	13.2	8.7	8.7	13.2	8.9	8.9
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.1	0.0	1.1	0.0	0.2	0.2	0.1	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.1	0.0	0.1	0.0	0.5	0.5	0.2	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	0.0	0.0	16.7	0.0	16.8	13.2	8.9	8.9	13.3	9.1	9.2
LnGrp LOS	B	A	A	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		90			36			254			373	
Approach Delay, s/veh		15.5			16.8			9.0			9.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	14.0		6.3	7.7	14.2		5.1
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	40.0	50.0		40.0	25.0	50.0		40.0
Max Q Clear Time (g_c+I1), s	2.5	3.7		2.8	2.1	4.6		2.3
Green Ext Time (p_c), s	0.0	1.1		0.2	0.0	1.7		0.1

Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	173	8	8	68	101	191
Future Volume (veh/h)	173	8	8	68	101	191
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	196	0	9	0	111	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	617	324	1024		209	
Arrive On Green	0.17	0.00	0.55	0.00	0.06	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	196	0	9	0	111	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	2.6	0.0	0.1	0.0	1.7	0.0
Cycle Q Clear(g_c), s	2.6	0.0	0.1	0.0	1.7	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	617	324	1024		209	
V/C Ratio(X)	0.32	0.00	0.01		0.53	
Avail Cap(c_a), veh/h	3250	1706	1024		2522	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	19.8	0.0	5.6	0.0	25.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.0	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.1	0.0	5.7	0.0	27.1	0.0
LnGrp LOS	C	A	A		C	
Approach Vol, veh/h		196	9	A	111	A
Approach Delay, s/veh		20.1	5.7		27.1	
Approach LOS		C	A		C	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	13.5		7.3		34.0
Change Period (Y+Rc), s	4.0		4.0		4.0
Max Green Setting (Gmax), s	50.0		40.0		30.0
Max Q Clear Time (g_c+I1), s	4.6		3.7		2.1
Green Ext Time (p_c), s	0.7		0.4		0.0

Intersection Summary	
HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

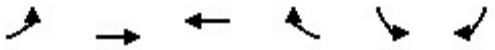
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	93	66	0	1	1
Future Vol, veh/h	13	93	66	0	1	1
Conflicting Peds, #/hr	6	0	0	6	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	109	78	0	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	84	0	-	0	169	46
Stage 1	-	-	-	-	84	-
Stage 2	-	-	-	-	85	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1511	-	-	-	805	1014
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	929	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1502	-	-	-	786	1007
Mov Cap-2 Maneuver	-	-	-	-	786	-
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	923	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1502	-	-	-	883
HCM Lane V/C Ratio	0.01	-	-	-	0.003
HCM Control Delay (s)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



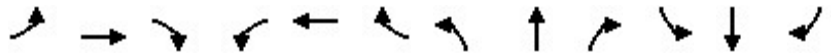
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1469	678	0	0	0
Future Volume (veh/h)	0	1469	678	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	0	1514	699	0	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	2	4761	7063		3	1
Arrive On Green	0.00	0.96	0.96	0.00	0.00	0.00
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	0	1514	699	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	0.0	2.3	0.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.3	0.6	0.0	0.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	2	4761	7063		3	1
V/C Ratio(X)	0.00	0.32	0.10		0.00	0.00
Avail Cap(c_a), veh/h	319	4761	7063		723	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.2	0.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.3	0.2	0.0	0.0	0.0
LnGrp LOS	A	A	A		A	A
Approach Vol, veh/h		1514	699	A	0	
Approach Delay, s/veh		0.3	0.2		0.0	
Approach LOS		A	A			

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		118.0		0.0	0.0	118.0
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		83.1		24.7	21.1	57.6
Max Q Clear Time (g_c+I1), s		4.3		0.0	0.0	2.6
Green Ext Time (p_c), s		45.3		0.0	0.0	13.2

Intersection Summary	
HCM 6th Ctrl Delay	0.3
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



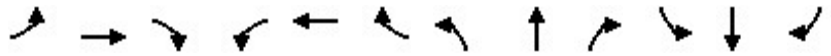
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3236	21	54	500	0	16	0	56	0	0	0
Future Volume (veh/h)	0	3236	21	54	500	0	16	0	56	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	0.99		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	3336	22	56	515	0	16	0	58	0	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	2	4961	1211	98	5374	0	143	0	82	61	108	0
Arrive On Green	0.00	0.79	0.79	0.06	1.00	0.00	0.06	0.00	0.06	0.00	0.00	0.00
Sat Flow, veh/h	1781	6281	1533	3456	6537	0	1410	0	1419	1345	1870	0
Grp Volume(v), veh/h	0	3336	22	56	515	0	16	0	58	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1570	1533	1728	1570	0	1410	0	1419	1345	1870	0
Q Serve(g_s), s	0.0	28.1	0.4	1.9	0.0	0.0	1.3	0.0	4.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	28.1	0.4	1.9	0.0	0.0	1.3	0.0	4.7	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	2	4961	1211	98	5374	0	143	0	82	61	108	0
V/C Ratio(X)	0.00	0.67	0.02	0.57	0.10	0.00	0.11	0.00	0.70	0.00	0.00	0.00
Avail Cap(c_a), veh/h	168	4961	1211	618	5374	0	356	0	297	265	392	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	5.6	2.6	54.9	0.0	0.0	53.0	0.0	54.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	1.9	0.0	0.0	0.1	0.0	4.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.2	0.1	0.8	0.0	0.0	0.5	0.0	1.8	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.3	2.7	56.8	0.0	0.0	53.1	0.0	58.6	0.0	0.0	0.0
LnGrp LOS	A	A	A	E	A	A	D	A	E	A	A	A
Approach Vol, veh/h		3358			571			74			0	
Approach Delay, s/veh		6.3			5.6			57.4			0.0	
Approach LOS		A			A			E				

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.8	98.5		11.7	0.0	106.3		11.7
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	21.1	57.6		24.7	11.1	67.6		24.7
Max Q Clear Time (g_c+I1), s	3.9	30.1		0.0	0.0	2.0		6.7
Green Ext Time (p_c), s	0.1	27.4		0.0	0.0	8.8		0.1

Intersection Summary	
HCM 6th Ctrl Delay	7.1
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.



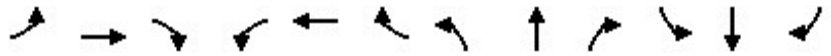
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	3112	1	8	144	250	1	0	1	5	0	5
Future Volume (veh/h)	15	3112	1	8	144	250	1	0	1	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	0.97		0.97	0.97		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	3242	1	8	150	260	1	0	1	5	0	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	25	4161	1	60	3903	1265	61	11	26	214	0	52
Arrive On Green	0.00	0.27	0.27	0.03	0.83	0.83	0.03	0.00	0.03	0.03	0.00	0.03
Sat Flow, veh/h	1781	5147	2	1781	4711	1528	455	317	772	2676	0	1543
Grp Volume(v), veh/h	16	2093	1150	8	150	260	2	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	1826	1781	1570	1528	1543	0	0	1338	0	1543
Q Serve(g_s), s	1.1	68.8	68.8	0.5	0.7	4.2	0.0	0.0	0.0	0.0	0.0	0.4
Cycle Q Clear(g_c), s	1.1	68.8	68.8	0.5	0.7	4.2	0.1	0.0	0.0	0.2	0.0	0.4
Prop In Lane	1.00		0.00	1.00		1.00	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	25	2686	1476	60	3903	1265	98	0	0	214	0	52
V/C Ratio(X)	0.65	0.78	0.78	0.13	0.04	0.21	0.02	0.00	0.00	0.02	0.00	0.10
Avail Cap(c_a), veh/h	168	2686	1476	168	3903	1265	415	0	0	796	0	388
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.4	33.5	33.5	55.3	1.8	2.1	55.1	0.0	0.0	55.1	0.0	55.2
Incr Delay (d2), s/veh	7.1	1.6	2.8	0.4	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	30.9	34.5	0.2	0.1	0.8	0.1	0.0	0.0	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.5	35.1	36.4	55.7	1.8	2.5	55.2	0.0	0.0	55.2	0.0	55.5
LnGrp LOS	E	D	D	E	A	A	E	A	A	E	A	E
Approach Vol, veh/h		3259			418			2			10	
Approach Delay, s/veh		35.7			3.2			55.2			55.3	
Approach LOS		D			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	100.7		8.9	6.0	103.1		8.9				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.1	62.6		29.7	11.1	62.6		29.7				
Max Q Clear Time (g_c+I1), s	2.5	70.8		2.4	3.1	6.2		2.1				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	6.2		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3093	11	27	320	0	0	0	28	0	0	0
Future Volume (veh/h)	0	3093	11	27	320	0	0	0	28	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	0	3189	11	28	330	0						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	3	4312	15	43	4620	0						
Arrive On Green	0.00	0.84	0.84	0.02	0.93	0.00						
Sat Flow, veh/h	1781	5127	18	1781	5149	0						
Grp Volume(v), veh/h	0	2065	1135	28	330	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1821	1781	1662	0						
Q Serve(g_s), s	0.0	18.6	18.7	1.1	0.4	0.0						
Cycle Q Clear(g_c), s	0.0	18.6	18.7	1.1	0.4	0.0						
Prop In Lane	1.00		0.01	1.00		0.00						
Lane Grp Cap(c), veh/h	3	2795	1532	43	4620	0						
V/C Ratio(X)	0.00	0.74	0.74	0.66	0.07	0.00						
Avail Cap(c_a), veh/h	752	2804	1537	752	4620	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	2.4	2.4	34.4	0.2	0.0						
Incr Delay (d2), s/veh	0.0	1.5	2.8	6.3	0.0	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	0.6	1.2	0.5	0.0	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	3.9	5.2	40.7	0.2	0.0						
LnGrp LOS	A	A	A	D	A	A						
Approach Vol, veh/h		3200			358							
Approach Delay, s/veh		4.3			3.4							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	6.1	65.0			0.0	71.1						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	30.6	60.0			30.0	60.0						
Max Q Clear Time (g_c+I1), s	3.1	20.7			0.0	2.4						
Green Ext Time (p_c), s	0.0	39.1			0.0	5.8						
Intersection Summary												
HCM 6th Ctrl Delay			4.2									
HCM 6th LOS			A									

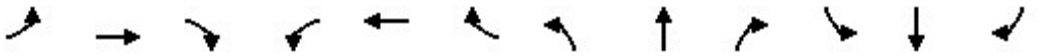
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	75	0	0	1372	277
Future Vol, veh/h	0	75	0	0	1372	277
Conflicting Peds, #/hr	0	0	5	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	80	0	0	1460	295

Major/Minor	Minor2			Major2	
Conflicting Flow All	1613	883		-	0
Stage 1	1613	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	150	248		-	-
Stage 1	100	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	149	247		-	-
Mov Cap-2 Maneuver	149	-		-	-
Stage 1	100	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	26.4	0
HCM LOS	D	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	247	-	-
HCM Lane V/C Ratio	-	0.323	-	-
HCM Control Delay (s)	0	26.4	-	-
HCM Lane LOS	A	D	-	-
HCM 95th %tile Q(veh)	-	1.3	-	-



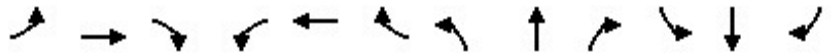
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	560	46	55	554	213	40	39	31	188	40	133
Future Volume (veh/h)	87	560	46	55	554	213	40	39	31	188	40	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	571	47	56	565	217	41	40	32	192	41	136
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	2161	655	72	2040	619	377	390	335	548	685	605
Arrive On Green	0.02	0.14	0.14	0.04	0.40	0.40	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	1781	5106	1548	1781	5106	1550	821	1012	869	1318	1777	1571
Grp Volume(v), veh/h	89	571	47	56	565	217	56	0	57	192	41	136
Grp Sat Flow(s),veh/h/ln	1781	1702	1548	1781	1702	1550	1165	0	1537	1318	1777	1571
Q Serve(g_s), s	5.1	10.2	2.7	3.2	7.6	10.0	1.9	0.0	2.4	11.1	1.5	5.9
Cycle Q Clear(g_c), s	5.1	10.2	2.7	3.2	7.6	10.0	7.9	0.0	2.4	13.5	1.5	5.9
Prop In Lane	1.00		1.00	1.00		1.00	0.73		0.57	1.00		1.00
Lane Grp Cap(c), veh/h	114	2161	655	72	2040	619	510	0	592	548	685	605
V/C Ratio(X)	0.78	0.26	0.07	0.78	0.28	0.35	0.11	0.00	0.10	0.35	0.06	0.22
Avail Cap(c_a), veh/h	246	2161	655	194	2040	619	510	0	592	548	685	605
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.98	0.98	0.98	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.2	29.7	26.5	48.5	20.7	21.4	22.1	0.0	20.0	24.3	19.7	21.1
Incr Delay (d2), s/veh	4.1	0.3	0.2	6.4	0.3	1.5	0.4	0.0	0.3	1.1	0.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.4	1.0	1.5	2.9	3.7	1.0	0.0	0.9	3.6	0.6	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.3	30.0	26.7	54.9	21.0	22.9	22.6	0.0	20.3	25.4	19.8	21.6
LnGrp LOS	D	C	C	D	C	C	C	A	C	C	B	C
Approach Vol, veh/h		707			838			113			369	
Approach Delay, s/veh		32.7			23.8			21.5			23.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	49.3		44.2	10.9	46.9		44.2				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	11.1	* 37		39.3	14.1	33.2		39.3				
Max Q Clear Time (g_c+I1), s	5.2	12.2		15.5	7.1	12.0		9.9				
Green Ext Time (p_c), s	0.0	6.4		4.1	0.0	9.4		0.4				

Intersection Summary		
HCM 6th Ctrl Delay	26.7	
HCM 6th LOS	C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	377	0	0	449	292	0	0	0	308	0	33
Future Volume (veh/h)	22	377	0	0	449	292	0	0	0	308	0	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	414	0	0	493	0	0	0	0	372	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	34	2620	0	2	2398		0	2	2	517	275	0
Arrive On Green	0.02	0.74	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.15	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3519	1870	0
Grp Volume(v), veh/h	24	414	0	0	493	0	0	0	0	372	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1759	1870	0
Q Serve(g_s), s	1.4	3.5	0.0	0.0	11.5	0.0	0.0	0.0	0.0	10.3	0.0	0.0
Cycle Q Clear(g_c), s	1.4	3.5	0.0	0.0	11.5	0.0	0.0	0.0	0.0	10.3	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	34	2620	0	2	2398		0	2	2	517	275	0
V/C Ratio(X)	0.70	0.16	0.00	0.00	0.21		0.00	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	176	2620	0	176	2398		0	182	154	1280	680	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.90	0.00	0.00	0.00	0.00	0.80	0.00	0.00
Uniform Delay (d), s/veh	49.7	4.0	0.0	0.0	17.4	0.0	0.0	0.0	0.0	41.5	0.0	0.0
Incr Delay (d2), s/veh	9.0	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.0	0.0	0.0	5.1	0.0	0.0	0.0	0.0	4.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.7	4.1	0.0	0.0	17.5	0.0	0.0	0.0	0.0	42.1	0.0	0.0
LnGrp LOS	E	A	A	A	B		A	A	A	D	A	A
Approach Vol, veh/h		438			493	A		0			372	
Approach Delay, s/veh		7.1			17.5			0.0			42.1	
Approach LOS		A			B						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	81.1		20.9	6.4	74.7		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.1	* 25		37.1	10.1	23.8		9.9				
Max Q Clear Time (g_c+I1), s	10.0	5.5		12.3	3.4	13.5		0.0				
Green Ext Time (p_c), s	0.0	5.7		0.7	0.0	3.6		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C

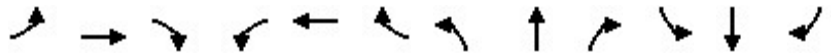
Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



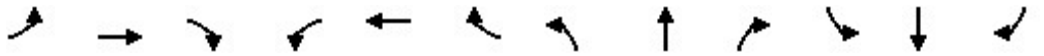
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	253	161	54	219	109	176	656	66	117	721	85
Future Volume (veh/h)	204	253	161	54	219	109	176	656	66	117	721	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	212	264	168	56	228	114	183	683	69	122	751	89
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	455	278	72	426	315	210	1602	162	148	1459	173
Arrive On Green	0.13	0.22	0.22	0.04	0.12	0.12	0.12	0.49	0.49	0.08	0.46	0.46
Sat Flow, veh/h	1781	2089	1277	1781	3554	1530	1781	3256	329	1781	3191	378
Grp Volume(v), veh/h	212	223	209	56	228	114	183	372	380	122	418	422
Grp Sat Flow(s),veh/h/ln	1781	1777	1589	1781	1777	1530	1781	1777	1808	1781	1777	1792
Q Serve(g_s), s	13.6	13.0	13.7	3.6	7.0	5.0	11.7	15.6	15.7	7.8	19.4	19.4
Cycle Q Clear(g_c), s	13.6	13.0	13.7	3.6	7.0	5.0	11.7	15.6	15.7	7.8	19.4	19.4
Prop In Lane	1.00		0.80	1.00		1.00	1.00		0.18	1.00		0.21
Lane Grp Cap(c), veh/h	239	387	346	72	426	315	210	874	889	148	812	819
V/C Ratio(X)	0.89	0.58	0.60	0.78	0.54	0.36	0.87	0.43	0.43	0.82	0.51	0.52
Avail Cap(c_a), veh/h	275	545	488	170	891	516	243	874	889	243	812	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.3	40.6	40.8	55.1	48.0	20.1	50.3	18.9	18.9	52.3	22.4	22.4
Incr Delay (d2), s/veh	23.3	0.5	0.6	6.5	0.4	0.3	22.6	1.5	1.5	4.6	2.3	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	5.7	5.4	1.8	3.1	2.1	6.5	6.7	6.9	3.7	8.5	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.7	41.1	41.5	61.6	48.4	20.4	72.9	20.5	20.4	56.9	24.7	24.7
LnGrp LOS	E	D	D	E	D	C	E	C	C	E	C	C
Approach Vol, veh/h		644			398			935			962	
Approach Delay, s/veh		51.6			42.2			30.7			28.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	62.4	9.1	30.5	18.1	58.3	20.8	18.8
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	15.8	* 35	11.1	35.6	15.8	34.2	17.9	* 29
Max Q Clear Time (g_c+I1), s	9.6	17.7	5.6	15.7	13.7	21.4	15.6	9.0
Green Ext Time (p_c), s	0.0	1.6	0.0	1.0	0.0	1.7	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	36.2
HCM 6th LOS	D

Notes

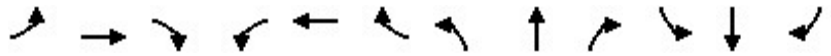
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	460	153	203	191	60	174	194	501	99	246	77
Future Volume (veh/h)	70	460	153	203	191	60	174	194	501	99	246	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.92	1.00		0.83
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	495	165	218	205	65	187	209	539	106	265	83
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	97	918	587	286	537	438	218	1332	681	133	1162	431
Arrive On Green	0.05	0.26	0.26	0.08	0.29	0.29	0.12	0.37	0.37	0.07	0.33	0.33
Sat Flow, veh/h	1781	3554	1518	3456	1870	1524	1781	3554	1466	1781	3554	1319
Grp Volume(v), veh/h	75	495	165	218	205	65	187	209	539	106	265	83
Grp Sat Flow(s),veh/h/ln	1781	1777	1518	1728	1870	1524	1781	1777	1466	1781	1777	1319
Q Serve(g_s), s	4.6	13.4	8.4	6.9	9.8	3.6	11.5	4.4	35.3	6.5	6.1	5.1
Cycle Q Clear(g_c), s	4.6	13.4	8.4	6.9	9.8	3.6	11.5	4.4	35.3	6.5	6.1	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	97	918	587	286	537	438	218	1332	681	133	1162	431
V/C Ratio(X)	0.78	0.54	0.28	0.76	0.38	0.15	0.86	0.16	0.79	0.80	0.23	0.19
Avail Cap(c_a), veh/h	478	1271	737	927	669	545	478	1332	681	478	1271	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	35.7	24.0	50.2	31.9	29.7	48.1	23.2	26.0	50.9	27.4	27.0
Incr Delay (d2), s/veh	4.9	0.6	0.3	1.6	0.2	0.1	3.8	0.1	6.3	4.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	5.9	3.1	3.0	4.5	1.3	5.3	1.8	13.1	3.1	2.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	36.3	24.4	51.8	32.2	29.8	51.9	23.3	32.4	55.0	27.4	27.1
LnGrp LOS	E	D	C	D	C	C	D	C	C	E	C	C
Approach Vol, veh/h		735			488			935			454	
Approach Delay, s/veh		35.8			40.6			34.2			33.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	34.8	19.1	43.3	11.5	38.0	13.7	48.6
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	8.9	15.4	13.5	8.1	6.6	11.8	8.5	37.3
Green Ext Time (p_c), s	0.4	4.9	0.2	1.4	0.1	1.0	0.1	1.1

Intersection Summary	
HCM 6th Ctrl Delay	35.8
HCM 6th LOS	D



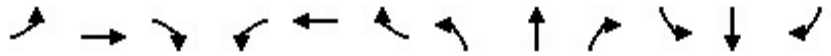
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	0	70	71	0	69	17	650	28	65	548	5
Future Volume (veh/h)	37	0	70	71	0	69	17	650	28	65	548	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.96	0.98		0.96	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	0	80	81	0	78	19	739	32	74	623	6
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	193	44	238	508	0	455	34	1810	78	97	2068	20
Arrive On Green	0.24	0.00	0.24	0.24	0.00	0.24	0.02	0.36	0.36	0.05	0.40	0.40
Sat Flow, veh/h	333	183	982	1407	0	1524	1781	5016	216	1781	5215	50
Grp Volume(v), veh/h	122	0	0	81	0	78	19	501	270	74	406	223
Grp Sat Flow(s),veh/h/ln	1498	0	0	1407	0	1524	1781	1702	1829	1781	1702	1861
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	1.6	0.5	4.7	4.8	1.8	3.5	3.5
Cycle Q Clear(g_c), s	2.6	0.0	0.0	1.6	0.0	1.6	0.5	4.7	4.8	1.8	3.5	3.5
Prop In Lane	0.34		0.66	1.00		1.00	1.00		0.12	1.00		0.03
Lane Grp Cap(c), veh/h	475	0	0	508	0	455	34	1228	660	97	1350	738
V/C Ratio(X)	0.26	0.00	0.00	0.16	0.00	0.17	0.56	0.41	0.41	0.76	0.30	0.30
Avail Cap(c_a), veh/h	1466	0	0	1400	0	1507	1245	4760	2557	1245	4760	2602
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.3	0.0	0.0	12.9	0.0	11.2	20.9	10.3	10.3	20.0	8.9	8.9
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.1	5.4	0.3	0.5	4.5	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.5	0.0	0.5	0.2	1.4	1.6	0.8	1.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	0.0	0.0	13.0	0.0	11.3	26.3	10.6	10.8	24.5	9.0	9.1
LnGrp LOS	B	A	A	B	A	B	C	B	B	C	A	A
Approach Vol, veh/h		122			159			790			703	
Approach Delay, s/veh		13.4			12.1			11.0			10.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.7	20.9		15.3	5.2	22.4		15.3
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.6	6.8		4.6	2.5	5.5		3.6
Green Ext Time (p_c), s	0.1	8.3		0.5	0.0	5.5		0.5

Intersection Summary	
HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	12	119	160	35	175	138	596	14	30	1230	62
Future Volume (veh/h)	130	12	119	160	35	175	138	596	14	30	1230	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.86	1.00		0.86	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	137	13	125	168	37	184	145	627	15	32	1295	65
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	375	273	194	407	297	175	1763	768	41	1474	74
Arrive On Green	0.09	0.20	0.20	0.11	0.22	0.22	0.10	0.50	0.50	0.02	0.43	0.43
Sat Flow, veh/h	1781	1870	1362	1781	1870	1364	1781	3554	1547	1781	3443	173
Grp Volume(v), veh/h	137	13	125	168	37	184	145	627	15	32	667	693
Grp Sat Flow(s),veh/h/ln	1781	1870	1362	1781	1870	1364	1781	1777	1547	1781	1777	1839
Q Serve(g_s), s	10.3	0.8	11.0	12.7	2.2	16.6	10.9	14.7	0.7	2.4	46.9	47.1
Cycle Q Clear(g_c), s	10.3	0.8	11.0	12.7	2.2	16.6	10.9	14.7	0.7	2.4	46.9	47.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	163	375	273	194	407	297	175	1763	768	41	761	787
V/C Ratio(X)	0.84	0.03	0.46	0.87	0.09	0.62	0.83	0.36	0.02	0.78	0.88	0.88
Avail Cap(c_a), veh/h	392	411	300	392	411	300	392	1763	768	392	782	809
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.0	43.9	48.0	59.8	42.6	48.2	60.4	21.0	17.5	66.3	35.7	35.8
Incr Delay (d2), s/veh	4.4	0.0	0.4	4.5	0.0	2.8	13.2	0.2	0.0	11.3	12.2	12.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.4	3.8	6.0	1.0	5.9	5.6	6.2	0.2	1.2	22.6	23.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.4	43.9	48.4	64.4	42.6	51.0	73.6	21.2	17.5	77.6	47.9	47.8
LnGrp LOS	E	D	D	E	D	D	E	C	B	E	D	D
Approach Vol, veh/h		275			389			787			1392	
Approach Delay, s/veh		56.6			56.0			30.8			48.5	
Approach LOS		E			E			C			D	

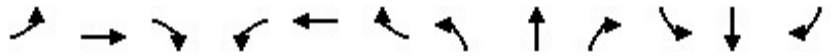
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	76.3	19.2	32.3	17.8	67.1	16.9	34.6
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	14.4	16.7	14.7	13.0	12.9	49.1	12.3	18.6
Green Ext Time (p_c), s	0.0	6.4	0.2	0.3	0.5	9.3	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	45.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



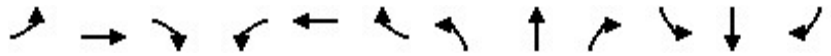
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	529	38	197	85	0	0	0	0	492	71	35
Future Volume (veh/h)	0	529	38	197	85	0	0	0	0	492	71	35
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	569	41	212	91	0				583	0	38
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	434	866	383	355	678	0				815	0	749
Arrive On Green	0.00	0.24	0.24	0.20	0.20	0.00				0.23	0.00	0.23
Sat Flow, veh/h	1781	3554	1572	1781	3572	0				3563	0	1583
Grp Volume(v), veh/h	0	569	41	212	91	0				583	0	38
Grp Sat Flow(s),veh/h/ln	1781	1777	1572	1781	1702	0				1781	0	1583
Q Serve(g_s), s	0.0	6.4	0.9	4.8	1.0	0.0				6.7	0.0	0.6
Cycle Q Clear(g_c), s	0.0	6.4	0.9	4.8	1.0	0.0				6.7	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	434	866	383	355	678	0				815	0	749
V/C Ratio(X)	0.00	0.66	0.11	0.60	0.13	0.00				0.72	0.00	0.05
Avail Cap(c_a), veh/h	2419	4825	2134	2419	4622	0				2822	0	1640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.0	13.0	16.1	14.6	0.0				15.7	0.0	6.3
Incr Delay (d2), s/veh	0.0	0.3	0.0	1.8	0.1	0.0				0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.0	0.2	1.7	0.3	0.0				2.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.4	13.0	17.9	14.7	0.0				16.2	0.0	6.3
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		610			303						621	
Approach Delay, s/veh		15.2			16.9						15.6	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		14.8		16.3		13.1
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		8.4		8.7		6.8
Green Ext Time (p_c), s		2.4		1.2		2.0

Intersection Summary	
HCM 6th Ctrl Delay	15.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	936	0	0	236	257	23	13	99	37	0	227
Future Volume (veh/h)	83	936	0	0	236	257	23	13	99	37	0	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	91	1029	0	0	259	282	25	14	109	41	0	249
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	122	1446	0	0	468	417	213	22	169	51	0	308
Arrive On Green	0.07	0.41	0.00	0.00	0.26	0.26	0.12	0.12	0.12	0.23	0.00	0.23
Sat Flow, veh/h	1781	3647	0	0	1870	1585	1781	182	1413	224	0	1359
Grp Volume(v), veh/h	91	1029	0	0	259	282	25	0	123	290	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1595	1583	0	0
Q Serve(g_s), s	3.0	14.5	0.0	0.0	7.5	9.6	0.8	0.0	4.4	10.4	0.0	0.0
Cycle Q Clear(g_c), s	3.0	14.5	0.0	0.0	7.5	9.6	0.8	0.0	4.4	10.4	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.89	0.14		0.86
Lane Grp Cap(c), veh/h	122	1446	0	0	468	417	213	0	191	359	0	0
V/C Ratio(X)	0.74	0.71	0.00	0.00	0.55	0.68	0.12	0.00	0.64	0.81	0.00	0.00
Avail Cap(c_a), veh/h	891	3554	0	0	1777	1585	1187	0	1063	1055	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.4	14.9	0.0	0.0	19.1	19.8	23.6	0.0	25.2	21.9	0.0	0.0
Incr Delay (d2), s/veh	10.3	0.2	0.0	0.0	1.2	2.3	0.1	0.0	1.4	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.6	0.0	0.0	2.8	3.3	0.3	0.0	1.6	3.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	15.1	0.0	0.0	20.3	22.1	23.7	0.0	26.6	23.6	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	C	C	A	A
Approach Vol, veh/h		1120			541			148			290	
Approach Delay, s/veh		16.9			21.3			26.1			23.6	
Approach LOS		B			C			C			C	

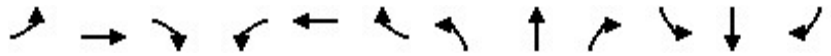
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		28.8		17.6	8.6	20.2		13.6				
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4				
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s		16.5		12.4	5.0	11.6		6.4				
Green Ext Time (p_c), s		4.9		1.3	0.3	4.2		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		19.6
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



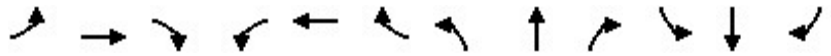
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	791	282	253	367	0	0	0	0	858	391	143
Future Volume (veh/h)	0	791	282	253	367	0	0	0	0	858	391	143
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	833	297	266	386	0				903	412	151
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1530	669	346	2072	0				1070	562	473
Arrive On Green	0.00	0.43	0.43	0.20	1.00	0.00				0.30	0.30	0.30
Sat Flow, veh/h	0	3647	1554	3456	3647	0				3563	1870	1576
Grp Volume(v), veh/h	0	833	297	266	386	0				903	412	151
Grp Sat Flow(s),veh/h/ln	0	1777	1554	1728	1777	0				1781	1870	1576
Q Serve(g_s), s	0.0	14.6	11.3	6.1	0.0	0.0				20.0	16.6	6.2
Cycle Q Clear(g_c), s	0.0	14.6	11.3	6.1	0.0	0.0				20.0	16.6	6.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1530	669	346	2072	0				1070	562	473
V/C Ratio(X)	0.00	0.54	0.44	0.77	0.19	0.00				0.84	0.73	0.32
Avail Cap(c_a), veh/h	0	1530	669	703	2072	0				1361	715	602
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.75	0.75	0.97	0.97	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	17.8	16.8	32.7	0.0	0.0				27.5	26.4	22.7
Incr Delay (d2), s/veh	0.0	1.0	1.6	1.3	0.2	0.0				3.3	1.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.5	3.9	2.3	0.1	0.0				8.6	7.4	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.8	18.4	34.0	0.2	0.0				30.8	28.3	22.9
LnGrp LOS	A	B	B	C	A	A				C	C	C
Approach Vol, veh/h		1130			652						1466	
Approach Delay, s/veh		18.7			14.0						29.3	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.8	41.1		30.1		53.9
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.1	16.6		22.0		2.0
Green Ext Time (p_c), s	0.3	2.5		3.2		2.8

Intersection Summary	
HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C

Notes

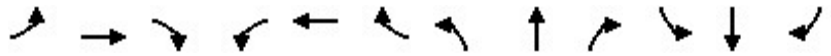
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	353	1291	0	0	496	448	115	273	37	0	0	0
Future Volume (veh/h)	353	1291	0	0	496	448	115	273	37	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	372	1359	0	0	522	472	121	287	39			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1189	2619	0	0	1189	530	196	507	69			
Arrive On Green	0.69	1.00	0.00	0.00	0.33	0.33	0.15	0.15	0.15			
Sat Flow, veh/h	3456	3647	0	0	3647	1585	1340	3463	470			
Grp Volume(v), veh/h	372	1359	0	0	522	472	163	137	147			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	1803	1702	1768			
Q Serve(g_s), s	3.6	0.0	0.0	0.0	9.6	23.7	7.1	6.3	6.5			
Cycle Q Clear(g_c), s	3.6	0.0	0.0	0.0	9.6	23.7	7.1	6.3	6.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.74		0.27			
Lane Grp Cap(c), veh/h	1189	2619	0	0	1189	530	264	249	259			
V/C Ratio(X)	0.31	0.52	0.00	0.00	0.44	0.89	0.62	0.55	0.57			
Avail Cap(c_a), veh/h	1189	2619	0	0	1189	530	603	569	591			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.63	0.63	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	9.1	0.0	0.0	0.0	21.8	26.5	33.6	33.3	33.4			
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.0	1.2	19.7	0.9	0.7	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.1	0.2	0.0	0.0	3.8	10.9	3.1	2.6	2.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.2	0.5	0.0	0.0	23.0	46.2	34.5	34.0	34.1			
LnGrp LOS	A	A	A	A	C	D	C	C	C			
Approach Vol, veh/h		1731			994			447				
Approach Delay, s/veh		2.4			34.0			34.2				
Approach LOS		A			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		66.8			33.8	33.0		17.2				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			5.6	25.7		9.1				
Green Ext Time (p_c), s		15.8			0.8	1.2		1.6				
Intersection Summary												
HCM 6th Ctrl Delay			16.8									
HCM 6th LOS			B									

Notes

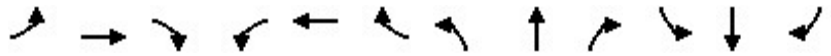
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	24	40	21	1435	23	0	0	0
Future Volume (veh/h)	0	0	0	0	24	40	21	1435	23	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.99			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	25	42	22	1511	24			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	32	54	100	3527	56			
Arrive On Green				0.00	0.05	0.05	0.71	0.71	0.71			
Sat Flow, veh/h				0	627	1054	26	4993	79			
Grp Volume(v), veh/h				0	0	67	570	473	515			
Grp Sat Flow(s),veh/h/ln				0	0	1681	1862	1549	1687			
Q Serve(g_s), s				0.0	0.0	1.8	0.0	5.9	5.9			
Cycle Q Clear(g_c), s				0.0	0.0	1.8	5.9	5.9	5.9			
Prop In Lane				0.00		0.63	0.04		0.05			
Lane Grp Cap(c), veh/h				0	0	85	1397	1094	1191			
V/C Ratio(X)				0.00	0.00	0.78	0.41	0.43	0.43			
Avail Cap(c_a), veh/h				0	0	1471	2518	2034	2215			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	21.4	2.8	2.8	2.8			
Incr Delay (d2), s/veh				0.0	0.0	5.8	0.3	0.4	0.4			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.8	0.8	0.7	0.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	27.3	3.1	3.2	3.2			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					67			1557				
Approach Delay, s/veh					27.3			3.2				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	37.9							7.8				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	7.9							3.8				
Green Ext Time (p_c), s	24.4							0.3				

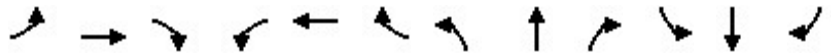
Intersection Summary												
HCM 6th Ctrl Delay			4.2									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	258	143	300	343	79	210	396	66	148	1010	81
Future Volume (veh/h)	78	258	143	300	343	79	210	396	66	148	1010	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	83	274	152	319	365	84	223	421	70	157	1074	86
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	328	277	346	456	105	251	1650	268	185	1618	129
Arrive On Green	0.06	0.18	0.18	0.19	0.31	0.31	0.14	0.37	0.37	0.10	0.34	0.34
Sat Flow, veh/h	1781	1870	1580	1781	1470	338	1781	4423	718	1781	4817	385
Grp Volume(v), veh/h	83	274	152	319	0	449	223	322	169	157	759	401
Grp Sat Flow(s),veh/h/ln	1781	1870	1580	1781	0	1809	1781	1702	1737	1781	1702	1798
Q Serve(g_s), s	5.7	17.5	10.9	21.7	0.0	28.2	15.2	8.1	8.4	10.7	23.5	23.6
Cycle Q Clear(g_c), s	5.7	17.5	10.9	21.7	0.0	28.2	15.2	8.1	8.4	10.7	23.5	23.6
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.41	1.00		0.21
Lane Grp Cap(c), veh/h	106	328	277	346	0	561	251	1270	648	185	1143	604
V/C Ratio(X)	0.79	0.84	0.55	0.92	0.00	0.80	0.89	0.25	0.26	0.85	0.66	0.66
Avail Cap(c_a), veh/h	432	605	511	432	0	585	432	1652	843	432	1652	873
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.4	49.3	46.5	48.9	0.0	39.1	52.1	26.8	26.9	54.4	35.1	35.1
Incr Delay (d2), s/veh	4.8	2.2	0.6	20.1	0.0	7.5	5.6	0.2	0.4	4.2	1.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	8.4	4.4	11.6	0.0	13.7	7.1	3.3	3.5	5.0	9.8	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	51.5	47.2	69.0	0.0	46.7	57.7	27.0	27.3	58.6	36.3	37.4
LnGrp LOS	E	D	D	E	A	D	E	C	C	E	D	D
Approach Vol, veh/h		509			768			714			1317	
Approach Delay, s/veh		51.9			55.9			36.7			39.3	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	51.4	28.4	26.5	21.8	46.8	11.7	43.2
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	12.7	10.4	23.7	19.5	17.2	25.6	7.7	30.2
Green Ext Time (p_c), s	0.2	6.3	0.3	1.3	0.2	15.9	0.1	2.1

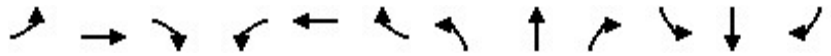
Intersection Summary	
HCM 6th Ctrl Delay	44.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	286	217	54	229	0	0	0	0	240	1874	478
Future Volume (veh/h)	0	286	217	54	229	0	0	0	0	240	1874	478
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	308	233	58	246	0				258	2015	514
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	455	385	105	511	0				1106	2542	620
Arrive On Green	0.00	0.24	0.24	0.24	0.24	0.00				0.62	0.62	0.62
Sat Flow, veh/h	0	1870	1581	209	2183	0				1781	4094	999
Grp Volume(v), veh/h	0	308	233	134	170	0				258	1660	869
Grp Sat Flow(s),veh/h/ln	0	1870	1581	690	1617	0				1781	1702	1690
Q Serve(g_s), s	0.0	14.3	12.5	6.1	8.5	0.0				6.1	34.6	38.4
Cycle Q Clear(g_c), s	0.0	14.3	12.5	20.3	8.5	0.0				6.1	34.6	38.4
Prop In Lane	0.00		1.00	0.43		0.00				1.00		0.59
Lane Grp Cap(c), veh/h	0	455	385	222	394	0				1106	2113	1049
V/C Ratio(X)	0.00	0.68	0.61	0.60	0.43	0.00				0.23	0.79	0.83
Avail Cap(c_a), veh/h	0	586	495	309	507	0				1116	2133	1059
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	32.8	32.1	35.9	30.6	0.0				8.0	13.4	14.2
Incr Delay (d2), s/veh	0.0	1.0	0.6	1.9	0.6	0.0				0.2	2.2	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.6	4.8	3.2	3.4	0.0				2.2	12.3	14.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	33.9	32.7	37.9	31.2	0.0				8.2	15.7	20.2
LnGrp LOS	A	C	C	D	C	A				A	B	C
Approach Vol, veh/h		541			304						2787	
Approach Delay, s/veh		33.4			34.1						16.4	
Approach LOS		C			C						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		30.0		65.8		30.0
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		16.3		40.4		22.3
Green Ext Time (p_c), s		1.5		19.0		1.0

Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	298	52	172	0	23	11	269	1275	29	0	0	0
Future Volume (veh/h)	298	52	172	0	23	11	269	1275	29	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	314	55	181	0	24	12	283	1342	31			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	507	68	1273	0	392	196	841	1676	39			
Arrive On Green	0.33	0.33	0.33	0.00	0.33	0.33	0.47	0.47	0.47			
Sat Flow, veh/h	1165	204	1573	0	1176	588	1781	3549	82			
Grp Volume(v), veh/h	369	0	181	0	0	36	283	671	702			
Grp Sat Flow(s),veh/h/ln	1369	0	1573	0	0	1764	1781	1777	1854			
Q Serve(g_s), s	13.3	0.0	0.0	0.0	0.0	0.8	5.6	18.0	18.0			
Cycle Q Clear(g_c), s	14.1	0.0	0.0	0.0	0.0	0.8	5.6	18.0	18.0			
Prop In Lane	0.85		1.00	0.00		0.33	1.00		0.04			
Lane Grp Cap(c), veh/h	575	0	1273	0	0	588	841	839	876			
V/C Ratio(X)	0.64	0.00	0.14	0.00	0.00	0.06	0.34	0.80	0.80			
Avail Cap(c_a), veh/h	864	0	1590	0	0	944	937	935	976			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	17.5	0.0	1.2	0.0	0.0	12.7	9.3	12.5	12.6			
Incr Delay (d2), s/veh	1.2	0.0	0.1	0.0	0.0	0.0	0.2	4.6	4.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.1	0.0	2.8	0.0	0.0	0.3	1.8	6.8	7.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	0.0	1.2	0.0	0.0	12.7	9.5	17.1	17.0			
LnGrp LOS	B	A	A	A	A	B	A	B	B			
Approach Vol, veh/h		550			36			1656				
Approach Delay, s/veh		13.0			12.7			15.8				
Approach LOS		B			B			B				

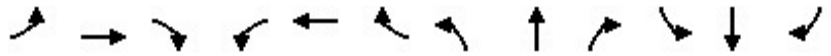
Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	31.0	25.1	25.1
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	20.0	16.1	2.8
Green Ext Time (p_c), s	6.5	2.6	0.1

Intersection Summary	
HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	37	67	1	3	11	647	74	68	1413	5
Future Volume (veh/h)	0	0	37	67	1	3	11	647	74	68	1413	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	43	78	1	3	13	752	86	79	1643	6
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	118	0	340	381	89	266	23	2499	772	168	2757	10
Arrive On Green	0.00	0.00	0.22	0.22	0.22	0.22	0.01	0.49	0.49	0.05	0.53	0.53
Sat Flow, veh/h	1412	0	1568	1350	408	1225	1781	5106	1576	3456	5252	19
Grp Volume(v), veh/h	0	0	43	78	0	4	13	752	86	79	1065	584
Grp Sat Flow(s),veh/h/ln	1412	0	1568	1350	0	1634	1781	1702	1576	1728	1702	1867
Q Serve(g_s), s	0.0	0.0	1.3	3.0	0.0	0.1	0.4	5.4	1.8	1.4	13.1	13.1
Cycle Q Clear(g_c), s	0.0	0.0	1.3	4.3	0.0	0.1	0.4	5.4	1.8	1.4	13.1	13.1
Prop In Lane	1.00		1.00	1.00		0.75	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	118	0	340	381	0	354	23	2499	772	168	1787	980
V/C Ratio(X)	0.00	0.00	0.13	0.20	0.00	0.01	0.56	0.30	0.11	0.47	0.60	0.60
Avail Cap(c_a), veh/h	742	0	1032	977	0	1075	879	5041	1556	1706	3361	1843
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	19.2	20.9	0.0	18.7	29.8	9.3	8.4	28.2	10.0	10.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.0	0.0	7.7	0.1	0.1	0.8	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	0.9	0.0	0.0	0.2	1.7	0.5	0.5	3.9	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	19.2	21.0	0.0	18.7	37.6	9.4	8.5	28.9	10.3	10.6
LnGrp LOS	A	A	B	C	A	B	D	A	A	C	B	B
Approach Vol, veh/h		43			82			851			1728	
Approach Delay, s/veh		19.2			20.9			9.7			11.2	
Approach LOS		B			C			A			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.3	35.4		18.0	5.2	37.6		18.0
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.6	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	3.4	7.4		3.3	2.4	15.1		6.3
Green Ext Time (p_c), s	0.1	11.7		0.2	0.0	16.8		0.1

Intersection Summary	
HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

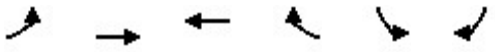
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3721	12	0	1365	0	0	0	1	0	0	0
Future Vol, veh/h	0	3721	12	0	1365	0	0	0	1	0	0	0
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	3797	12	0	1393	0	0	0	1	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1906	-	-	697
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	0	0	0	50	0	0	329
Stage 1	0	-	-	0	-	0	0	0	-	0	0	-
Stage 2	0	-	-	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	50	-	-	329
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	78.5	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	50	-	-	-	-
HCM Lane V/C Ratio	0.02	-	-	-	-
HCM Control Delay (s)	78.5	-	-	-	0
HCM Lane LOS	F	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1435	2328	1946	128	81	18
Future Volume (veh/h)	1435	2328	1946	128	81	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1495	2425	2027	0	84	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	1130	4231	2415		111	98
Arrive On Green	0.33	0.85	0.48	0.00	0.06	0.06
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1495	2425	2027	0	84	19
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	38.6	16.9	41.7	0.0	5.5	1.3
Cycle Q Clear(g_c), s	38.6	16.9	41.7	0.0	5.5	1.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1130	4231	2415		111	98
V/C Ratio(X)	1.32	0.57	0.84		0.76	0.19
Avail Cap(c_a), veh/h	1130	4231	2415		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.61	0.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	2.6	26.4	0.0	54.5	52.5
Incr Delay (d2), s/veh	151.4	0.6	2.3	0.0	4.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	39.3	2.4	15.7	0.0	2.5	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	191.1	3.2	28.7	0.0	58.4	52.9
LnGrp LOS	F	A	C		E	D
Approach Vol, veh/h		3920	2027	A	103	
Approach Delay, s/veh		74.9	28.7		57.4	
Approach LOS		E	C		E	

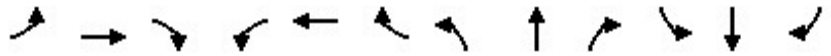
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		105.5		12.5	43.0	62.5
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	38.6	* 35
Max Q Clear Time (g_c+I1), s		18.9		7.5	40.6	43.7
Green Ext Time (p_c), s		56.6		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	59.1
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	1221	81	81	768	113	90	312	118	201	757	612
Future Volume (veh/h)	285	1221	81	81	768	113	90	312	118	201	757	612
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	331	1420	94	94	893	131	105	363	137	234	880	712
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	354	1584	104	203	1210	177	128	498	178	244	1022	629
Arrive On Green	0.20	0.47	0.47	0.04	0.13	0.13	0.07	0.13	0.13	0.14	0.20	0.20
Sat Flow, veh/h	1781	3380	223	1781	3108	456	1781	3699	1320	1781	5106	1565
Grp Volume(v), veh/h	331	744	770	94	510	514	105	332	168	234	880	712
Grp Sat Flow(s),veh/h/ln	1781	1777	1826	1781	1777	1787	1781	1702	1615	1781	1702	1565
Q Serve(g_s), s	25.6	53.6	54.2	7.2	38.7	38.7	8.1	13.1	14.0	18.3	23.3	28.0
Cycle Q Clear(g_c), s	25.6	53.6	54.2	7.2	38.7	38.7	8.1	13.1	14.0	18.3	23.3	28.0
Prop In Lane	1.00		0.12	1.00		0.26	1.00		0.82	1.00		1.00
Lane Grp Cap(c), veh/h	354	833	856	203	692	696	128	459	218	244	1022	629
V/C Ratio(X)	0.93	0.89	0.90	0.46	0.74	0.74	0.82	0.72	0.77	0.96	0.86	1.13
Avail Cap(c_a), veh/h	382	833	856	203	692	696	244	625	296	244	1022	629
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	0.97	0.97	0.97	0.87	0.87	0.87
Uniform Delay (d), s/veh	55.2	34.0	34.2	63.2	54.1	54.1	64.1	58.1	58.5	60.0	54.1	42.2
Incr Delay (d2), s/veh	28.9	14.0	14.3	6.9	6.4	6.4	4.8	2.9	8.5	41.9	6.9	76.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.1	25.4	26.5	3.8	19.7	19.9	3.9	5.8	6.2	11.0	10.6	34.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.0	48.0	48.5	70.0	60.5	60.5	68.9	60.9	67.0	101.9	61.1	118.5
LnGrp LOS	F	D	D	E	E	E	E	E	E	F	E	F
Approach Vol, veh/h		1845			1118			605			1826	
Approach Delay, s/veh		54.7			61.3			64.0			88.7	
Approach LOS		D			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.6	23.9	21.7	70.8	14.4	33.0	32.3	60.3
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	20.3	16.0	9.2	56.2	10.1	30.0	27.6	40.7
Green Ext Time (p_c), s	0.0	2.4	0.0	7.2	0.1	0.0	0.3	2.4

Intersection Summary	
HCM 6th Ctrl Delay	68.6
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1439	96	43	212	0	0	0	0	336	571	742
Future Volume (veh/h)	0	1439	96	43	212	0	0	0	0	336	571	742
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1531	102	46	226	0				357	607	789
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1681	111	71	2021	0				616	1293	543
Arrive On Green	0.00	0.16	0.16	0.04	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3475	224	1781	3647	0				1781	3741	1570
Grp Volume(v), veh/h	0	800	833	46	226	0				357	607	789
Grp Sat Flow(s),veh/h/ln	0	1777	1829	1781	1777	0				1781	1870	1570
Q Serve(g_s), s	0.0	61.9	62.7	3.6	4.1	0.0				23.0	17.7	48.4
Cycle Q Clear(g_c), s	0.0	61.9	62.7	3.6	4.1	0.0				23.0	17.7	48.4
Prop In Lane	0.00		0.12	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	883	909	71	2021	0				616	1293	543
V/C Ratio(X)	0.00	0.91	0.92	0.65	0.11	0.00				0.58	0.47	1.45
Avail Cap(c_a), veh/h	0	883	909	313	2021	0				616	1293	543
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.30	0.30	0.79	0.79	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	55.3	55.6	66.2	13.9	0.0				37.5	35.8	45.8
Incr Delay (d2), s/veh	0.0	5.3	5.6	2.9	0.1	0.0				3.9	1.2	214.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	30.8	32.2	1.7	1.6	0.0				10.8	8.5	51.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	60.6	61.2	69.1	14.0	0.0				41.4	37.0	260.1
LnGrp LOS	A	E	E	E	B	A				D	D	F
Approach Vol, veh/h		1633			272						1753	
Approach Delay, s/veh		60.9			23.3						138.3	
Approach LOS		E			C						F	

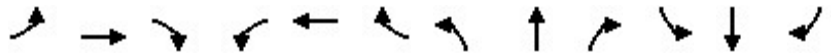
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.0	76.2		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	5.6	64.7		50.4		6.1
Green Ext Time (p_c), s	0.0	0.0		0.0		0.5

Intersection Summary	
HCM 6th Ctrl Delay	95.2
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	844	918	0	0	224	119	39	177	108	0	0	0
Future Volume (veh/h)	844	918	0	0	224	119	39	177	108	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.91			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	908	987	0	0	241	128	42	190	116			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1614	1402	0	0	503	258	80	383	185			
Arrive On Green	0.47	0.75	0.00	0.00	0.22	0.22	0.13	0.13	0.13			
Sat Flow, veh/h	3456	1870	0	0	2365	1166	624	2992	1448			
Grp Volume(v), veh/h	908	987	0	0	187	182	124	108	116			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1661	1839	1777	1448			
Q Serve(g_s), s	15.2	22.4	0.0	0.0	7.3	7.7	5.0	4.5	6.1			
Cycle Q Clear(g_c), s	15.2	22.4	0.0	0.0	7.3	7.7	5.0	4.5	6.1			
Prop In Lane	1.00		0.00	0.00		0.70	0.34		1.00			
Lane Grp Cap(c), veh/h	1614	1402	0	0	394	368	235	227	185			
V/C Ratio(X)	0.56	0.70	0.00	0.00	0.47	0.50	0.53	0.48	0.63			
Avail Cap(c_a), veh/h	1614	1402	0	0	580	542	393	380	309			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.27	0.27	0.00	0.00	1.00	1.00	0.93	0.93	0.93			
Uniform Delay (d), s/veh	15.4	5.3	0.0	0.0	27.1	27.2	32.6	32.4	33.1			
Incr Delay (d2), s/veh	0.1	0.8	0.0	0.0	0.3	0.4	0.6	0.5	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.3	5.0	0.0	0.0	2.9	2.9	2.3	2.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	6.1	0.0	0.0	27.4	27.6	33.3	32.9	34.3			
LnGrp LOS	B	A	A	A	C	C	C	C	C			
Approach Vol, veh/h		1895			369			348				
Approach Delay, s/veh		10.6			27.5			33.5				
Approach LOS		B			C			C				

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		64.9			42.3	22.6		15.1				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		24.4			17.2	9.7		8.1				
Green Ext Time (p_c), s		5.2			1.7	1.2		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			16.1									
HCM 6th LOS			B									

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

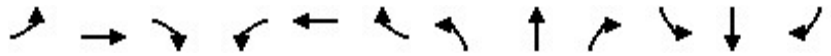
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	157	1389	663	0	0	2492
Future Volume (veh/h)	157	1389	663	0	0	2492
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	164	0	691	0	0	2596
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	195		2044	0	626	5034
Arrive On Green	0.11	0.00	0.41	0.00	0.00	0.80
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	164	0	691	0	0	2596
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	9.9	0.0	10.4	0.0	0.0	15.4
Cycle Q Clear(g_c), s	9.9	0.0	10.4	0.0	0.0	15.4
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	195		2044	0	626	5034
V/C Ratio(X)	0.84		0.34	0.00	0.00	0.52
Avail Cap(c_a), veh/h	487		2044	0	730	5034
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.00	0.81	0.00	0.00	0.78
Uniform Delay (d), s/veh	48.0	0.0	22.2	0.0	0.0	3.7
Incr Delay (d2), s/veh	2.8	0.0	0.1	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	3.9	0.0	0.0	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.8	0.0	22.3	0.0	0.0	4.0
LnGrp LOS	D		C	A	A	A
Approach Vol, veh/h	164	A	691			2596
Approach Delay, s/veh	50.8		22.3			4.0
Approach LOS	D		C			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	43.1	50.0			93.1	16.9
Change Period (Y+Rc), s	4.4	4.9			4.9	4.9
Max Green Setting (Gmax), s	45.1	20.6			45.1	30.1
Max Q Clear Time (g_c+I1), s	10.0	12.4			17.4	11.9
Green Ext Time (p_c), s	0.0	3.5			24.7	0.2

Intersection Summary	
HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



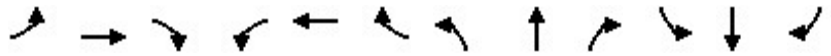
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	144	1404	97	134	423	0	0	854	51
Future Volume (veh/h)	0	0	0	144	1404	97	134	423	0	0	854	51
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				152	1478	102	141	445	0	0	899	54
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				254	2632	187	155	1629	0	0	853	51
Arrive On Green				0.19	0.19	0.19	0.17	0.64	0.00	0.00	0.17	0.17
Sat Flow, veh/h				442	4589	326	1781	5274	0	0	5082	294
Grp Volume(v), veh/h				635	532	565	141	445	0	0	622	331
Grp Sat Flow(s),veh/h/ln				1848	1702	1807	1781	1702	0	0	1702	1804
Q Serve(g_s), s				34.6	31.1	31.1	8.5	4.2	0.0	0.0	19.1	19.1
Cycle Q Clear(g_c), s				34.6	31.1	31.1	8.5	4.2	0.0	0.0	19.1	19.1
Prop In Lane				0.24		0.18	1.00		0.00	0.00		0.16
Lane Grp Cap(c), veh/h				1060	976	1036	155	1629	0	0	591	313
V/C Ratio(X)				0.60	0.54	0.55	0.91	0.27	0.00	0.00	1.05	1.06
Avail Cap(c_a), veh/h				1060	976	1036	155	1629	0	0	591	313
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.81	0.81	0.81	0.65	0.65	0.00	0.00	0.51	0.51
Uniform Delay (d), s/veh				33.0	31.6	31.6	45.0	14.3	0.0	0.0	45.5	45.5
Incr Delay (d2), s/veh				2.0	1.8	1.7	33.7	0.1	0.0	0.0	41.3	52.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				17.7	14.6	15.5	4.9	1.5	0.0	0.0	11.3	12.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				35.0	33.4	33.3	78.7	14.4	0.0	0.0	86.8	97.7
LnGrp LOS				D	C	C	E	B	A	A	F	F
Approach Vol, veh/h					1732			586			953	
Approach Delay, s/veh					34.0			29.8			90.6	
Approach LOS					C			C			F	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	15.5	25.5	69.0	41.0
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	9.6	* 19	63.1	35.1
Max Q Clear Time (g_c+I1), s	10.5	21.1	36.6	6.2
Green Ext Time (p_c), s	0.0	0.0	11.3	3.4

Intersection Summary	
HCM 6th Ctrl Delay	49.7
HCM 6th LOS	D

Notes

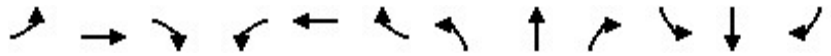
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	254	1597	0	0	0	0	0	451	61
Future Volume (veh/h)	0	0	0	254	1597	0	0	0	0	0	451	61
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				265	1664	0				0	470	64
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				481	3240	0				0	899	120
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				677	4732	0				0	4704	604
Grp Volume(v), veh/h				719	1210	0				0	350	184
Grp Sat Flow(s),veh/h/ln				1837	1702	0				0	1702	1736
Q Serve(g_s), s				37.9	33.9	0.0				0.0	10.1	10.4
Cycle Q Clear(g_c), s				37.9	33.9	0.0				0.0	10.1	10.4
Prop In Lane				0.37		0.00				0.00		0.35
Lane Grp Cap(c), veh/h				1304	2417	0				0	675	344
V/C Ratio(X)				0.55	0.50	0.00				0.00	0.52	0.53
Avail Cap(c_a), veh/h				1304	2417	0				0	675	344
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				26.7	25.2	0.0				0.0	39.4	39.5
Incr Delay (d2), s/veh				1.7	0.7	0.0				0.0	2.8	5.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				19.1	15.6	0.0				0.0	4.5	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				28.4	25.9	0.0				0.0	42.3	45.4
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					1929						534	
Approach Delay, s/veh					26.9						43.3	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.7		83.3						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.8		78.1						
Max Q Clear Time (g_c+I1), s				12.4		39.9						
Green Ext Time (p_c), s				0.7		3.1						

Intersection Summary												
HCM 6th Ctrl Delay			30.4									
HCM 6th LOS			C									

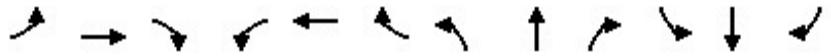


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1752	92	85	181	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1752	92	85	181	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	1806	95	88	187	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3481	183	223	512	0			
Arrive On Green				0.00	0.23	0.23	0.07	0.07	0.00			
Sat Flow, veh/h				0	5135	261	1091	2595	0			
Grp Volume(v), veh/h				0	1237	664	147	128	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1823	1816	1777	0			
Q Serve(g_s), s				0.0	34.9	35.0	8.5	7.6	0.0			
Cycle Q Clear(g_c), s				0.0	34.9	35.0	8.5	7.6	0.0			
Prop In Lane				0.00		0.14	0.60		0.00			
Lane Grp Cap(c), veh/h				0	2386	1278	371	363	0			
V/C Ratio(X)				0.00	0.52	0.52	0.39	0.35	0.00			
Avail Cap(c_a), veh/h				0	2386	1278	371	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	26.1	26.1	44.8	44.3	0.0			
Incr Delay (d2), s/veh				0.0	0.8	1.5	3.1	2.7	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	16.1	17.5	4.4	3.8	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	26.9	27.6	47.9	47.0	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					1901			275				
Approach Delay, s/veh					27.1			47.5				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						37.0		10.5				
Green Ext Time (p_c), s						21.1		1.2				
Intersection Summary												
HCM 6th Ctrl Delay			29.7									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	204	1798	0	0	0	0	0	497	52
Future Volume (veh/h)	0	0	0	204	1798	0	0	0	0	0	497	52
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				217	1913	0				0	529	55
Peak Hour Factor				0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				352	3327	0				0	733	320
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				503	4915	0				0	3647	1553
Grp Volume(v), veh/h				797	1333	0				0	529	55
Grp Sat Flow(s),veh/h/ln				1845	1702	0				0	1777	1553
Q Serve(g_s), s				42.6	38.0	0.0				0.0	15.3	3.2
Cycle Q Clear(g_c), s				42.6	38.0	0.0				0.0	15.3	3.2
Prop In Lane				0.27		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1293	2386	0				0	733	320
V/C Ratio(X)				0.62	0.56	0.00				0.00	0.72	0.17
Avail Cap(c_a), veh/h				1293	2386	0				0	733	320
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				29.0	27.3	0.0				0.0	40.7	35.9
Incr Delay (d2), s/veh				2.2	1.0	0.0				0.0	6.1	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				21.7	17.6	0.0				0.0	7.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				31.2	28.2	0.0				0.0	46.8	37.1
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2130						584	
Approach Delay, s/veh					29.3						45.8	
Approach LOS					C						D	

Timer - Assigned Phs		4		6				
Phs Duration (G+Y+Rc), s		27.6		82.4				
Change Period (Y+Rc), s		4.9		5.3				
Max Green Setting (Gmax), s		22.7		77.1				
Max Q Clear Time (g_c+I1), s		17.3		44.6				
Green Ext Time (p_c), s		1.8		21.7				

Intersection Summary								
HCM 6th Ctrl Delay	32.9							
HCM 6th LOS	C							



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2001	80	23	71	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2001	80	23	71	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2106	84	24	75	0			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3669	146	147	492	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5206	200	828	2871	0			
Grp Volume(v), veh/h				0	1421	769	53	46	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1834	1829	1777	0			
Q Serve(g_s), s				0.0	21.4	21.6	2.7	2.4	0.0			
Cycle Q Clear(g_c), s				0.0	21.4	21.6	2.7	2.4	0.0			
Prop In Lane				0.00		0.11	0.45		0.00			
Lane Grp Cap(c), veh/h				0	2479	1336	324	315	0			
V/C Ratio(X)				0.00	0.57	0.58	0.16	0.15	0.00			
Avail Cap(c_a), veh/h				0	2479	1336	324	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	7.0	7.0	38.3	38.2	0.0			
Incr Delay (d2), s/veh				0.0	1.0	1.8	1.1	1.0	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	7.0	7.9	1.3	1.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	7.9	8.8	39.4	39.2	0.0			
LnGrp LOS				A	A	A	D	D	A			
Approach Vol, veh/h					2190			99				
Approach Delay, s/veh					8.2			39.3				
Approach LOS					A			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						23.6		4.7				
Green Ext Time (p_c), s						31.4		0.4				
Intersection Summary												
HCM 6th Ctrl Delay			9.6									
HCM 6th LOS			A									

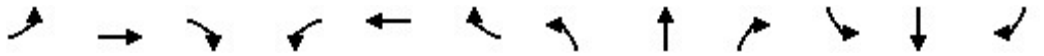
Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	154	568	3	103	0	0	0	25
Future Vol, veh/h	0	0	0	0	154	568	3	103	0	0	0	25
Conflicting Peds, #/hr	0	0	7	7	0	0	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	160	592	3	107	0	0	0	26

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	80	752	-	-	-	376
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	80	752	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	899	338	0	0	0	622
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	919	416	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	861	338	-	-	-	622
Mov Cap-2 Maneuver	-	-	-	861	338	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	881	416	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	20.5	11
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	338	-	-	622
HCM Lane V/C Ratio	0.317	-	-	0.042
HCM Control Delay (s)	20.5	-	-	11
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.3	-	-	0.1



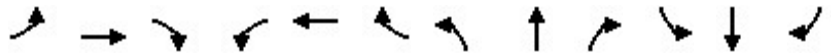
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	658	129	1470	1191	0
Future Volume (veh/h)	0	0	0	0	0	0	0	658	129	1470	1191	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.84	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	671	132	1500	1215	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	984	263	3593	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.20	0.20	0.48	0.64	0.00
Sat Flow, veh/h		0					0	5149	1332	5023	1826	0
Grp Volume(v), veh/h		0.0					0	671	132	1500	1215	0
Grp Sat Flow(s),veh/h/ln							0	1662	1332	1674	1826	0
Q Serve(g_s), s							0.0	13.7	9.7	21.4	47.8	0.0
Cycle Q Clear(g_c), s							0.0	13.7	9.7	21.4	47.8	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	984	263	3593	1740	0
V/C Ratio(X)							0.00	0.68	0.50	0.42	0.70	0.00
Avail Cap(c_a), veh/h							0	1205	322	3593	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	0.67	0.67	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.81	0.81	0.00
Uniform Delay (d), s/veh							0.0	40.9	39.3	13.7	9.6	0.0
Incr Delay (d2), s/veh							0.0	2.4	3.8	0.1	1.9	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	5.6	3.3	8.5	15.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	43.3	43.2	13.8	11.5	0.0
LnGrp LOS							A	D	D	B	B	A
Approach Vol, veh/h								803			2715	
Approach Delay, s/veh								43.3			12.8	
Approach LOS								D			B	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	83.1	26.9				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				40.0						
Max Q Clear Time (g_c+I1), s	23.4	15.7				49.8						
Green Ext Time (p_c), s	5.9	6.0				0.0						

Intersection Summary		
HCM 6th Ctrl Delay		19.7
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



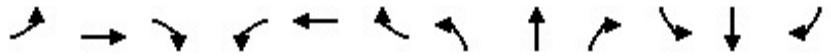
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	1548	63	0	0	0	0	469	245	176	866	0
Future Volume (veh/h)	44	1548	63	0	0	0	0	469	245	176	866	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.93	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	45	1580	64				0	479	250	180	884	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	74	2760	847				0	721	313	208	1881	0
Arrive On Green	0.18	0.18	0.18				0.00	0.21	0.21	0.23	0.74	0.00
Sat Flow, veh/h	137	5130	1574				0	3572	1479	1781	5274	0
Grp Volume(v), veh/h	610	1015	64				0	479	250	180	884	0
Grp Sat Flow(s),veh/h/ln	1863	1702	1574				0	1702	1479	1781	1702	0
Q Serve(g_s), s	33.2	29.9	3.7				0.0	14.2	17.6	10.7	7.7	0.0
Cycle Q Clear(g_c), s	33.2	29.9	3.7				0.0	14.2	17.6	10.7	7.7	0.0
Prop In Lane	0.07		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1002	1831	847				0	721	313	208	1881	0
V/C Ratio(X)	0.61	0.55	0.08				0.00	0.66	0.80	0.87	0.47	0.00
Avail Cap(c_a), veh/h	1002	1831	847				0	916	398	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.52	0.52	0.52				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	34.6	33.2	22.4				0.0	39.8	41.1	41.4	10.2	0.0
Incr Delay (d2), s/veh	1.4	0.6	0.1				0.0	1.4	9.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	13.8	1.4				0.0	6.0	7.1	4.1	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	33.8	22.5				0.0	41.1	50.2	42.2	10.2	0.0
LnGrp LOS	D	C	C				A	D	D	D	B	A
Approach Vol, veh/h		1689						729			1064	
Approach Delay, s/veh		34.2						44.2			15.6	
Approach LOS		C						D			B	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	64.1	45.9	17.2	28.7
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	35.2	9.7	12.7	19.6
Green Ext Time (p_c), s	8.7	5.6	0.1	3.7

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C

Notes

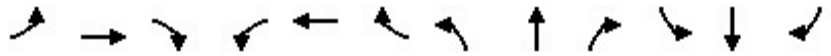
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



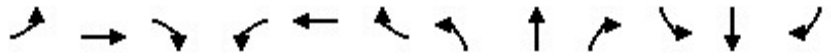
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1925	49	0	0	0	0	0	0	214	485	0
Future Volume (veh/h)	0	1925	49	0	0	0	0	0	0	214	485	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2115	54							235	533	0
Peak Hour Factor	0.91	0.91	0.91							0.91	0.91	0.91
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2982	76							489	1218	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5285	130							1489	3879	0
Grp Volume(v), veh/h	0	1405	764							283	485	0
Grp Sat Flow(s),veh/h/ln	0	1702	1843							1796	1702	0
Q Serve(g_s), s	0.0	42.5	42.6							16.3	14.7	0.0
Cycle Q Clear(g_c), s	0.0	42.5	42.6							16.3	14.7	0.0
Prop In Lane	0.00		0.07							0.83		0.00
Lane Grp Cap(c), veh/h	0	1984	1074							589	1117	0
V/C Ratio(X)	0.00	0.71	0.71							0.48	0.43	0.00
Avail Cap(c_a), veh/h	0	1984	1074							589	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	35.7	35.8							40.2	39.5	0.0
Incr Delay (d2), s/veh	0.0	2.2	4.0							2.8	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.9	22.2							8.3	6.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	37.9	39.8							43.0	40.7	0.0
LnGrp LOS	A	D	D							D	D	A
Approach Vol, veh/h		2169									768	
Approach Delay, s/veh		38.5									41.6	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	44.6	18.3
Green Ext Time (p_c), s	7.2	2.0

Intersection Summary	
HCM 6th Ctrl Delay	39.3
HCM 6th LOS	D



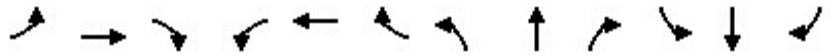
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	2066	0	0	0	0	0	204	182	0	0	0
Future Volume (veh/h)	74	2066	0	0	0	0	0	204	182	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	81	2270	0				0	224	200			
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	98	2923	0				0	604	508			
Arrive On Green	0.19	0.19	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	171	5264	0				0	1885	1505			
Grp Volume(v), veh/h	884	1467	0				0	222	202			
Grp Sat Flow(s),veh/h/ln	1862	1702	0				0	1777	1520			
Q Serve(g_s), s	50.2	44.8	0.0				0.0	10.4	11.2			
Cycle Q Clear(g_c), s	50.2	44.8	0.0				0.0	10.4	11.2			
Prop In Lane	0.09		0.00				0.00		0.99			
Lane Grp Cap(c), veh/h	1068	1953	0				0	599	513			
V/C Ratio(X)	0.83	0.75	0.00				0.00	0.37	0.39			
Avail Cap(c_a), veh/h	1068	1953	0				0	599	513			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	39.3	37.2	0.0				0.0	27.6	27.9			
Incr Delay (d2), s/veh	7.4	2.7	0.0				0.0	1.8	2.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	27.1	21.1	0.0				0.0	4.8	4.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7	39.9	0.0				0.0	29.4	30.1			
LnGrp LOS	D	D	A				A	C	C			
Approach Vol, veh/h		2351						424				
Approach Delay, s/veh		42.5						29.7				
Approach LOS		D						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		68.0						42.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		63.1						37.1				
Max Q Clear Time (g_c+I1), s		52.2						13.2				
Green Ext Time (p_c), s		9.6						2.9				
Intersection Summary												
HCM 6th Ctrl Delay			40.5									
HCM 6th LOS			D									



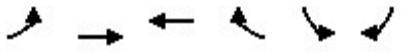
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2207	54	0	0	0	0	0	0	291	396	0
Future Volume (veh/h)	0	2207	54	0	0	0	0	0	0	291	396	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2399	59							316	430	0
Peak Hour Factor	0.92	0.92	0.92							0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2520	62							747	1489	0
Arrive On Green	0.00	0.16	0.16							0.14	0.14	0.00
Sat Flow, veh/h	0	5292	125							1781	3647	0
Grp Volume(v), veh/h	0	1590	868							316	430	0
Grp Sat Flow(s),veh/h/ln	0	1702	1845							1781	1777	0
Q Serve(g_s), s	0.0	50.9	51.3							17.9	11.9	0.0
Cycle Q Clear(g_c), s	0.0	50.9	51.3							17.9	11.9	0.0
Prop In Lane	0.00		0.07							1.00		0.00
Lane Grp Cap(c), veh/h	0	1674	907							747	1489	0
V/C Ratio(X)	0.00	0.95	0.96							0.42	0.29	0.00
Avail Cap(c_a), veh/h	0	1674	907							747	1489	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	44.7	44.9							35.2	32.7	0.0
Incr Delay (d2), s/veh	0.0	13.0	20.9							1.8	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	26.2	30.6							8.9	5.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	57.7	65.8							37.0	33.2	0.0
LnGrp LOS	A	E	E							D	C	A
Approach Vol, veh/h		2458									746	
Approach Delay, s/veh		60.6									34.8	
Approach LOS		E									C	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	59.0	51.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	54.1	46.1
Max Q Clear Time (g_c+I1), s	53.3	19.9
Green Ext Time (p_c), s	0.8	4.2

Intersection Summary	
HCM 6th Ctrl Delay	54.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	2477	0	0	0	0	0	67	92	0	0	0
Future Volume (veh/h)	19	2477	0	0	0	0	0	67	92	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	22	2914	0				0	79	108			
Peak Hour Factor	0.85	0.85	0.85				0.85	0.85	0.85			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	26	3717	0				0	357	318			
Arrive On Green	0.23	0.23	0.00				0.00	0.20	0.20			
Sat Flow, veh/h	37	5404	0				0	1870	1585			
Grp Volume(v), veh/h	1105	1831	0				0	79	108			
Grp Sat Flow(s),veh/h/ln	1869	1702	0				0	1777	1585			
Q Serve(g_s), s	61.9	55.1	0.0				0.0	4.1	6.4			
Cycle Q Clear(g_c), s	61.9	55.1	0.0				0.0	4.1	6.4			
Prop In Lane	0.02		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1327	2417	0				0	357	318			
V/C Ratio(X)	0.83	0.76	0.00				0.00	0.22	0.34			
Avail Cap(c_a), veh/h	1327	2417	0				0	357	318			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	35.9	33.3	0.0				0.0	36.8	37.7			
Incr Delay (d2), s/veh	6.3	2.3	0.0				0.0	1.4	2.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	33.2	25.8	0.0				0.0	1.9	2.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	35.6	0.0				0.0	38.2	40.6			
LnGrp LOS	D	D	A				A	D	D			
Approach Vol, veh/h		2936						187				
Approach Delay, s/veh		38.1						39.6				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		83.0						27.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		78.1						22.1				
Max Q Clear Time (g_c+I1), s		63.9						8.4				
Green Ext Time (p_c), s		13.4						0.9				
Intersection Summary												
HCM 6th Ctrl Delay			38.1									
HCM 6th LOS			D									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	12	1119	876	0	91	179
Future Volume (veh/h)	12	1119	876	0	91	179
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	13	1216	952	0	99	195
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	21	3828	3584	0	488	224
Arrive On Green	0.01	0.77	1.00	0.00	0.14	0.14
Sat Flow, veh/h	1781	5149	5313	0	3456	1585
Grp Volume(v), veh/h	13	1216	952	0	99	195
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	0	1728	1585
Q Serve(g_s), s	0.9	8.8	0.0	0.0	3.0	14.2
Cycle Q Clear(g_c), s	0.9	8.8	0.0	0.0	3.0	14.2
Prop In Lane	1.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	21	3828	3584	0	488	224
V/C Ratio(X)	0.62	0.32	0.27	0.00	0.20	0.87
Avail Cap(c_a), veh/h	319	3828	3584	0	884	406
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.96	0.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	4.2	0.0	0.0	44.8	49.6
Incr Delay (d2), s/veh	9.8	0.2	0.2	0.0	0.1	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.2	0.1	0.0	1.3	12.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.9	4.4	0.2	0.0	44.9	53.7
LnGrp LOS	E	A	A	A	D	D
Approach Vol, veh/h		1229	952		294	
Approach Delay, s/veh		5.1	0.2		50.7	
Approach LOS		A	A		D	

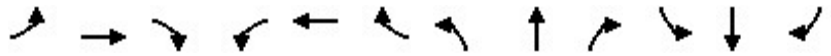
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		96.4		21.6	5.8	90.6
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 77		30.2	21.1	51.6
Max Q Clear Time (g_c+I1), s		10.8		16.2	2.9	2.0
Green Ext Time (p_c), s		31.7		0.5	0.0	18.7

Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	1082	16	19	828	11	0	13	26	93	0	12
Future Volume (veh/h)	108	1082	16	19	828	11	0	13	26	93	0	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	124	1244	18	22	952	0	0	15	30	107	0	14
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	728	3550	51	60	1567		61	19	38	214	0	98
Arrive On Green	0.82	1.00	1.00	0.03	0.31	0.00	0.00	0.03	0.03	0.06	0.00	0.06
Sat Flow, veh/h	1781	5063	73	1781	4985	1585	1781	553	1106	3456	0	1577
Grp Volume(v), veh/h	124	817	445	22	952	0	0	0	45	107	0	14
Grp Sat Flow(s),veh/h/ln	1781	1662	1813	1781	1662	1585	1781	0	1660	1728	0	1577
Q Serve(g_s), s	1.7	0.0	0.0	1.4	19.1	0.0	0.0	0.0	3.2	3.5	0.0	1.0
Cycle Q Clear(g_c), s	1.7	0.0	0.0	1.4	19.1	0.0	0.0	0.0	3.2	3.5	0.0	1.0
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	728	2330	1271	60	1567		61	0	57	214	0	98
V/C Ratio(X)	0.17	0.35	0.35	0.36	0.61		0.00	0.00	0.79	0.50	0.00	0.14
Avail Cap(c_a), veh/h	728	2330	1271	168	1567		251	0	233	999	0	456
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.5	0.0	0.0	55.8	34.3	0.0	0.0	0.0	56.6	53.6	0.0	52.4
Incr Delay (d2), s/veh	0.0	0.4	0.7	1.4	1.8	0.0	0.0	0.0	8.8	0.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.3	0.6	7.7	0.0	0.0	0.0	1.5	1.6	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.6	0.4	0.7	57.1	36.0	0.0	0.0	0.0	65.3	54.2	0.0	52.6
LnGrp LOS	A	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		1386			974	A		45			121	
Approach Delay, s/veh		1.1			36.5			65.3			54.1	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	88.4		12.2	53.9	42.9		8.9
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.0	21.6		34.1	10.2	* 37		16.6
Max Q Clear Time (g_c+I1), s	3.4	2.0		5.5	3.7	21.1		5.2
Green Ext Time (p_c), s	0.0	12.6		0.2	0.1	8.6		0.1

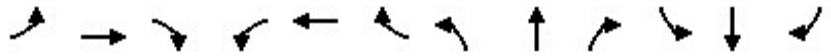
Intersection Summary	
HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	826	126	276	516	13	139	41	323	98	57	283
Future Volume (veh/h)	232	826	126	276	516	13	139	41	323	98	57	283
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	249	888	135	297	555	14	149	44	0	105	61	304
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	462	2466	882	360	2103	53	214	116		303	319	261
Arrive On Green	0.26	0.49	0.49	0.10	0.33	0.33	0.06	0.06	0.00	0.17	0.17	0.17
Sat Flow, veh/h	1781	4985	1584	3456	6346	159	3456	1870	1585	1781	1870	1535
Grp Volume(v), veh/h	249	888	135	297	411	158	149	44	0	105	61	304
Grp Sat Flow(s),veh/h/ln	1781	1662	1584	1728	1570	1795	1728	1870	1585	1781	1870	1535
Q Serve(g_s), s	14.2	12.9	4.9	9.9	7.5	7.6	5.0	2.7	0.0	6.1	3.3	20.1
Cycle Q Clear(g_c), s	14.2	12.9	4.9	9.9	7.5	7.6	5.0	2.7	0.0	6.1	3.3	20.1
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	462	2466	882	360	1561	595	214	116		303	319	261
V/C Ratio(X)	0.54	0.36	0.15	0.82	0.26	0.27	0.70	0.38		0.35	0.19	1.16
Avail Cap(c_a), veh/h	462	2466	882	618	1561	595	691	374		303	319	261
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	18.3	12.7	51.8	28.9	28.9	54.3	53.2	0.0	43.2	42.0	49.0
Incr Delay (d2), s/veh	0.7	0.4	0.4	1.8	0.4	1.1	1.5	0.8	0.0	0.7	0.3	106.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	4.8	2.0	4.3	2.8	3.4	2.2	1.3	0.0	2.7	1.5	15.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.3	18.7	13.0	53.6	29.3	30.0	55.8	53.9	0.0	43.8	42.3	155.9
LnGrp LOS	D	B	B	D	C	C	E	D		D	D	F
Approach Vol, veh/h		1272			866			193	A		470	
Approach Delay, s/veh		22.0			37.8			55.3			116.1	
Approach LOS		C			D			E			F	

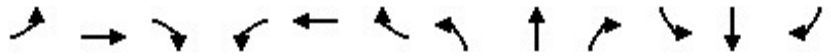
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.7	64.1		25.0	36.3	44.5		12.2
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	21.1	13.6		20.1	15.6	* 39		23.6
Max Q Clear Time (g_c+I1), s	11.9	14.9		22.1	16.2	9.6		7.0
Green Ext Time (p_c), s	0.4	0.0		0.0	0.0	8.5		0.3

Intersection Summary	
HCM 6th Ctrl Delay	45.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



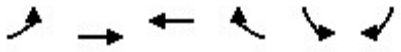
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	0	21	1	0	19	10	345	3	19	363	77
Future Volume (veh/h)	103	0	21	1	0	19	10	345	3	19	363	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.95	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	131	0	0	0	0	21	11	367	3	20	386	82
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	297	156	0	0	40	64	204	1127	9	206	912	192
Arrive On Green	0.08	0.00	0.00	0.00	0.00	0.02	0.11	0.31	0.31	0.12	0.31	0.31
Sat Flow, veh/h	3563	1870	0	0	1870	3017	1781	3612	30	1781	2910	611
Grp Volume(v), veh/h	131	0	0	0	0	21	11	180	190	20	234	234
Grp Sat Flow(s),veh/h/ln	1781	1870	0	0	1870	1509	1781	1777	1864	1781	1777	1745
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.0	0.2	0.2	2.7	2.7	0.3	3.6	3.6
Cycle Q Clear(g_c), s	1.2	0.0	0.0	0.0	0.0	0.2	0.2	2.7	2.7	0.3	3.6	3.6
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.02	1.00		0.35
Lane Grp Cap(c), veh/h	297	156	0	0	40	64	204	554	582	206	557	547
V/C Ratio(X)	0.44	0.00	0.00	0.00	0.00	0.33	0.05	0.33	0.33	0.10	0.42	0.43
Avail Cap(c_a), veh/h	4166	2187	0	0	2187	3528	1302	2597	2725	2083	2597	2551
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	0.0	0.0	0.0	16.5	13.5	9.0	9.0	13.5	9.3	9.3
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.0	0.0	1.1	0.0	0.3	0.2	0.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.0	0.0	0.1	0.1	0.7	0.8	0.1	1.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.7	0.0	0.0	0.0	0.0	17.6	13.5	9.3	9.3	13.6	9.7	9.7
LnGrp LOS	B	A	A	A	A	B	B	A	A	B	A	A
Approach Vol, veh/h		131			21			381			488	
Approach Delay, s/veh		15.7			17.6			9.4			9.8	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	14.7		6.8	7.9	14.7		4.7
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	40.0	50.0		40.0	25.0	50.0		40.0
Max Q Clear Time (g_c+I1), s	2.3	4.7		3.2	2.2	5.6		2.2
Green Ext Time (p_c), s	0.0	1.8		0.3	0.0	2.4		0.0

Intersection Summary	
HCM 6th Ctrl Delay	10.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	239	17	7	115	128	267
Future Volume (veh/h)	239	17	7	115	128	267
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	277	0	8	0	141	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	627	329	1002		256	
Arrive On Green	0.18	0.00	0.54	0.00	0.07	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	277	0	8	0	141	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	3.9	0.0	0.1	0.0	2.2	0.0
Cycle Q Clear(g_c), s	3.9	0.0	0.1	0.0	2.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	627	329	1002		256	
V/C Ratio(X)	0.44	0.00	0.01		0.55	
Avail Cap(c_a), veh/h	3180	1669	1002		2468	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	20.6	0.0	6.1	0.0	25.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.0	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	0.0	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.1	0.0	6.1	0.0	26.9	0.0
LnGrp LOS	C	A	A		C	
Approach Vol, veh/h		277	8	A	141	A
Approach Delay, s/veh		21.1	6.1		26.9	
Approach LOS		C	A		C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		13.9		8.2		34.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		50.0		40.0		30.0
Max Q Clear Time (g_c+I1), s		5.9		4.2		2.1
Green Ext Time (p_c), s		1.0		0.5		0.0

Intersection Summary	
HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

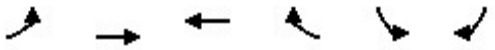
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	132	121	3	1	2
Future Vol, veh/h	16	132	121	3	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	153	141	3	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	144	0	-	0	258	72
Stage 1	-	-	-	-	143	-
Stage 2	-	-	-	-	115	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1436	-	-	-	709	975
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	897	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1436	-	-	-	699	975
Mov Cap-2 Maneuver	-	-	-	-	699	-
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	897	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1436	-	-	-	862
HCM Lane V/C Ratio	0.013	-	-	-	0.004
HCM Control Delay (s)	7.5	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



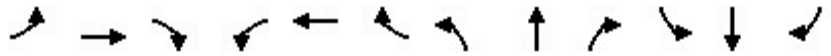
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	40	2584	755	0	0	20
Future Volume (veh/h)	40	2584	755	0	0	20
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	43	2749	803	0	0	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	56	4470	6124		58	27
Arrive On Green	0.03	0.90	0.83	0.00	0.00	0.02
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	43	2749	803	0	0	21
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	2.8	15.0	2.5	0.0	0.0	1.6
Cycle Q Clear(g_c), s	2.8	15.0	2.5	0.0	0.0	1.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	56	4470	6124		58	27
V/C Ratio(X)	0.77	0.62	0.13		0.00	0.79
Avail Cap(c_a), veh/h	319	4470	6124		723	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	56.7	1.4	2.0	0.0	0.0	57.8
Incr Delay (d2), s/veh	19.8	0.6	0.0	0.0	0.0	38.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.3	0.4	0.0	0.0	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	76.5	2.0	2.0	0.0	0.0	96.0
LnGrp LOS	E	A	A		A	F
Approach Vol, veh/h		2792	803	A	21	
Approach Delay, s/veh		3.2	2.0		96.0	
Approach LOS		A	A		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		111.1		6.9	8.1	103.0
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		83.1		24.7	21.1	57.6
Max Q Clear Time (g_c+I1), s		17.0		3.6	4.8	4.5
Green Ext Time (p_c), s		64.3		0.0	0.1	15.7

Intersection Summary	
HCM 6th Ctrl Delay	3.5
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



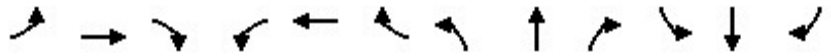
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	3784	14	27	682	0	13	0	36	0	0	15
Future Volume (veh/h)	35	3784	14	27	682	0	13	0	36	0	0	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.92		0.92	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	4069	15	29	733	0	14	0	39	0	0	16
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	68	4267	1076	72	4159	0	276	0	230	61	0	256
Arrive On Green	0.04	0.68	0.68	0.04	1.00	0.00	0.18	0.00	0.18	0.00	0.00	0.18
Sat Flow, veh/h	1781	6281	1584	3456	6537	0	1219	0	1307	1368	0	1453
Grp Volume(v), veh/h	38	4069	15	29	733	0	14	0	39	0	0	16
Grp Sat Flow(s),veh/h/ln	1781	1570	1584	1728	1570	0	1219	0	1307	1368	0	1453
Q Serve(g_s), s	2.5	69.6	0.4	1.0	0.0	0.0	1.1	0.0	3.0	0.0	0.0	1.1
Cycle Q Clear(g_c), s	2.5	69.6	0.4	1.0	0.0	0.0	2.2	0.0	3.0	0.0	0.0	1.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	68	4267	1076	72	4159	0	276	0	230	61	0	256
V/C Ratio(X)	0.56	0.95	0.01	0.40	0.18	0.00	0.05	0.00	0.17	0.00	0.00	0.06
Avail Cap(c_a), veh/h	168	4267	1076	618	4159	0	318	0	274	106	0	304
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	55.8	17.2	6.1	55.8	0.0	0.0	41.4	0.0	41.3	0.0	0.0	40.5
Incr Delay (d2), s/veh	2.7	6.6	0.0	1.3	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	22.1	0.1	0.4	0.0	0.0	0.4	0.0	1.0	0.0	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.5	23.8	6.1	57.2	0.1	0.0	41.4	0.0	41.4	0.0	0.0	40.5
LnGrp LOS	E	C	A	E	A	A	D	A	D	A	A	D
Approach Vol, veh/h		4122			762			53			16	
Approach Delay, s/veh		24.1			2.3			41.4			40.5	
Approach LOS		C			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.9	85.5		25.7	8.9	83.4		25.7
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	21.1	57.6		24.7	11.1	67.6		24.7
Max Q Clear Time (g_c+I1), s	3.0	71.6		3.1	4.5	2.0		5.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	13.7		0.1

Intersection Summary	
HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



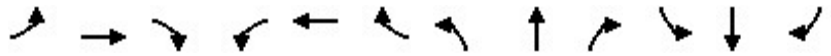
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	3716	0	11	391	190	0	0	0	0	0	241
Future Volume (veh/h)	89	3716	0	11	391	190	0	0	0	0	0	241
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	95	3953	0	12	416	202	0	0	0	0	0	256
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	118	3274	0	60	2941	966	0	347	0	122	0	293
Arrive On Green	0.09	0.87	0.00	0.03	0.62	0.62	0.00	0.00	0.00	0.00	0.00	0.19
Sat Flow, veh/h	1781	5149	0	1781	4711	1547	0	1870	0	3456	0	1580
Grp Volume(v), veh/h	95	3953	0	12	416	202	0	0	0	0	0	256
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1547	0	1870	0	1728	0	1580
Q Serve(g_s), s	6.2	77.5	0.0	0.8	4.3	6.7	0.0	0.0	0.0	0.0	0.0	18.6
Cycle Q Clear(g_c), s	6.2	77.5	0.0	0.8	4.3	6.7	0.0	0.0	0.0	0.0	0.0	18.6
Prop In Lane	1.00		0.00	1.00		1.00	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	118	3274	0	60	2941	966	0	347	0	122	0	293
V/C Ratio(X)	0.80	1.21	0.00	0.20	0.14	0.21	0.00	0.00	0.00	0.00	0.00	0.87
Avail Cap(c_a), veh/h	168	3274	0	168	2941	966	0	471	0	351	0	398
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.49	0.49	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	53.0	7.5	0.0	55.4	9.1	9.6	0.0	0.0	0.0	0.0	0.0	46.7
Incr Delay (d2), s/veh	5.8	94.8	0.0	0.6	0.1	0.5	0.0	0.0	0.0	0.0	0.0	12.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	32.8	0.0	0.3	1.4	2.2	0.0	0.0	0.0	0.0	0.0	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.8	102.2	0.0	56.0	9.2	10.1	0.0	0.0	0.0	0.0	0.0	58.8
LnGrp LOS	E	F	A	E	A	B	A	A	A	A	A	E
Approach Vol, veh/h		4048			630			0			256	
Approach Delay, s/veh		101.2			10.4			0.0			58.8	
Approach LOS		F			B						E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	82.8		26.8	12.2	79.0		26.8				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.1	62.6		29.7	11.1	62.6		29.7				
Max Q Clear Time (g_c+I1), s	2.8	79.5		20.6	8.2	8.7		0.0				
Green Ext Time (p_c), s	0.0	0.0		0.8	0.0	9.7		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	87.4
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	3687	1	15	518	0	0	0	18	0	0	0
Future Volume (veh/h)	5	3687	1	15	518	0	0	0	18	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	5	3841	1	16	540	0						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	9	4369	1	27	4281	0						
Arrive On Green	0.01	0.85	0.85	0.02	0.86	0.00						
Sat Flow, veh/h	1781	5147	1	1781	5149	0						
Grp Volume(v), veh/h	5	2480	1362	16	540	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1826	1781	1662	0						
Q Serve(g_s), s	0.2	31.4	31.4	0.6	1.2	0.0						
Cycle Q Clear(g_c), s	0.2	31.4	31.4	0.6	1.2	0.0						
Prop In Lane	1.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	9	2821	1550	27	4281	0						
V/C Ratio(X)	0.53	0.88	0.88	0.59	0.13	0.00						
Avail Cap(c_a), veh/h	757	2823	1551	757	4281	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	35.0	3.2	3.2	34.6	0.8	0.0						
Incr Delay (d2), s/veh	16.1	4.0	7.0	7.3	0.0	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.1	1.6	3.0	0.3	0.0	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.1	7.2	10.1	41.9	0.8	0.0						
LnGrp LOS	D	A	B	D	A	A						
Approach Vol, veh/h		3847			556							
Approach Delay, s/veh		8.3			2.0							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	5.5	65.2			4.8	65.9						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	30.6	60.0			30.0	60.0						
Max Q Clear Time (g_c+I1), s	2.6	33.4			2.2	3.2						
Green Ext Time (p_c), s	0.0	26.6			0.0	10.2						

Intersection Summary	
HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A

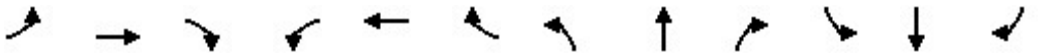
Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	127	0	0	2023	182
Future Vol, veh/h	0	127	0	0	2023	182
Conflicting Peds, #/hr	0	3	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	135	0	0	2152	194

Major/Minor	Minor2			Major2	
Conflicting Flow All	2249	1176		-	0
Stage 1	2249	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	69	158		-	-
Stage 1	39	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	69	158		-	-
Mov Cap-2 Maneuver	69	-		-	-
Stage 1	39	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	94.3	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	158	-	-
HCM Lane V/C Ratio	-	0.855	-	-
HCM Control Delay (s)	0	94.3	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	5.8	-	-



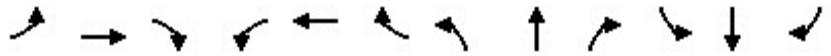
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	745	28	18	725	331	34	56	40	229	29	136
Future Volume (veh/h)	92	745	28	18	725	331	34	56	40	229	29	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.99		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	837	31	20	815	372	38	63	45	257	33	153
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	129	1302	400	567	2613	807	207	340	259	377	511	449
Arrive On Green	0.02	0.08	0.08	0.32	0.51	0.51	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1781	5106	1570	1781	5106	1578	560	1183	902	1269	1777	1560
Grp Volume(v), veh/h	103	837	31	20	815	372	71	0	75	257	33	153
Grp Sat Flow(s),veh/h/ln	1781	1702	1570	1781	1702	1578	1136	0	1509	1269	1777	1560
Q Serve(g_s), s	6.9	19.0	2.2	0.9	11.1	18.1	2.6	0.0	4.5	22.8	1.6	9.3
Cycle Q Clear(g_c), s	6.9	19.0	2.2	0.9	11.1	18.1	11.9	0.0	4.5	27.3	1.6	9.3
Prop In Lane	1.00		1.00	1.00		1.00	0.54		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	129	1302	400	567	2613	807	373	0	434	377	511	449
V/C Ratio(X)	0.80	0.64	0.08	0.04	0.31	0.46	0.19	0.00	0.17	0.68	0.06	0.34
Avail Cap(c_a), veh/h	313	1974	607	567	2613	807	572	0	645	555	760	667
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.7	49.7	41.9	28.2	17.0	18.7	34.8	0.0	32.1	42.3	31.0	33.8
Incr Delay (d2), s/veh	4.1	2.4	0.4	0.0	0.3	1.8	0.1	0.0	0.1	6.1	0.2	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	8.9	0.9	0.4	4.2	6.6	1.7	0.0	1.7	7.8	0.7	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.8	52.0	42.3	28.2	17.3	20.5	34.9	0.0	32.1	48.4	31.2	35.1
LnGrp LOS	E	D	D	C	B	C	C	A	C	D	C	D
Approach Vol, veh/h		971			1207			146			443	
Approach Delay, s/veh		52.7			18.5			33.4			42.5	
Approach LOS		D			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	44.3	36.3		39.4	13.1	67.5		39.4				
Change Period (Y+Rc), s	6.1	* 5.7		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	7.3	* 46		51.3	21.1	32.2		51.3				
Max Q Clear Time (g_c+I1), s	2.9	21.0		29.3	8.9	20.1		13.9				
Green Ext Time (p_c), s	0.0	9.5		4.8	0.1	8.9		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		35.2
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	512	1	0	475	423	1	0	0	344	0	30
Future Volume (veh/h)	46	512	1	0	475	423	1	0	0	344	0	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	563	1	0	522	0	1	0	0	409	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	1001	2	828	2216		19	0	17	544	285	0
Arrive On Green	0.04	0.19	0.19	0.00	0.21	0.00	0.01	0.00	0.00	0.15	0.00	0.00
Sat Flow, veh/h	1781	5263	9	1781	3554	1585	1781	0	1585	3563	1870	0
Grp Volume(v), veh/h	51	364	200	0	522	0	1	0	0	409	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1869	1781	1777	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	3.4	11.6	11.6	0.0	14.7	0.0	0.1	0.0	0.0	13.2	0.0	0.0
Cycle Q Clear(g_c), s	3.4	11.6	11.6	0.0	14.7	0.0	0.1	0.0	0.0	13.2	0.0	0.0
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	66	647	355	828	2216		19	0	17	544	285	0
V/C Ratio(X)	0.77	0.56	0.56	0.00	0.24		0.05	0.00	0.00	0.75	0.00	0.00
Avail Cap(c_a), veh/h	224	1166	640	828	2216		157	0	140	1101	578	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.96	0.00	1.00	0.00	0.00	0.85	0.00	0.00
Uniform Delay (d), s/veh	57.3	44.1	44.1	0.0	23.8	0.0	58.7	0.0	0.0	48.7	0.0	0.0
Incr Delay (d2), s/veh	7.0	3.5	6.3	0.0	0.2	0.0	0.4	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	5.1	5.9	0.0	7.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.3	47.6	50.4	0.0	24.0	0.0	59.1	0.0	0.0	49.4	0.0	0.0
LnGrp LOS	E	D	D	A	C		E	A	A	D	A	A
Approach Vol, veh/h		615			522	A		1			409	
Approach Delay, s/veh		49.9			24.0			59.1			49.4	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	27.9		24.2	8.8	80.7		6.2				
Change Period (Y+Rc), s	5.9	* 5.1		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.3	* 41		37.1	15.1	36.1		10.6				
Max Q Clear Time (g_c+I1), s	10.6	13.6		15.2	5.4	16.7		2.1				
Green Ext Time (p_c), s	0.0	9.2		0.8	0.0	5.6		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	41.0
HCM 6th LOS	D

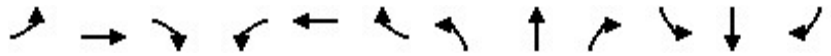
Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	241	138	57	348	145	207	799	64	92	744	148
Future Volume (veh/h)	240	241	138	57	348	145	207	799	64	92	744	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	255	256	147	61	370	154	220	850	68	98	791	157
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	276	549	304	78	483	314	242	1700	136	119	1303	259
Arrive On Green	0.15	0.25	0.25	0.04	0.14	0.14	0.14	0.51	0.51	0.07	0.44	0.44
Sat Flow, veh/h	1781	2191	1212	1781	3554	1533	1781	3331	266	1781	2952	586
Grp Volume(v), veh/h	255	206	197	61	370	154	220	453	465	98	476	472
Grp Sat Flow(s),veh/h/ln	1781	1777	1626	1781	1777	1533	1781	1777	1821	1781	1777	1761
Q Serve(g_s), s	21.2	14.7	15.5	5.1	15.1	9.1	18.3	25.2	25.2	8.2	30.7	30.7
Cycle Q Clear(g_c), s	21.2	14.7	15.5	5.1	15.1	9.1	18.3	25.2	25.2	8.2	30.7	30.7
Prop In Lane	1.00		0.75	1.00		1.00	1.00		0.15	1.00		0.33
Lane Grp Cap(c), veh/h	276	445	407	78	483	314	242	907	929	119	784	777
V/C Ratio(X)	0.92	0.46	0.48	0.79	0.77	0.49	0.91	0.50	0.50	0.82	0.61	0.61
Avail Cap(c_a), veh/h	319	445	408	191	642	383	423	907	929	306	784	777
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.5	47.6	47.9	71.0	62.5	27.8	63.9	24.1	24.1	69.1	32.0	32.0
Incr Delay (d2), s/veh	27.7	0.3	0.3	6.1	2.5	0.4	7.5	2.0	1.9	5.3	3.5	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	6.6	6.4	2.5	7.0	3.4	8.8	11.2	11.4	3.9	14.0	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.2	47.9	48.3	77.2	65.0	28.2	71.4	26.1	26.1	74.5	35.4	35.5
LnGrp LOS	F	D	D	E	E	C	E	C	C	E	D	D
Approach Vol, veh/h		658			585			1138			1046	
Approach Delay, s/veh		64.4			56.6			34.8			39.1	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	81.9	10.9	42.8	24.8	71.5	28.4	25.3
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	25.8	* 52	16.1	37.6	35.6	41.4	26.9	* 27
Max Q Clear Time (g_c+I1), s	10.2	27.2	7.1	17.5	20.3	32.7	23.2	17.1
Green Ext Time (p_c), s	0.0	2.1	0.0	0.9	0.1	1.8	0.1	0.8

Intersection Summary	
HCM 6th Ctrl Delay	45.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	0	70	71	0	69	17	615	28	65	512	5
Future Volume (veh/h)	37	0	70	71	0	69	17	615	28	65	512	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.96	0.98		0.96	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	0	80	81	0	78	19	699	32	74	582	6
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	45	240	514	0	459	34	1753	80	98	2014	21
Arrive On Green	0.24	0.00	0.24	0.24	0.00	0.24	0.02	0.35	0.35	0.06	0.39	0.39
Sat Flow, veh/h	331	185	983	1406	0	1524	1781	5003	228	1781	5211	54
Grp Volume(v), veh/h	122	0	0	81	0	78	19	475	256	74	380	208
Grp Sat Flow(s),veh/h/ln	1499	0	0	1406	0	1524	1781	1702	1827	1781	1702	1860
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	1.6	0.4	4.4	4.4	1.7	3.2	3.2
Cycle Q Clear(g_c), s	2.6	0.0	0.0	1.5	0.0	1.6	0.4	4.4	4.4	1.7	3.2	3.2
Prop In Lane	0.34		0.66	1.00		1.00	1.00		0.12	1.00		0.03
Lane Grp Cap(c), veh/h	481	0	0	514	0	459	34	1193	640	98	1316	719
V/C Ratio(X)	0.25	0.00	0.00	0.16	0.00	0.17	0.56	0.40	0.40	0.75	0.29	0.29
Avail Cap(c_a), veh/h	1502	0	0	1433	0	1543	1275	4875	2616	1275	4875	2664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	0.0	0.0	12.6	0.0	10.9	20.4	10.3	10.3	19.5	8.9	8.9
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.1	5.4	0.3	0.5	4.3	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.5	0.0	0.4	0.2	1.3	1.5	0.7	0.9	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	0.0	0.0	12.6	0.0	10.9	25.8	10.6	10.8	23.8	9.0	9.1
LnGrp LOS	B	A	A	B	A	B	C	B	B	C	A	A
Approach Vol, veh/h		122			159			750			662	
Approach Delay, s/veh		13.1			11.8			11.0			10.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.7	20.1		15.1	5.2	21.6		15.1
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.0	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.7	6.4		4.6	2.4	5.2		3.6
Green Ext Time (p_c), s	0.1	7.8		0.5	0.0	5.1		0.5

Intersection Summary	
HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	12	119	160	35	175	138	561	14	30	1194	62
Future Volume (veh/h)	130	12	119	160	35	175	138	561	14	30	1194	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.86	1.00		0.86	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	137	13	125	168	37	184	145	591	15	32	1257	65
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	378	275	194	410	299	175	1754	764	41	1464	76
Arrive On Green	0.09	0.20	0.20	0.11	0.22	0.22	0.10	0.49	0.49	0.02	0.43	0.43
Sat Flow, veh/h	1781	1870	1364	1781	1870	1365	1781	3554	1547	1781	3437	178
Grp Volume(v), veh/h	137	13	125	168	37	184	145	591	15	32	649	673
Grp Sat Flow(s),veh/h/ln	1781	1870	1364	1781	1870	1365	1781	1777	1547	1781	1777	1838
Q Serve(g_s), s	10.3	0.8	10.9	12.6	2.1	16.5	10.8	13.7	0.7	2.4	44.8	45.0
Cycle Q Clear(g_c), s	10.3	0.8	10.9	12.6	2.1	16.5	10.8	13.7	0.7	2.4	44.8	45.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	163	378	275	194	410	299	175	1754	764	41	757	782
V/C Ratio(X)	0.84	0.03	0.45	0.87	0.09	0.62	0.83	0.34	0.02	0.78	0.86	0.86
Avail Cap(c_a), veh/h	394	414	302	394	414	302	394	1754	764	394	787	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.6	43.5	47.5	59.4	42.2	47.8	60.0	20.8	17.5	65.9	35.2	35.2
Incr Delay (d2), s/veh	4.4	0.0	0.4	4.5	0.0	2.7	13.1	0.1	0.0	11.3	10.6	10.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.4	3.8	5.9	1.0	5.9	5.5	5.8	0.2	1.2	21.4	22.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.0	43.5	48.0	64.0	42.2	50.4	73.1	21.0	17.6	77.2	45.8	45.7
LnGrp LOS	E	D	D	E	D	D	E	C	B	E	D	D
Approach Vol, veh/h		275			389			751			1354	
Approach Delay, s/veh		56.2			55.5			31.0			46.5	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	75.6	19.1	32.3	17.7	66.4	16.8	34.6
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	14.4	15.7	14.6	12.9	12.8	47.0	12.3	18.5
Green Ext Time (p_c), s	0.0	5.9	0.2	0.3	0.5	10.8	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	44.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	201	19	159	62	0	0	0	0	492	71	28
Future Volume (veh/h)	0	201	19	159	62	0	0	0	0	492	71	28
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	216	20	171	67	0				583	0	30
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	240	479	210	330	630	0				993	0	655
Arrive On Green	0.00	0.13	0.13	0.19	0.19	0.00				0.28	0.00	0.28
Sat Flow, veh/h	1781	3554	1562	1781	3572	0				3563	0	1583
Grp Volume(v), veh/h	0	216	20	171	67	0				583	0	30
Grp Sat Flow(s),veh/h/ln	1781	1777	1562	1781	1702	0				1781	0	1583
Q Serve(g_s), s	0.0	2.0	0.4	3.1	0.6	0.0				5.1	0.0	0.4
Cycle Q Clear(g_c), s	0.0	2.0	0.4	3.1	0.6	0.0				5.1	0.0	0.4
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	240	479	210	330	630	0				993	0	655
V/C Ratio(X)	0.00	0.45	0.10	0.52	0.11	0.00				0.59	0.00	0.05
Avail Cap(c_a), veh/h	2958	5901	2593	2958	5652	0				3451	0	1747
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.4	13.7	13.3	12.2	0.0				11.2	0.0	6.3
Incr Delay (d2), s/veh	0.0	0.2	0.1	1.4	0.1	0.0				0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.1	1.0	0.2	0.0				1.5	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.6	13.8	14.7	12.3	0.0				11.4	0.0	6.3
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		236			238						613	
Approach Delay, s/veh		14.6			14.0						11.2	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		8.9		16.3		11.0
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		4.0		7.1		5.1
Green Ext Time (p_c), s		0.8		1.2		1.6

Intersection Summary	
HCM 6th Ctrl Delay	12.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	622	0	0	180	257	17	13	90	37	0	227
Future Volume (veh/h)	69	622	0	0	180	257	17	13	90	37	0	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	76	684	0	0	198	282	19	14	99	41	0	249
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	101	1411	0	0	464	414	199	22	156	51	0	312
Arrive On Green	0.06	0.40	0.00	0.00	0.26	0.26	0.11	0.11	0.11	0.23	0.00	0.23
Sat Flow, veh/h	1781	3647	0	0	1870	1585	1781	198	1398	224	0	1359
Grp Volume(v), veh/h	76	684	0	0	198	282	19	0	113	290	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1596	1583	0	0
Q Serve(g_s), s	2.4	8.1	0.0	0.0	5.2	9.0	0.5	0.0	3.8	9.8	0.0	0.0
Cycle Q Clear(g_c), s	2.4	8.1	0.0	0.0	5.2	9.0	0.5	0.0	3.8	9.8	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.88	0.14		0.86
Lane Grp Cap(c), veh/h	101	1411	0	0	464	414	199	0	178	363	0	0
V/C Ratio(X)	0.75	0.48	0.00	0.00	0.43	0.68	0.10	0.00	0.63	0.80	0.00	0.00
Avail Cap(c_a), veh/h	945	3771	0	0	1886	1682	1260	0	1129	1120	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.3	12.7	0.0	0.0	17.4	18.8	22.5	0.0	24.0	20.6	0.0	0.0
Incr Delay (d2), s/veh	12.8	0.1	0.0	0.0	0.8	2.4	0.1	0.0	1.4	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.5	0.0	0.0	1.9	3.0	0.2	0.0	1.4	3.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.1	12.8	0.0	0.0	18.1	21.2	22.6	0.0	25.4	22.1	0.0	0.0
LnGrp LOS	D	B	A	A	B	C	C	A	C	C	A	A
Approach Vol, veh/h		760			480			132			290	
Approach Delay, s/veh		15.4			19.9			25.0			22.1	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	26.9	17.0	7.7	19.2	12.7
Change Period (Y+Rc), s	* 4.4	4.0	4.5	4.4	6.4
Max Green Setting (Gmax), s	* 60	40.0	30.0	60.0	40.0
Max Q Clear Time (g_c+I1), s	10.1	11.8	4.4	11.0	5.8
Green Ext Time (p_c), s	2.9	1.3	0.2	3.7	0.5

Intersection Summary	
HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	654	96	253	311	0	0	0	0	858	391	143
Future Volume (veh/h)	0	654	96	253	311	0	0	0	0	858	391	143
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	688	101	266	327	0				903	412	151
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1530	669	346	2072	0				1070	562	473
Arrive On Green	0.00	0.43	0.43	0.20	1.00	0.00				0.30	0.30	0.30
Sat Flow, veh/h	0	3647	1554	3456	3647	0				3563	1870	1576
Grp Volume(v), veh/h	0	688	101	266	327	0				903	412	151
Grp Sat Flow(s),veh/h/ln	0	1777	1554	1728	1777	0				1781	1870	1576
Q Serve(g_s), s	0.0	11.5	3.3	6.1	0.0	0.0				20.0	16.6	6.2
Cycle Q Clear(g_c), s	0.0	11.5	3.3	6.1	0.0	0.0				20.0	16.6	6.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1530	669	346	2072	0				1070	562	473
V/C Ratio(X)	0.00	0.45	0.15	0.77	0.16	0.00				0.84	0.73	0.32
Avail Cap(c_a), veh/h	0	1530	669	703	2072	0				1361	715	602
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.89	0.89	0.98	0.98	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	16.9	14.6	32.7	0.0	0.0				27.5	26.4	22.7
Incr Delay (d2), s/veh	0.0	0.9	0.4	1.3	0.2	0.0				3.3	1.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.3	1.1	2.3	0.0	0.0				8.6	7.4	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.7	15.0	34.0	0.2	0.0				30.8	28.3	22.9
LnGrp LOS	A	B	B	C	A	A				C	C	C
Approach Vol, veh/h		789			593						1466	
Approach Delay, s/veh		17.4			15.3						29.3	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.8	41.1		30.1		53.9
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	8.4	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.1	13.5		22.0		2.0
Green Ext Time (p_c), s	0.3	3.0		3.2		2.3

Intersection Summary	
HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	262	1245	0	0	449	448	106	152	43	0	0	0
Future Volume (veh/h)	262	1245	0	0	449	448	106	152	43	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	276	1311	0	0	473	472	112	160	45			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1280	2713	0	0	1189	530	207	327	89			
Arrive On Green	0.74	1.00	0.00	0.00	0.33	0.33	0.12	0.12	0.12			
Sat Flow, veh/h	3456	3647	0	0	3647	1585	1725	2724	741			
Grp Volume(v), veh/h	276	1311	0	0	473	472	116	98	103			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	1784	1702	1704			
Q Serve(g_s), s	2.1	0.0	0.0	0.0	8.6	23.7	5.1	4.5	4.8			
Cycle Q Clear(g_c), s	2.1	0.0	0.0	0.0	8.6	23.7	5.1	4.5	4.8			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		0.43			
Lane Grp Cap(c), veh/h	1280	2713	0	0	1189	530	214	204	204			
V/C Ratio(X)	0.22	0.48	0.00	0.00	0.40	0.89	0.54	0.48	0.51			
Avail Cap(c_a), veh/h	1280	2713	0	0	1189	530	597	569	570			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.71	0.71	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	7.1	0.0	0.0	0.0	21.5	26.5	34.8	34.5	34.6			
Incr Delay (d2), s/veh	0.1	0.4	0.0	0.0	1.0	19.7	0.8	0.6	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	0.2	0.0	0.0	3.4	10.9	2.2	1.9	2.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.2	0.4	0.0	0.0	22.5	46.2	35.6	35.2	35.4			
LnGrp LOS	A	A	A	A	C	D	D	D	D			
Approach Vol, veh/h		1587			945			317				
Approach Delay, s/veh		1.6			34.3			35.4				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.0			36.0	33.0		15.0				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			4.1	25.7		7.1				
Green Ext Time (p_c), s		14.9			0.6	1.1		1.2				

Intersection Summary	
HCM 6th Ctrl Delay	16.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	24	40	21	1125	23	0	0	0
Future Volume (veh/h)	0	0	0	0	24	40	21	1125	23	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.99			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	25	42	22	1184	24			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	34	57	124	3169	64			
Arrive On Green				0.00	0.05	0.05	0.64	0.64	0.64			
Sat Flow, veh/h				0	627	1054	31	4961	99			
Grp Volume(v), veh/h				0	0	67	451	374	406			
Grp Sat Flow(s),veh/h/ln				0	0	1681	1860	1549	1682			
Q Serve(g_s), s				0.0	0.0	1.4	0.0	4.2	4.2			
Cycle Q Clear(g_c), s				0.0	0.0	1.4	4.1	4.2	4.2			
Prop In Lane				0.00		0.63	0.05		0.06			
Lane Grp Cap(c), veh/h				0	0	91	1293	989	1075			
V/C Ratio(X)				0.00	0.00	0.74	0.35	0.38	0.38			
Avail Cap(c_a), veh/h				0	0	1859	3173	2570	2792			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	16.8	3.1	3.1	3.1			
Incr Delay (d2), s/veh				0.0	0.0	4.3	0.2	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.6	0.5	0.5	0.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	21.1	3.3	3.5	3.4			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					67			1230				
Approach Delay, s/veh					21.1			3.4				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	28.7							7.5				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	6.2							3.4				
Green Ext Time (p_c), s	16.9							0.3				

Intersection Summary												
HCM 6th Ctrl Delay			4.3									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	195	83	238	196	79	169	349	72	148	928	54
Future Volume (veh/h)	47	195	83	238	196	79	169	349	72	148	928	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	50	207	88	253	209	84	180	371	77	157	987	57
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	281	237	292	352	142	217	1563	314	193	1743	101
Arrive On Green	0.04	0.15	0.15	0.16	0.28	0.28	0.12	0.37	0.37	0.11	0.35	0.35
Sat Flow, veh/h	1781	1870	1579	1781	1268	510	1781	4260	855	1781	4937	285
Grp Volume(v), veh/h	50	207	88	253	0	293	180	294	154	157	680	364
Grp Sat Flow(s),veh/h/ln	1781	1870	1579	1781	0	1777	1781	1702	1711	1781	1702	1817
Q Serve(g_s), s	2.5	9.5	4.5	12.5	0.0	12.8	8.9	5.4	5.6	7.8	14.5	14.6
Cycle Q Clear(g_c), s	2.5	9.5	4.5	12.5	0.0	12.8	8.9	5.4	5.6	7.8	14.5	14.6
Prop In Lane	1.00		1.00	1.00		0.29	1.00		0.50	1.00		0.16
Lane Grp Cap(c), veh/h	64	281	237	292	0	494	217	1249	628	193	1202	642
V/C Ratio(X)	0.78	0.74	0.37	0.87	0.00	0.59	0.83	0.24	0.25	0.81	0.57	0.57
Avail Cap(c_a), veh/h	593	830	701	593	0	789	593	2267	1139	593	2267	1210
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	36.6	34.5	36.7	0.0	28.1	38.6	19.8	19.8	39.3	23.6	23.6
Incr Delay (d2), s/veh	7.3	1.4	0.4	3.0	0.0	1.1	3.1	0.2	0.4	3.2	0.8	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.4	1.8	5.6	0.0	5.6	4.0	2.1	2.2	3.5	5.7	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.4	38.0	34.8	39.7	0.0	29.3	41.7	19.9	20.2	42.4	24.3	25.0
LnGrp LOS	D	D	C	D	A	C	D	B	C	D	C	C
Approach Vol, veh/h		345			546			628			1201	
Approach Delay, s/veh		39.0			34.1			26.3			26.9	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	38.3	19.2	18.4	15.4	37.1	7.7	29.9
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	9.8	7.6	14.5	11.5	10.9	16.6	4.5	14.8
Green Ext Time (p_c), s	0.2	5.7	0.3	1.0	0.2	15.2	0.1	1.9

Intersection Summary	
HCM 6th Ctrl Delay	29.7
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	228	217	54	157	0	0	0	0	240	1535	341
Future Volume (veh/h)	0	228	217	54	157	0	0	0	0	240	1535	341
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	245	233	58	169	0				258	1651	367
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	391	331	127	415	0				1139	2676	589
Arrive On Green	0.00	0.21	0.21	0.21	0.21	0.00				0.64	0.64	0.64
Sat Flow, veh/h	0	1870	1581	290	2066	0				1781	4187	921
Grp Volume(v), veh/h	0	245	233	100	127	0				258	1339	679
Grp Sat Flow(s),veh/h/ln	0	1870	1581	654	1617	0				1781	1702	1704
Q Serve(g_s), s	0.0	10.2	11.7	4.8	5.8	0.0				5.2	20.1	20.5
Cycle Q Clear(g_c), s	0.0	10.2	11.7	15.0	5.8	0.0				5.2	20.1	20.5
Prop In Lane	0.00		1.00	0.58		0.00				1.00		0.54
Lane Grp Cap(c), veh/h	0	391	331	203	338	0				1139	2176	1089
V/C Ratio(X)	0.00	0.63	0.70	0.49	0.37	0.00				0.23	0.62	0.62
Avail Cap(c_a), veh/h	0	654	553	367	565	0				1246	2381	1192
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	30.9	31.5	33.9	29.1	0.0				6.5	9.2	9.3
Incr Delay (d2), s/veh	0.0	0.6	1.0	1.4	0.5	0.0				0.2	0.6	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.6	4.5	2.1	2.3	0.0				1.8	6.5	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.5	32.5	35.3	29.6	0.0				6.7	9.8	10.6
LnGrp LOS	A	C	C	D	C	A				A	A	B
Approach Vol, veh/h		478			227						2276	
Approach Delay, s/veh		32.0			32.1						9.7	
Approach LOS		C			C						A	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		24.7		61.1		24.7
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		13.7		22.5		17.0
Green Ext Time (p_c), s		1.3		32.3		0.9

Intersection Summary		
HCM 6th Ctrl Delay		15.0
HCM 6th LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	52	172	0	23	11	197	1021	29	0	0	0
Future Volume (veh/h)	240	52	172	0	23	11	197	1021	29	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	253	55	181	0	24	12	207	1075	31			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	491	75	1198	0	360	180	805	1593	46			
Arrive On Green	0.31	0.31	0.31	0.00	0.31	0.31	0.45	0.45	0.45			
Sat Flow, veh/h	1128	245	1572	0	1176	588	1781	3525	102			
Grp Volume(v), veh/h	308	0	181	0	0	36	207	542	564			
Grp Sat Flow(s),veh/h/ln	1373	0	1572	0	0	1764	1781	1777	1850			
Q Serve(g_s), s	8.7	0.0	0.0	0.0	0.0	0.7	3.2	10.8	10.8			
Cycle Q Clear(g_c), s	9.3	0.0	0.0	0.0	0.0	0.7	3.2	10.8	10.8			
Prop In Lane	0.82		1.00	0.00		0.33	1.00		0.05			
Lane Grp Cap(c), veh/h	566	0	1198	0	0	540	805	803	836			
V/C Ratio(X)	0.54	0.00	0.15	0.00	0.00	0.07	0.26	0.67	0.67			
Avail Cap(c_a), veh/h	1084	0	1763	0	0	1175	1166	1163	1212			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	14.4	0.0	1.5	0.0	0.0	11.1	7.7	9.7	9.7			
Incr Delay (d2), s/veh	0.8	0.0	0.1	0.0	0.0	0.0	0.2	1.0	1.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.6	0.0	2.3	0.0	0.0	0.2	1.0	3.3	3.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.2	0.0	1.5	0.0	0.0	11.1	7.8	10.7	10.7			
LnGrp LOS	B	A	A	A	A	B	A	B	B			
Approach Vol, veh/h		489			36			1313				
Approach Delay, s/veh		10.1			11.1			10.3				
Approach LOS		B			B			B				

Timer - Assigned Phs	2		4					8				
Phs Duration (G+Y+Rc), s	24.9		20.2					20.2				
Change Period (Y+Rc), s	4.5		* 6.4					6.4				
Max Green Setting (Gmax), s	29.5		* 30					30.0				
Max Q Clear Time (g_c+I1), s	12.8		11.3					2.7				
Green Ext Time (p_c), s	7.5		2.5					0.1				

Intersection Summary												
HCM 6th Ctrl Delay			10.2									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	10	45	5	1	3	14	556	74	68	1207	6
Future Volume (veh/h)	6	10	45	5	1	3	14	556	74	68	1207	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	12	52	6	1	3	16	647	86	79	1403	7
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	429	63	274	374	85	256	28	2289	706	182	2543	13
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.02	0.45	0.45	0.05	0.49	0.49
Sat Flow, veh/h	1396	303	1313	1325	409	1226	1781	5106	1576	3456	5243	26
Grp Volume(v), veh/h	7	0	64	6	0	4	16	647	86	79	911	499
Grp Sat Flow(s),veh/h/ln	1396	0	1616	1325	0	1635	1781	1702	1576	1728	1702	1865
Q Serve(g_s), s	0.2	0.0	1.7	0.2	0.0	0.1	0.5	4.1	1.6	1.1	9.7	9.7
Cycle Q Clear(g_c), s	0.3	0.0	1.7	1.9	0.0	0.1	0.5	4.1	1.6	1.1	9.7	9.7
Prop In Lane	1.00		0.81	1.00		0.75	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	429	0	338	374	0	341	28	2289	706	182	1651	905
V/C Ratio(X)	0.02	0.00	0.19	0.02	0.00	0.01	0.57	0.28	0.12	0.43	0.55	0.55
Avail Cap(c_a), veh/h	1226	0	1259	1129	0	1274	1041	5968	1841	2019	3979	2180
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	16.7	17.5	0.0	16.1	25.1	8.9	8.3	23.6	9.3	9.3
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.0	6.4	0.1	0.1	0.6	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.6	0.1	0.0	0.0	0.2	1.2	0.5	0.4	2.7	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.2	0.0	16.8	17.5	0.0	16.1	31.5	9.1	8.4	24.2	9.6	9.8
LnGrp LOS	B	A	B	B	A	B	C	A	A	C	A	A
Approach Vol, veh/h		71			10			749			1489	
Approach Delay, s/veh		16.8			16.9			9.5			10.4	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.1	28.7		15.5	5.2	30.6		15.5
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	3.1	6.1		3.7	2.5	11.7		3.9
Green Ext Time (p_c), s	0.1	9.8		0.3	0.0	13.2		0.0

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

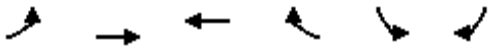
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2929	12	0	3075	2	0	0	1	0	0	7
Future Vol, veh/h	0	2929	12	0	3075	2	0	0	1	0	0	7
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	2989	12	0	3138	2	0	0	1	0	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1502	-	-	1570
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	95	0	0	85
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	95	-	-	85
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	43.3	51.2
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	95	-	-	-	-	85
HCM Lane V/C Ratio	0.011	-	-	-	-	0.084
HCM Control Delay (s)	43.3	-	-	-	-	51.2
HCM Lane LOS	E	-	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	-	0.3



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1093	1878	1389	128	81	8
Future Volume (veh/h)	1093	1878	1389	128	81	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1139	1956	1447	0	84	8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	1130	4237	2420		109	97
Arrive On Green	0.33	0.85	0.49	0.00	0.06	0.06
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1139	1956	1447	0	84	8
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	38.6	11.4	24.8	0.0	5.5	0.6
Cycle Q Clear(g_c), s	38.6	11.4	24.8	0.0	5.5	0.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1130	4237	2420		109	97
V/C Ratio(X)	1.01	0.46	0.60		0.77	0.08
Avail Cap(c_a), veh/h	1130	4237	2420		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.85	0.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	2.2	22.0	0.0	54.6	52.3
Incr Delay (d2), s/veh	28.6	0.4	0.9	0.0	4.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.0	1.6	9.3	0.0	2.5	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	68.3	2.6	22.9	0.0	58.9	52.4
LnGrp LOS	F	A	C		E	D
Approach Vol, veh/h		3095	1447	A	92	
Approach Delay, s/veh		26.8	22.9		58.3	
Approach LOS		C	C		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		105.6		12.4	43.0	62.6
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	38.6	* 35
Max Q Clear Time (g_c+I1), s		13.4		7.5	40.6	26.8
Green Ext Time (p_c), s		56.3		0.1	0.0	7.3

Intersection Summary	
HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	237	949	58	81	453	105	58	281	118	195	698	416
Future Volume (veh/h)	237	949	58	81	453	105	58	281	118	195	698	416
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	276	1103	67	94	527	122	67	327	137	227	812	484
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	302	1593	97	213	1216	280	85	464	182	244	1115	611
Arrive On Green	0.17	0.47	0.47	0.04	0.14	0.14	0.05	0.13	0.13	0.14	0.22	0.22
Sat Flow, veh/h	1781	3400	206	1781	2867	661	1781	3593	1408	1781	5106	1567
Grp Volume(v), veh/h	276	576	594	94	326	323	67	309	155	227	812	484
Grp Sat Flow(s),veh/h/ln	1781	1777	1830	1781	1777	1750	1781	1702	1597	1781	1702	1567
Q Serve(g_s), s	21.3	35.7	35.7	7.2	23.5	23.7	5.2	12.2	13.1	17.6	20.7	30.6
Cycle Q Clear(g_c), s	21.3	35.7	35.7	7.2	23.5	23.7	5.2	12.2	13.1	17.6	20.7	30.6
Prop In Lane	1.00		0.11	1.00		0.38	1.00		0.88	1.00		1.00
Lane Grp Cap(c), veh/h	302	833	857	213	753	742	85	440	206	244	1115	611
V/C Ratio(X)	0.91	0.69	0.69	0.44	0.43	0.44	0.78	0.70	0.75	0.93	0.73	0.79
Avail Cap(c_a), veh/h	382	833	857	213	753	742	244	625	293	244	1115	611
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	0.98	0.98	0.98	0.93	0.93	0.93
Uniform Delay (d), s/veh	57.1	29.3	29.3	62.7	44.8	44.9	65.9	58.4	58.8	59.7	50.9	37.9
Incr Delay (d2), s/veh	22.5	4.7	4.6	6.2	1.7	1.8	5.7	2.3	7.1	36.5	2.5	7.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.3	15.8	16.3	3.7	11.6	11.5	2.5	5.4	5.7	10.4	9.0	15.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.6	34.0	33.8	68.9	46.5	46.6	71.6	60.6	65.9	96.2	53.4	44.9
LnGrp LOS	E	C	C	E	D	D	E	E	E	F	D	D
Approach Vol, veh/h		1446			743			531			1523	
Approach Delay, s/veh		42.6			49.4			63.6			57.1	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.6	23.1	22.5	70.8	11.1	35.6	28.2	65.2
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	19.6	15.1	9.2	37.7	7.2	32.6	23.3	25.7
Green Ext Time (p_c), s	0.0	2.3	0.0	11.8	0.0	0.0	0.4	3.2

Intersection Summary	
HCM 6th Ctrl Delay	51.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1161	96	43	165	0	0	0	0	329	571	466
Future Volume (veh/h)	0	1161	96	43	165	0	0	0	0	329	571	466
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1235	102	46	176	0				350	607	496
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1652	136	71	2021	0				616	1293	543
Arrive On Green	0.00	0.16	0.16	0.04	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3417	274	1781	3647	0				1781	3741	1570
Grp Volume(v), veh/h	0	659	678	46	176	0				350	607	496
Grp Sat Flow(s),veh/h/ln	0	1777	1820	1781	1777	0				1781	1870	1570
Q Serve(g_s), s	0.0	49.5	49.7	3.6	3.1	0.0				22.4	17.7	42.3
Cycle Q Clear(g_c), s	0.0	49.5	49.7	3.6	3.1	0.0				22.4	17.7	42.3
Prop In Lane	0.00		0.15	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	883	905	71	2021	0				616	1293	543
V/C Ratio(X)	0.00	0.75	0.75	0.65	0.09	0.00				0.57	0.47	0.91
Avail Cap(c_a), veh/h	0	883	905	313	2021	0				616	1293	543
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.64	0.64	0.85	0.85	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	50.1	50.2	66.2	13.7	0.0				37.3	35.8	43.8
Incr Delay (d2), s/veh	0.0	3.7	3.7	3.1	0.1	0.0				3.8	1.2	22.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	24.5	25.2	1.7	1.3	0.0				10.6	8.5	19.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	53.8	53.9	69.3	13.8	0.0				41.1	37.0	66.1
LnGrp LOS	A	D	D	E	B	A				D	D	E
Approach Vol, veh/h		1337			222						1453	
Approach Delay, s/veh		53.8			25.3						47.9	
Approach LOS		D			C						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.0	76.2		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	5.6	51.7		44.3		5.1
Green Ext Time (p_c), s	0.0	0.0		1.5		0.4

Intersection Summary	
HCM 6th Ctrl Delay	48.9
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	599	878	0	0	177	119	39	177	108	0	0	0
Future Volume (veh/h)	599	878	0	0	177	119	39	177	108	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.91			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	644	944	0	0	190	128	42	190	116			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1650	1402	0	0	438	281	80	383	185			
Arrive On Green	0.48	0.75	0.00	0.00	0.21	0.21	0.13	0.13	0.13			
Sat Flow, veh/h	3456	1870	0	0	2171	1330	624	2992	1448			
Grp Volume(v), veh/h	644	944	0	0	161	157	124	108	116			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1631	1839	1777	1448			
Q Serve(g_s), s	9.6	20.4	0.0	0.0	6.3	6.7	5.0	4.5	6.1			
Cycle Q Clear(g_c), s	9.6	20.4	0.0	0.0	6.3	6.7	5.0	4.5	6.1			
Prop In Lane	1.00		0.00	0.00		0.82	0.34		1.00			
Lane Grp Cap(c), veh/h	1650	1402	0	0	375	344	235	227	185			
V/C Ratio(X)	0.39	0.67	0.00	0.00	0.43	0.46	0.53	0.48	0.63			
Avail Cap(c_a), veh/h	1650	1402	0	0	580	532	393	380	309			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.57	0.57	0.00	0.00	1.00	1.00	0.94	0.94	0.94			
Uniform Delay (d), s/veh	13.4	5.1	0.0	0.0	27.4	27.6	32.6	32.4	33.1			
Incr Delay (d2), s/veh	0.1	1.5	0.0	0.0	0.3	0.4	0.6	0.5	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.3	4.9	0.0	0.0	2.5	2.5	2.3	2.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.5	6.6	0.0	0.0	27.7	27.9	33.3	32.9	34.3			
LnGrp LOS	B	A	A	A	C	C	C	C	C			
Approach Vol, veh/h		1588			318			348				
Approach Delay, s/veh		9.4			27.8			33.5				
Approach LOS		A			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		64.9			43.1	21.8		15.1				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		22.4			11.6	8.7		8.1				
Green Ext Time (p_c), s		4.8			1.8	1.0		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	15.7
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	157	932	563	0	0	2042
Future Volume (veh/h)	157	932	563	0	0	2042
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	164	0	586	0	0	2127
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	195		2044	0	626	5034
Arrive On Green	0.11	0.00	0.41	0.00	0.00	0.80
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	164	0	586	0	0	2127
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	9.9	0.0	8.6	0.0	0.0	11.2
Cycle Q Clear(g_c), s	9.9	0.0	8.6	0.0	0.0	11.2
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	195		2044	0	626	5034
V/C Ratio(X)	0.84		0.29	0.00	0.00	0.42
Avail Cap(c_a), veh/h	487		2044	0	730	5034
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.00	0.88	0.00	0.00	0.88
Uniform Delay (d), s/veh	48.0	0.0	21.7	0.0	0.0	3.3
Incr Delay (d2), s/veh	3.3	0.0	0.1	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	3.2	0.0	0.0	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.3	0.0	21.8	0.0	0.0	3.5
LnGrp LOS	D		C	A	A	A
Approach Vol, veh/h	164	A	586			2127
Approach Delay, s/veh	51.3		21.8			3.5
Approach LOS	D		C			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	43.1	50.0				93.1	16.9
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	45.1	20.6				45.1	30.1
Max Q Clear Time (g_c+I1), s	11.0	10.6				13.2	11.9
Green Ext Time (p_c), s	0.0	3.4				24.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	10.0
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	144	979	97	102	360	0	0	772	51
Future Volume (veh/h)	0	0	0	144	979	97	102	360	0	0	772	51
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				152	1031	102	107	379	0	0	813	54
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				340	2465	251	136	1573	0	0	847	56
Arrive On Green				0.19	0.19	0.19	0.15	0.62	0.00	0.00	0.17	0.17
Sat Flow, veh/h				593	4297	437	1781	5274	0	0	5047	323
Grp Volume(v), veh/h				472	397	416	107	379	0	0	566	301
Grp Sat Flow(s),veh/h/ln				1841	1702	1785	1781	1702	0	0	1702	1797
Q Serve(g_s), s				25.0	22.5	22.5	6.4	3.7	0.0	0.0	18.1	18.3
Cycle Q Clear(g_c), s				25.0	22.5	22.5	6.4	3.7	0.0	0.0	18.1	18.3
Prop In Lane				0.32		0.24	1.00		0.00	0.00		0.18
Lane Grp Cap(c), veh/h				1056	976	1024	136	1573	0	0	591	312
V/C Ratio(X)				0.45	0.41	0.41	0.79	0.24	0.00	0.00	0.96	0.96
Avail Cap(c_a), veh/h				1056	976	1024	155	1629	0	0	591	312
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.91	0.91	0.91	0.66	0.66	0.00	0.00	0.66	0.66
Uniform Delay (d), s/veh				29.1	28.1	28.1	45.8	15.3	0.0	0.0	45.1	45.1
Incr Delay (d2), s/veh				1.2	1.1	1.1	12.3	0.1	0.0	0.0	20.4	32.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				12.6	10.5	11.1	3.1	1.3	0.0	0.0	9.2	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				30.4	29.3	29.2	58.1	15.4	0.0	0.0	65.5	77.2
LnGrp LOS				C	C	C	E	B	A	A	E	E
Approach Vol, veh/h					1285			486			867	
Approach Delay, s/veh					29.7			24.8			69.5	
Approach LOS					C			C			E	

Timer - Assigned Phs	3	4		6		8
Phs Duration (G+Y+Rc), s	14.3	25.5		69.0		39.8
Change Period (Y+Rc), s	5.9	* 6.4		5.9		5.9
Max Green Setting (Gmax), s	9.6	* 19		63.1		35.1
Max Q Clear Time (g_c+I1), s	8.4	20.3		27.0		5.7
Green Ext Time (p_c), s	0.0	0.0		8.0		2.9

Intersection Summary	
HCM 6th Ctrl Delay	41.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	254	1172	0	0	0	0	0	451	61
Future Volume (veh/h)	0	0	0	254	1172	0	0	0	0	0	451	61
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				265	1221	0				0	470	64
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				623	3090	0				0	899	120
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				878	4521	0				0	4704	604
Grp Volume(v), veh/h				551	935	0				0	350	184
Grp Sat Flow(s),veh/h/ln				1826	1702	0				0	1702	1736
Q Serve(g_s), s				28.2	25.4	0.0				0.0	10.1	10.4
Cycle Q Clear(g_c), s				28.2	25.4	0.0				0.0	10.1	10.4
Prop In Lane				0.48		0.00				0.00		0.35
Lane Grp Cap(c), veh/h				1297	2417	0				0	675	344
V/C Ratio(X)				0.43	0.39	0.00				0.00	0.52	0.53
Avail Cap(c_a), veh/h				1297	2417	0				0	675	344
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				23.0	22.0	0.0				0.0	39.4	39.5
Incr Delay (d2), s/veh				1.0	0.5	0.0				0.0	2.8	5.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				14.1	11.7	0.0				0.0	4.5	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				24.0	22.4	0.0				0.0	42.3	45.4
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					1486						534	
Approach Delay, s/veh					23.0						43.3	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.7		83.3						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.8		78.1						
Max Q Clear Time (g_c+I1), s				12.4		30.2						
Green Ext Time (p_c), s				0.7		2.2						

Intersection Summary												
HCM 6th Ctrl Delay			28.4									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1327	92	85	181	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1327	92	85	181	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	1368	95	88	187	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3417	237	223	512	0			
Arrive On Green				0.00	0.23	0.23	0.07	0.07	0.00			
Sat Flow, veh/h				0	5043	339	1091	2595	0			
Grp Volume(v), veh/h				0	955	508	147	128	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1809	1816	1777	0			
Q Serve(g_s), s				0.0	26.1	26.1	8.5	7.6	0.0			
Cycle Q Clear(g_c), s				0.0	26.1	26.1	8.5	7.6	0.0			
Prop In Lane				0.00		0.19	0.60		0.00			
Lane Grp Cap(c), veh/h				0	2386	1268	371	363	0			
V/C Ratio(X)				0.00	0.40	0.40	0.39	0.35	0.00			
Avail Cap(c_a), veh/h				0	2386	1268	371	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	22.7	22.7	44.8	44.3	0.0			
Incr Delay (d2), s/veh				0.0	0.5	0.9	3.1	2.7	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	12.0	12.9	4.4	3.8	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	23.2	23.6	47.9	47.0	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					1463			275				
Approach Delay, s/veh					23.4			47.5				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						28.1		10.5				
Green Ext Time (p_c), s						15.1		1.2				
Intersection Summary												
HCM 6th Ctrl Delay			27.2									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	204	1373	0	0	0	0	0	497	52
Future Volume (veh/h)	0	0	0	204	1373	0	0	0	0	0	497	52
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				217	1461	0				0	529	55
Peak Hour Factor				0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				447	3227	0				0	733	320
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				638	4773	0				0	3647	1553
Grp Volume(v), veh/h				625	1053	0				0	529	55
Grp Sat Flow(s),veh/h/ln				1838	1702	0				0	1777	1553
Q Serve(g_s), s				32.4	29.1	0.0				0.0	15.3	3.2
Cycle Q Clear(g_c), s				32.4	29.1	0.0				0.0	15.3	3.2
Prop In Lane				0.35		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1289	2386	0				0	733	320
V/C Ratio(X)				0.49	0.44	0.00				0.00	0.72	0.17
Avail Cap(c_a), veh/h				1289	2386	0				0	733	320
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				25.1	23.8	0.0				0.0	40.7	35.9
Incr Delay (d2), s/veh				1.3	0.6	0.0				0.0	6.1	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				16.3	13.4	0.0				0.0	7.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				26.4	24.4	0.0				0.0	46.8	37.1
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					1678						584	
Approach Delay, s/veh					25.2						45.8	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				27.6		82.4						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				22.7		77.1						
Max Q Clear Time (g_c+I1), s				17.3		34.4						
Green Ext Time (p_c), s				1.8		18.0						

Intersection Summary												
HCM 6th Ctrl Delay			30.5									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1576	80	23	71	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1576	80	23	71	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	1659	84	24	75	0			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3624	183	147	492	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5146	252	828	2871	0			
Grp Volume(v), veh/h				0	1134	609	53	46	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1825	1829	1777	0			
Q Serve(g_s), s				0.0	14.9	15.0	2.7	2.4	0.0			
Cycle Q Clear(g_c), s				0.0	14.9	15.0	2.7	2.4	0.0			
Prop In Lane				0.00		0.14	0.45		0.00			
Lane Grp Cap(c), veh/h				0	2479	1329	324	315	0			
V/C Ratio(X)				0.00	0.46	0.46	0.16	0.15	0.00			
Avail Cap(c_a), veh/h				0	2479	1329	324	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	6.1	6.1	38.3	38.2	0.0			
Incr Delay (d2), s/veh				0.0	0.6	1.1	1.1	1.0	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	4.8	5.4	1.3	1.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	6.7	7.2	39.4	39.2	0.0			
LnGrp LOS				A	A	A	D	D	A			
Approach Vol, veh/h					1743			99				
Approach Delay, s/veh					6.9			39.3				
Approach LOS					A			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						17.0		4.7				
Green Ext Time (p_c), s						21.7		0.4				
Intersection Summary												
HCM 6th Ctrl Delay			8.6									
HCM 6th LOS			A									

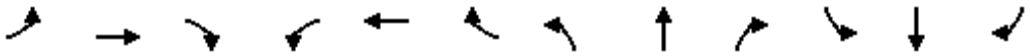
Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	154	568	3	103	0	0	0	25
Future Vol, veh/h	0	0	0	0	154	568	3	103	0	0	0	25
Conflicting Peds, #/hr	0	0	7	7	0	0	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	160	592	3	107	0	0	0	26

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	80	752	-	-	-	376
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	80	752	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	899	338	0	0	0	622
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	919	416	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	861	338	-	-	-	622
Mov Cap-2 Maneuver	-	-	-	861	338	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	881	416	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	20.5	11
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	338	-	-	622
HCM Lane V/C Ratio	0.317	-	-	0.042
HCM Control Delay (s)	20.5	-	-	11
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.3	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	558	129	1094	1117	0
Future Volume (veh/h)	0	0	0	0	0	0	0	558	129	1094	1117	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.82	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	569	132	1116	1140	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	890	233	3688	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.18	0.18	0.49	0.64	0.00
Sat Flow, veh/h		0					0	5149	1305	5023	1826	0
Grp Volume(v), veh/h		0.0					0	569	132	1116	1140	0
Grp Sat Flow(s),veh/h/ln							0	1662	1305	1674	1826	0
Q Serve(g_s), s							0.0	11.6	10.2	14.6	42.7	0.0
Cycle Q Clear(g_c), s							0.0	11.6	10.2	14.6	42.7	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	890	233	3688	1740	0
V/C Ratio(X)							0.00	0.64	0.57	0.30	0.66	0.00
Avail Cap(c_a), veh/h							0	1205	316	3688	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	0.67	0.67	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.89	0.89	0.00
Uniform Delay (d), s/veh							0.0	41.9	41.3	11.1	8.7	0.0
Incr Delay (d2), s/veh							0.0	2.0	5.5	0.0	1.7	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	4.8	3.5	5.7	12.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	43.9	46.8	11.2	10.4	0.0
LnGrp LOS							A	D	D	B	B	A
Approach Vol, veh/h								701			2256	
Approach Delay, s/veh								44.4			10.8	
Approach LOS								D			B	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	85.2	24.8				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				40.0						
Max Q Clear Time (g_c+I1), s	16.6	13.6				44.7						
Green Ext Time (p_c), s	4.5	6.0				0.0						

Intersection Summary												
HCM 6th Ctrl Delay			18.8									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	1194	40	0	0	0	0	375	245	176	784	0
Future Volume (veh/h)	44	1194	40	0	0	0	0	375	245	176	784	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.93	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	45	1218	41				0	383	250	180	800	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	96	2756	852				0	709	308	208	1862	0
Arrive On Green	0.18	0.18	0.18				0.00	0.21	0.21	0.23	0.73	0.00
Sat Flow, veh/h	177	5089	1574				0	3572	1477	1781	5274	0
Grp Volume(v), veh/h	474	789	41				0	383	250	180	800	0
Grp Sat Flow(s),veh/h/ln	1862	1702	1574				0	1702	1477	1781	1702	0
Q Serve(g_s), s	25.1	22.7	2.4				0.0	11.0	17.7	10.7	6.8	0.0
Cycle Q Clear(g_c), s	25.1	22.7	2.4				0.0	11.0	17.7	10.7	6.8	0.0
Prop In Lane	0.09		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1008	1844	852				0	709	308	208	1862	0
V/C Ratio(X)	0.47	0.43	0.05				0.00	0.54	0.81	0.87	0.43	0.00
Avail Cap(c_a), veh/h	1008	1844	852				0	916	397	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.79	0.79	0.79				0.00	1.00	1.00	0.12	0.12	0.00
Uniform Delay (d), s/veh	31.0	30.0	21.7				0.0	38.9	41.5	41.4	10.4	0.0
Incr Delay (d2), s/veh	1.2	0.6	0.1				0.0	0.7	10.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.9	10.5	0.9				0.0	4.6	7.2	4.2	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.3	30.6	21.8				0.0	39.6	51.5	42.5	10.4	0.0
LnGrp LOS	C	C	C				A	D	D	D	B	A
Approach Vol, veh/h		1304						633			980	
Approach Delay, s/veh		30.9						44.3			16.3	
Approach LOS		C						D			B	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	64.5	45.5	17.2	28.3
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	27.1	8.8	12.7	19.7
Green Ext Time (p_c), s	11.5	4.9	0.1	3.2

Intersection Summary	
HCM 6th Ctrl Delay	28.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1571	49	0	0	0	0	0	0	214	485	0
Future Volume (veh/h)	0	1571	49	0	0	0	0	0	0	214	485	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1726	54							235	533	0
Peak Hour Factor	0.91	0.91	0.91							0.91	0.91	0.91
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2962	93							489	1218	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5251	159							1489	3879	0
Grp Volume(v), veh/h	0	1156	624							283	485	0
Grp Sat Flow(s),veh/h/ln	0	1702	1837							1796	1702	0
Q Serve(g_s), s	0.0	34.0	34.0							16.3	14.7	0.0
Cycle Q Clear(g_c), s	0.0	34.0	34.0							16.3	14.7	0.0
Prop In Lane	0.00		0.09							0.83		0.00
Lane Grp Cap(c), veh/h	0	1984	1071							589	1117	0
V/C Ratio(X)	0.00	0.58	0.58							0.48	0.43	0.00
Avail Cap(c_a), veh/h	0	1984	1071							589	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	32.3	32.3							40.2	39.5	0.0
Incr Delay (d2), s/veh	0.0	1.3	2.3							2.8	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.8	17.4							8.3	6.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	33.5	34.6							43.0	40.7	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1780									768	
Approach Delay, s/veh		33.9									41.6	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	36.0	18.3
Green Ext Time (p_c), s	5.8	2.0

Intersection Summary	
HCM 6th Ctrl Delay	36.2
HCM 6th LOS	D

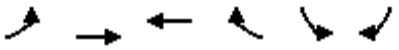
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	1712	0	0	0	0	0	204	182	0	0	0
Future Volume (veh/h)	74	1712	0	0	0	0	0	204	182	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	81	1881	0				0	224	200			
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	117	2902	0				0	604	508			
Arrive On Green	0.19	0.19	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	205	5228	0				0	1885	1505			
Grp Volume(v), veh/h	736	1226	0				0	222	202			
Grp Sat Flow(s),veh/h/ln	1860	1702	0				0	1777	1520			
Q Serve(g_s), s	40.6	36.4	0.0				0.0	10.4	11.2			
Cycle Q Clear(g_c), s	40.6	36.4	0.0				0.0	10.4	11.2			
Prop In Lane	0.11		0.00				0.00		0.99			
Lane Grp Cap(c), veh/h	1067	1953	0				0	599	513			
V/C Ratio(X)	0.69	0.63	0.00				0.00	0.37	0.39			
Avail Cap(c_a), veh/h	1067	1953	0				0	599	513			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	35.5	33.8	0.0				0.0	27.6	27.9			
Incr Delay (d2), s/veh	3.7	1.5	0.0				0.0	1.8	2.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	21.3	17.0	0.0				0.0	4.8	4.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.1	35.3	0.0				0.0	29.4	30.1			
LnGrp LOS	D	D	A				A	C	C			
Approach Vol, veh/h		1962						424				
Approach Delay, s/veh		36.8						29.7				
Approach LOS		D						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		68.0						42.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		63.1						37.1				
Max Q Clear Time (g_c+I1), s		42.6						13.2				
Green Ext Time (p_c), s		14.3						2.9				
Intersection Summary												
HCM 6th Ctrl Delay			35.5									
HCM 6th LOS			D									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1853	54	0	0	0	0	0	0	291	396	0
Future Volume (veh/h)	0	1853	54	0	0	0	0	0	0	291	396	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2014	59							316	430	0
Peak Hour Factor	0.92	0.92	0.92							0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2506	73							747	1489	0
Arrive On Green	0.00	0.16	0.16							0.14	0.14	0.00
Sat Flow, veh/h	0	5264	149							1781	3647	0
Grp Volume(v), veh/h	0	1344	729							316	430	0
Grp Sat Flow(s),veh/h/ln	0	1702	1840							1781	1777	0
Q Serve(g_s), s	0.0	41.8	42.0							17.9	11.9	0.0
Cycle Q Clear(g_c), s	0.0	41.8	42.0							17.9	11.9	0.0
Prop In Lane	0.00		0.08							1.00		0.00
Lane Grp Cap(c), veh/h	0	1674	905							747	1489	0
V/C Ratio(X)	0.00	0.80	0.81							0.42	0.29	0.00
Avail Cap(c_a), veh/h	0	1674	905							747	1489	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	40.9	41.0							35.2	32.7	0.0
Incr Delay (d2), s/veh	0.0	4.2	7.6							1.8	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	20.0	22.6							8.9	5.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	45.1	48.6							37.0	33.2	0.0
LnGrp LOS	A	D	D							D	C	A
Approach Vol, veh/h		2073									746	
Approach Delay, s/veh		46.3									34.8	
Approach LOS		D									C	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	59.0	51.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	54.1	46.1
Max Q Clear Time (g_c+I1), s	44.0	19.9
Green Ext Time (p_c), s	8.4	4.2

Intersection Summary	
HCM 6th Ctrl Delay	43.3
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	2123	0	0	0	0	0	67	92	0	0	0
Future Volume (veh/h)	19	2123	0	0	0	0	0	67	92	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	22	2498	0				0	79	108			
Peak Hour Factor	0.85	0.85	0.85				0.85	0.85	0.85			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	31	3713	0				0	357	318			
Arrive On Green	0.23	0.23	0.00				0.00	0.20	0.20			
Sat Flow, veh/h	43	5397	0				0	1870	1585			
Grp Volume(v), veh/h	948	1572	0				0	79	108			
Grp Sat Flow(s),veh/h/ln	1868	1702	0				0	1777	1585			
Q Serve(g_s), s	51.4	45.9	0.0				0.0	4.1	6.4			
Cycle Q Clear(g_c), s	51.4	45.9	0.0				0.0	4.1	6.4			
Prop In Lane	0.02		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1326	2417	0				0	357	318			
V/C Ratio(X)	0.72	0.65	0.00				0.00	0.22	0.34			
Avail Cap(c_a), veh/h	1326	2417	0				0	357	318			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	31.9	29.8	0.0				0.0	36.8	37.7			
Incr Delay (d2), s/veh	3.3	1.4	0.0				0.0	1.4	2.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	26.9	21.3	0.0				0.0	1.9	2.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.2	31.1	0.0				0.0	38.2	40.6			
LnGrp LOS	D	C	A				A	D	D			
Approach Vol, veh/h		2520						187				
Approach Delay, s/veh		32.7						39.6				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		83.0						27.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		78.1						22.1				
Max Q Clear Time (g_c+I1), s		53.4						8.4				
Green Ext Time (p_c), s		20.6						0.9				
Intersection Summary												
HCM 6th Ctrl Delay			33.1									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	963	832	31	125	116
Future Volume (veh/h)	18	963	832	31	125	116
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	20	1047	904	34	136	126
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	29	4041	3733	140	341	156
Arrive On Green	0.02	0.81	1.00	1.00	0.10	0.10
Sat Flow, veh/h	1781	5149	5095	185	3456	1585
Grp Volume(v), veh/h	20	1047	609	329	136	126
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1793	1728	1585
Q Serve(g_s), s	1.3	5.9	0.0	0.0	4.4	9.2
Cycle Q Clear(g_c), s	1.3	5.9	0.0	0.0	4.4	9.2
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	29	4041	2516	1357	341	156
V/C Ratio(X)	0.69	0.26	0.24	0.24	0.40	0.81
Avail Cap(c_a), veh/h	319	4041	2516	1357	884	406
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.96	0.96	1.00	1.00
Uniform Delay (d), s/veh	57.7	2.7	0.0	0.0	49.9	52.1
Incr Delay (d2), s/veh	9.7	0.1	0.2	0.4	0.3	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.2	0.1	0.2	1.9	8.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.4	2.8	0.2	0.4	50.2	55.8
LnGrp LOS	E	A	A	A	D	E
Approach Vol, veh/h		1067	938		262	
Approach Delay, s/veh		4.0	0.3		52.9	
Approach LOS		A	A		D	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	101.5		16.5	6.3	95.1
Change Period (Y+Rc), s	* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s	* 77		30.2	21.1	51.6
Max Q Clear Time (g_c+I1), s	7.9		11.2	3.3	2.0
Green Ext Time (p_c), s	25.8		0.4	0.0	17.7

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	1004	16	19	825	11	0	13	26	93	0	12
Future Volume (veh/h)	64	1004	16	19	825	11	0	13	26	93	0	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	1154	18	22	948	0	0	15	30	107	0	14
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	728	3545	55	60	1567		61	19	38	214	0	98
Arrive On Green	0.82	1.00	1.00	0.03	0.31	0.00	0.00	0.03	0.03	0.06	0.00	0.06
Sat Flow, veh/h	1781	5056	79	1781	4985	1585	1781	553	1106	3456	0	1577
Grp Volume(v), veh/h	74	758	414	22	948	0	0	0	45	107	0	14
Grp Sat Flow(s),veh/h/ln	1781	1662	1812	1781	1662	1585	1781	0	1660	1728	0	1577
Q Serve(g_s), s	1.0	0.0	0.0	1.4	19.0	0.0	0.0	0.0	3.2	3.5	0.0	1.0
Cycle Q Clear(g_c), s	1.0	0.0	0.0	1.4	19.0	0.0	0.0	0.0	3.2	3.5	0.0	1.0
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	728	2330	1270	60	1567		61	0	57	214	0	98
V/C Ratio(X)	0.10	0.33	0.33	0.36	0.60		0.00	0.00	0.79	0.50	0.00	0.14
Avail Cap(c_a), veh/h	728	2330	1270	168	1567		251	0	233	999	0	456
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.5	0.0	0.0	55.8	34.2	0.0	0.0	0.0	56.6	53.6	0.0	52.4
Incr Delay (d2), s/veh	0.0	0.4	0.7	1.4	1.7	0.0	0.0	0.0	8.8	0.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.2	0.6	7.6	0.0	0.0	0.0	1.5	1.6	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.5	0.4	0.7	57.1	36.0	0.0	0.0	0.0	65.3	54.2	0.0	52.6
LnGrp LOS	A	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		1246			970	A		45			121	
Approach Delay, s/veh		0.8			36.5			65.3			54.1	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	88.4		12.2	53.9	42.9		8.9				
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9				
Max Green Setting (Gmax), s	4.1	21.6		34.1	10.2	* 37		16.6				
Max Q Clear Time (g_c+I1), s	3.4	2.0		5.5	3.0	21.0		5.2				
Green Ext Time (p_c), s	0.0	11.8		0.2	0.0	8.6		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	19.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	893	126	274	1249	13	139	25	321	98	43	196
Future Volume (veh/h)	87	893	126	274	1249	13	139	25	321	98	43	196
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	94	960	135	295	1343	14	149	27	0	105	46	211
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	489	2545	906	358	2139	22	213	115		277	291	238
Arrive On Green	0.27	0.51	0.51	0.10	0.33	0.33	0.06	0.06	0.00	0.16	0.16	0.16
Sat Flow, veh/h	1781	4985	1584	3456	6456	67	3456	1870	1585	1781	1870	1530
Grp Volume(v), veh/h	94	960	135	295	980	377	149	27	0	105	46	211
Grp Sat Flow(s),veh/h/ln	1781	1662	1584	1728	1570	1813	1728	1870	1585	1781	1870	1530
Q Serve(g_s), s	4.8	13.8	4.7	9.9	20.7	20.7	5.0	1.6	0.0	6.2	2.5	15.9
Cycle Q Clear(g_c), s	4.8	13.8	4.7	9.9	20.7	20.7	5.0	1.6	0.0	6.2	2.5	15.9
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	489	2545	906	358	1561	601	213	115		277	291	238
V/C Ratio(X)	0.19	0.38	0.15	0.82	0.63	0.63	0.70	0.23		0.38	0.16	0.89
Avail Cap(c_a), veh/h	489	2545	906	618	1561	601	691	374		303	319	261
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	17.5	11.8	51.8	33.3	33.3	54.3	52.7	0.0	44.7	43.1	48.8
Incr Delay (d2), s/veh	0.1	0.4	0.3	1.8	1.9	4.9	1.6	0.4	0.0	0.9	0.3	27.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	5.1	1.9	4.2	7.8	9.5	2.2	0.8	0.0	2.8	1.2	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	17.9	12.2	53.6	35.2	38.2	55.9	53.1	0.0	45.6	43.4	76.0
LnGrp LOS	C	B	B	D	D	D	E	D		D	D	E
Approach Vol, veh/h		1189			1652			176	A		362	
Approach Delay, s/veh		18.5			39.2			55.4			63.0	
Approach LOS		B			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.6	66.0		23.2	38.1	44.5		12.2
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	20.1	13.6		20.1	15.6	* 39		23.6
Max Q Clear Time (g_c+I1), s	11.9	15.8		17.9	6.8	22.7		7.0
Green Ext Time (p_c), s	0.4	0.0		0.4	0.1	13.0		0.3

Intersection Summary	
HCM 6th Ctrl Delay	35.3
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

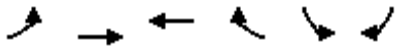
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	0	21	1	0	19	10	327	3	19	347	77
Future Volume (veh/h)	103	0	21	1	0	19	10	327	3	19	347	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.95	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	131	0	0	0	0	21	11	348	3	20	369	82
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	298	156	0	0	40	64	204	1109	10	208	892	196
Arrive On Green	0.08	0.00	0.00	0.00	0.00	0.02	0.11	0.31	0.31	0.12	0.31	0.31
Sat Flow, veh/h	3563	1870	0	0	1870	3018	1781	3610	31	1781	2884	633
Grp Volume(v), veh/h	131	0	0	0	0	21	11	171	180	20	226	225
Grp Sat Flow(s),veh/h/ln	1781	1870	0	0	1870	1509	1781	1777	1864	1781	1777	1740
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.0	0.2	0.2	2.5	2.5	0.3	3.4	3.5
Cycle Q Clear(g_c), s	1.2	0.0	0.0	0.0	0.0	0.2	0.2	2.5	2.5	0.3	3.4	3.5
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.02	1.00		0.36
Lane Grp Cap(c), veh/h	298	156	0	0	40	64	204	546	573	208	549	538
V/C Ratio(X)	0.44	0.00	0.00	0.00	0.00	0.33	0.05	0.31	0.31	0.10	0.41	0.42
Avail Cap(c_a), veh/h	4199	2205	0	0	2205	3557	1312	2618	2746	2100	2618	2564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	0.0	0.0	0.0	0.0	16.4	13.4	9.0	9.0	13.4	9.3	9.3
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.0	0.0	1.1	0.0	0.2	0.2	0.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.0	0.0	0.1	0.1	0.7	0.7	0.1	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	0.0	0.0	0.0	0.0	17.5	13.4	9.3	9.2	13.5	9.6	9.7
LnGrp LOS	B	A	A	A	A	B	B	A	A	B	A	A
Approach Vol, veh/h		131			21			362			471	
Approach Delay, s/veh		15.6			17.5			9.4			9.8	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	14.4		6.8	7.9	14.5		4.7
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	40.0	50.0		40.0	25.0	50.0		40.0
Max Q Clear Time (g_c+I2), s	2.2	4.5		3.2	2.2	5.5		2.2
Green Ext Time (p_c), s	0.0	1.7		0.3	0.0	2.3		0.0

Intersection Summary	
HCM 6th Ctrl Delay	10.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	230	17	7	106	120	259
Future Volume (veh/h)	230	17	7	106	120	259
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	267	0	8	0	132	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	629	330	1006		242	
Arrive On Green	0.18	0.00	0.54	0.00	0.07	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	267	0	8	0	132	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	3.7	0.0	0.1	0.0	2.1	0.0
Cycle Q Clear(g_c), s	3.7	0.0	0.1	0.0	2.1	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	629	330	1006		242	
V/C Ratio(X)	0.42	0.00	0.01		0.54	
Avail Cap(c_a), veh/h	3195	1677	1006		2479	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	20.4	0.0	6.0	0.0	25.1	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.0	1.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	0.0	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.9	0.0	6.0	0.0	27.0	0.0
LnGrp LOS	C	A	A		C	
Approach Vol, veh/h		267	8	A	132	A
Approach Delay, s/veh		20.9	6.0		27.0	
Approach LOS		C	A		C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		13.8		7.9		34.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		50.0		40.0		30.0
Max Q Clear Time (g_c+I1), s		5.7		4.1		2.1
Green Ext Time (p_c), s		0.9		0.4		0.0

Intersection Summary	
HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

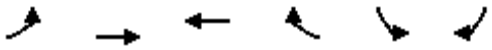
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	124	112	3	1	2
Future Vol, veh/h	16	124	112	3	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	144	130	3	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	133	0	-	0	242	67
Stage 1	-	-	-	-	132	-
Stage 2	-	-	-	-	110	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1449	-	-	-	725	983
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	902	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1449	-	-	-	715	983
Mov Cap-2 Maneuver	-	-	-	-	715	-
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	902	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1449	-	-	-	874
HCM Lane V/C Ratio	0.013	-	-	-	0.004
HCM Control Delay (s)	7.5	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	48	1538	2317	20	67	38
Future Volume (veh/h)	48	1538	2317	20	67	38
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	51	1636	2465	0	71	40
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	66	4339	5886		149	68
Arrive On Green	0.04	0.87	0.80	0.00	0.04	0.04
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	51	1636	2465	0	71	40
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	3.3	7.5	12.0	0.0	2.4	2.9
Cycle Q Clear(g_c), s	3.3	7.5	12.0	0.0	2.4	2.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	66	4339	5886		149	68
V/C Ratio(X)	0.77	0.38	0.42		0.48	0.59
Avail Cap(c_a), veh/h	319	4339	5886		723	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	1.5	3.7	0.0	55.2	55.4
Incr Delay (d2), s/veh	16.7	0.3	0.2	0.0	2.4	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.7	2.4	0.0	1.1	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	73.0	1.7	3.9	0.0	57.5	63.2
LnGrp LOS	E	A	A		E	E
Approach Vol, veh/h		1687	2465	A	111	
Approach Delay, s/veh		3.9	3.9		59.6	
Approach LOS		A	A		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		108.0		10.0	8.8	99.2
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		83.1		24.7	21.1	57.6
Max Q Clear Time (g_c+I1), s		9.5		4.9	5.3	14.0
Green Ext Time (p_c), s		48.4		0.3	0.1	41.8

Intersection Summary	
HCM 6th Ctrl Delay	5.3
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	2845	14	27	2289	11	13	0	36	28	0	22
Future Volume (veh/h)	40	2845	14	27	2289	11	13	0	36	28	0	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.92		0.92	0.93		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	3059	15	29	2461	12	14	0	39	30	0	24
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	73	4263	1075	72	4281	21	270	0	231	256	0	257
Arrive On Green	0.04	0.68	0.68	0.04	1.00	1.00	0.18	0.00	0.18	0.18	0.00	0.18
Sat Flow, veh/h	1781	6281	1584	3456	6499	32	1180	0	1308	1268	0	1453
Grp Volume(v), veh/h	43	3059	15	29	1784	689	14	0	39	30	0	24
Grp Sat Flow(s),veh/h/ln	1781	1570	1584	1728	1570	1820	1180	0	1308	1268	0	1453
Q Serve(g_s), s	2.8	36.0	0.4	1.0	0.0	0.0	1.1	0.0	3.0	2.4	0.0	1.6
Cycle Q Clear(g_c), s	2.8	36.0	0.4	1.0	0.0	0.0	2.7	0.0	3.0	5.1	0.0	1.6
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	4263	1075	72	3103	1199	270	0	231	256	0	257
V/C Ratio(X)	0.59	0.72	0.01	0.40	0.57	0.57	0.05	0.00	0.17	0.12	0.00	0.09
Avail Cap(c_a), veh/h	168	4263	1075	618	3103	1199	311	0	274	297	0	304
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.74	0.74	0.74	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.6	11.9	6.1	55.8	0.0	0.0	41.8	0.0	41.2	43.3	0.0	40.7
Incr Delay (d2), s/veh	2.8	1.1	0.0	1.0	0.6	1.5	0.0	0.0	0.1	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	10.7	0.1	0.4	0.2	0.5	0.4	0.0	1.0	0.8	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.5	12.9	6.2	56.8	0.6	1.5	41.8	0.0	41.3	43.4	0.0	40.7
LnGrp LOS	E	B	A	E	A	A	D	A	D	D	A	D
Approach Vol, veh/h		3117			2502			53			54	
Approach Delay, s/veh		13.5			1.5			41.5			42.2	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.9	85.4		25.8	9.2	83.0		25.8
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	20.1	57.6		24.7	11.1	67.6		24.7
Max Q Clear Time (g_c+I1), s	3.0	38.0		7.1	4.8	2.0		5.0
Green Ext Time (p_c), s	0.0	19.5		0.1	0.0	59.6		0.1

Intersection Summary	
HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	2804	0	11	2014	332	0	0	0	110	0	263
Future Volume (veh/h)	111	2804	0	11	2014	332	0	0	0	110	0	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	118	2983	0	12	2143	353	0	0	0	117	0	280
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	143	3199	0	60	3262	534	0	375	0	813	0	317
Arrive On Green	0.11	0.85	0.00	0.03	0.60	0.60	0.00	0.00	0.00	0.20	0.00	0.20
Sat Flow, veh/h	1781	5149	0	1781	5478	897	0	1870	0	3445	0	1580
Grp Volume(v), veh/h	118	2983	0	12	1841	655	0	0	0	117	0	280
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1664	0	1870	0	1723	0	1580
Q Serve(g_s), s	7.7	50.6	0.0	0.8	30.6	31.0	0.0	0.0	0.0	3.3	0.0	20.3
Cycle Q Clear(g_c), s	7.7	50.6	0.0	0.8	30.6	31.0	0.0	0.0	0.0	3.3	0.0	20.3
Prop In Lane	1.00		0.00	1.00		0.54	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	143	3199	0	60	2805	991	0	375	0	813	0	317
V/C Ratio(X)	0.83	0.93	0.00	0.20	0.66	0.66	0.00	0.00	0.00	0.14	0.00	0.88
Avail Cap(c_a), veh/h	168	3199	0	168	2805	991	0	471	0	989	0	398
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.00	0.83	0.83	0.83	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.9	6.8	0.0	55.4	15.9	15.9	0.0	0.0	0.0	39.0	0.0	45.8
Incr Delay (d2), s/veh	16.9	5.1	0.0	0.5	1.0	2.9	0.0	0.0	0.0	0.0	0.0	15.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	5.9	0.0	0.3	10.0	11.3	0.0	0.0	0.0	1.4	0.0	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.8	11.9	0.0	55.9	16.9	18.8	0.0	0.0	0.0	39.1	0.0	61.0
LnGrp LOS	E	B	A	E	B	B	A	A	A	D	A	E
Approach Vol, veh/h		3101			2508			0			397	
Approach Delay, s/veh		14.0			17.6			0.0			54.6	
Approach LOS		B			B						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	81.0		28.6	13.9	75.6		28.6				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.1	62.6		29.7	11.1	62.6		29.7				
Max Q Clear Time (g_c+I2), s	2.8	52.6		22.3	9.7	33.0		0.0				
Green Ext Time (p_c), s	0.0	9.9		0.9	0.0	28.1		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	18.2
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	2895	1	15	2228	0	0	0	18	0	0	0
Future Volume (veh/h)	37	2895	1	15	2228	0	0	0	18	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	39	3016	1	16	2321	0						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	54	4365	1	27	4152	0						
Arrive On Green	0.03	0.85	0.85	0.02	0.83	0.00						
Sat Flow, veh/h	1781	5147	2	1781	5149	0						
Grp Volume(v), veh/h	39	1947	1070	16	2321	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1826	1781	1662	0						
Q Serve(g_s), s	1.5	15.1	15.1	0.6	10.2	0.0						
Cycle Q Clear(g_c), s	1.5	15.1	15.1	0.6	10.2	0.0						
Prop In Lane	1.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	54	2818	1548	27	4152	0						
V/C Ratio(X)	0.72	0.69	0.69	0.59	0.56	0.00						
Avail Cap(c_a), veh/h	761	2838	1559	761	4256	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	33.8	2.0	2.0	34.4	1.8	0.0						
Incr Delay (d2), s/veh	6.6	1.2	2.1	7.3	0.4	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.7	0.5	0.9	0.3	0.2	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.4	3.1	4.0	41.7	2.3	0.0						
LnGrp LOS	D	A	A	D	A	A						
Approach Vol, veh/h		3056			2337							
Approach Delay, s/veh		3.9			2.5							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	5.5	64.8			6.5	63.7						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	30.0	60.0			30.0	60.0						
Max Q Clear Time (g_c+I2), s	2.6	17.1			3.5	12.2						
Green Ext Time (p_c), s	0.0	42.5			0.0	45.2						
Intersection Summary												
HCM 6th Ctrl Delay			3.3									
HCM 6th LOS			A									

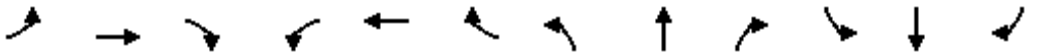
Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	145	0	0	1748	120
Future Vol, veh/h	0	145	0	0	1748	120
Conflicting Peds, #/hr	0	3	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	154	0	0	1860	128

Major/Minor	Minor2			Major2	
Conflicting Flow All	1924	997		-	0
Stage 1	1924	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	103	208		-	-
Stage 1	64	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	103	208		-	-
Mov Cap-2 Maneuver	103	-		-	-
Stage 1	64	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	59.9	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	208	-	-
HCM Lane V/C Ratio	-	0.742	-	-
HCM Control Delay (s)	0	59.9	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	5	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	632	28	18	643	306	34	56	40	192	29	136
Future Volume (veh/h)	92	632	28	18	643	306	34	56	40	192	29	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.99		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	710	31	20	722	344	38	63	45	216	33	153
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	1092	335	675	2714	839	192	314	240	351	477	418
Arrive On Green	0.07	0.21	0.21	0.38	0.53	0.53	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1781	5106	1567	1781	5106	1578	542	1171	895	1268	1777	1558
Grp Volume(v), veh/h	103	710	31	20	722	344	70	0	76	216	33	153
Grp Sat Flow(s),veh/h/ln	1781	1702	1567	1781	1702	1578	1099	0	1509	1268	1777	1558
Q Serve(g_s), s	6.8	15.2	1.9	0.8	9.3	15.7	2.7	0.0	4.7	19.0	1.7	9.6
Cycle Q Clear(g_c), s	6.8	15.2	1.9	0.8	9.3	15.7	12.3	0.0	4.7	23.6	1.7	9.6
Prop In Lane	1.00		1.00	1.00		1.00	0.54		0.59	1.00		1.00
Lane Grp Cap(c), veh/h	128	1092	335	675	2714	839	341	0	405	351	477	418
V/C Ratio(X)	0.80	0.65	0.09	0.03	0.27	0.41	0.21	0.00	0.19	0.62	0.07	0.37
Avail Cap(c_a), veh/h	313	1974	606	675	2714	839	568	0	645	553	760	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	0.97	0.97	0.97	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	43.1	37.8	23.4	15.3	16.8	36.8	0.0	33.8	42.9	32.7	35.6
Incr Delay (d2), s/veh	4.3	2.9	0.5	0.0	0.2	1.4	0.1	0.0	0.1	5.0	0.2	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	6.5	0.8	0.3	3.4	5.6	1.7	0.0	1.7	6.4	0.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.2	46.0	38.4	23.4	15.6	18.3	36.9	0.0	33.9	48.0	32.9	37.2
LnGrp LOS	E	D	D	C	B	B	D	A	C	D	C	D
Approach Vol, veh/h		844			1086			146			402	
Approach Delay, s/veh		47.3			16.6			35.4			42.6	
Approach LOS		D			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	51.6	31.4		37.1	13.0	69.9		37.1				
Change Period (Y+Rc), s	6.1	* 5.7		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	7.3	* 46		51.3	21.1	32.2		51.3				
Max Q Clear Time (g_c+I1), s	2.8	17.2		25.6	8.8	17.7		14.3				
Green Ext Time (p_c), s	0.0	8.4		4.7	0.1	9.5		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		32.4	
HCM 6th LOS		C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	473	1	0	448	368	1	0	0	270	0	30
Future Volume (veh/h)	46	473	1	0	448	368	1	0	0	270	0	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	520	1	0	492	0	1	0	0	328	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	937	2	886	2290		19	0	17	470	247	0
Arrive On Green	0.04	0.18	0.18	0.00	0.21	0.00	0.01	0.00	0.00	0.13	0.00	0.00
Sat Flow, veh/h	1781	5262	10	1781	3554	1585	1781	0	1585	3563	1870	0
Grp Volume(v), veh/h	51	336	185	0	492	0	1	0	0	328	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1869	1781	1777	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	3.4	10.8	10.8	0.0	13.7	0.0	0.1	0.0	0.0	10.6	0.0	0.0
Cycle Q Clear(g_c), s	3.4	10.8	10.8	0.0	13.7	0.0	0.1	0.0	0.0	10.6	0.0	0.0
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	66	606	333	886	2290		19	0	17	470	247	0
V/C Ratio(X)	0.77	0.55	0.55	0.00	0.21		0.05	0.00	0.00	0.70	0.00	0.00
Avail Cap(c_a), veh/h	224	1166	640	886	2290		157	0	140	1101	578	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.97	0.00	1.00	0.00	0.00	0.87	0.00	0.00
Uniform Delay (d), s/veh	57.3	45.0	45.0	0.0	22.2	0.0	58.7	0.0	0.0	49.8	0.0	0.0
Incr Delay (d2), s/veh	7.0	3.6	6.5	0.0	0.2	0.0	0.4	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.8	5.5	0.0	6.5	0.0	0.0	0.0	0.0	4.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.3	48.6	51.5	0.0	22.4	0.0	59.1	0.0	0.0	50.4	0.0	0.0
LnGrp LOS	E	D	D	A	C		E	A	A	D	A	A
Approach Vol, veh/h		572			492	A		1			328	
Approach Delay, s/veh		50.9			22.4			59.1			50.4	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.6	26.5		21.7	8.8	83.2		6.2				
Change Period (Y+Rc), s	5.9	* 5.1		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.0	* 41		37.1	15.1	36.1		10.6				
Max Q Clear Time (g_c+I1), s	12.8	12.8		12.6	5.4	15.7		2.1				
Green Ext Time (p_c), s	0.0	8.5		0.6	0.0	5.3		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	40.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	241	138	30	348	145	207	791	25	92	731	148
Future Volume (veh/h)	240	241	138	30	348	145	207	791	25	92	731	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	255	256	147	32	370	154	220	841	27	98	778	157
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	276	591	327	44	483	314	242	1793	58	119	1299	262
Arrive On Green	0.15	0.27	0.27	0.02	0.14	0.14	0.14	0.51	0.51	0.07	0.44	0.44
Sat Flow, veh/h	1781	2192	1213	1781	3554	1533	1781	3513	113	1781	2942	594
Grp Volume(v), veh/h	255	206	197	32	370	154	220	425	443	98	470	465
Grp Sat Flow(s),veh/h/ln	1781	1777	1628	1781	1777	1533	1781	1777	1849	1781	1777	1759
Q Serve(g_s), s	21.2	14.3	15.1	2.7	15.1	9.1	18.3	23.1	23.1	8.2	30.1	30.1
Cycle Q Clear(g_c), s	21.2	14.3	15.1	2.7	15.1	9.1	18.3	23.1	23.1	8.2	30.1	30.1
Prop In Lane	1.00		0.75	1.00		1.00	1.00		0.06	1.00		0.34
Lane Grp Cap(c), veh/h	276	479	439	44	483	314	242	907	944	119	784	777
V/C Ratio(X)	0.92	0.43	0.45	0.73	0.77	0.49	0.91	0.47	0.47	0.82	0.60	0.60
Avail Cap(c_a), veh/h	319	479	439	191	642	383	423	907	944	306	784	777
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.5	45.2	45.5	72.7	62.5	27.8	63.9	23.6	23.6	69.1	31.8	31.8
Incr Delay (d2), s/veh	27.7	0.2	0.3	8.2	2.5	0.4	7.5	1.7	1.7	5.3	3.4	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	6.4	6.2	1.3	7.0	3.4	8.8	10.2	10.6	3.9	13.7	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.2	45.5	45.8	80.8	65.0	28.2	71.4	25.4	25.3	74.5	35.2	35.2
LnGrp LOS	F	D	D	F	E	C	E	C	C	E	D	D
Approach Vol, veh/h		658			556			1088			1033	
Approach Delay, s/veh		62.9			55.8			34.7			38.9	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	81.9	8.1	45.6	24.8	71.5	28.4	25.3
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	25.8	* 52	16.1	37.6	35.6	41.4	26.9	* 27
Max Q Clear Time (g_c+I1), s	10.2	25.1	4.7	17.1	20.3	32.1	23.2	17.1
Green Ext Time (p_c), s	0.0	2.0	0.0	0.9	0.1	1.8	0.1	0.8

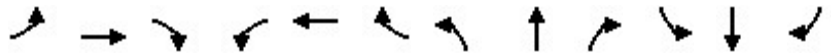
Intersection Summary	
HCM 6th Ctrl Delay	45.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

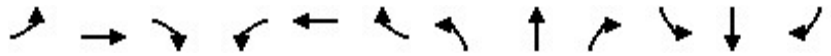
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	159	80	358	605	56	229	279	57	56	293	116
Future Volume (veh/h)	40	159	80	358	605	56	229	279	57	56	293	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	171	86	385	651	60	246	300	61	60	315	125
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	390	328	424	701	65	285	1266	247	78	657	242
Arrive On Green	0.03	0.21	0.21	0.24	0.42	0.42	0.16	0.30	0.30	0.04	0.18	0.18
Sat Flow, veh/h	1781	1870	1574	1781	1686	155	1781	4268	831	1781	3641	1342
Grp Volume(v), veh/h	43	171	86	385	0	711	246	237	124	60	293	147
Grp Sat Flow(s),veh/h/ln	1781	1870	1574	1781	0	1842	1781	1702	1694	1781	1702	1579
Q Serve(g_s), s	2.1	7.1	4.1	18.7	0.0	32.7	12.0	4.7	5.0	3.0	6.9	7.5
Cycle Q Clear(g_c), s	2.1	7.1	4.1	18.7	0.0	32.7	12.0	4.7	5.0	3.0	6.9	7.5
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.49	1.00		0.85
Lane Grp Cap(c), veh/h	55	390	328	424	0	766	285	1010	503	78	614	285
V/C Ratio(X)	0.79	0.44	0.26	0.91	0.00	0.93	0.86	0.23	0.25	0.77	0.48	0.52
Avail Cap(c_a), veh/h	599	839	706	599	0	826	599	2291	1141	599	2291	1063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	30.7	29.5	33.0	0.0	24.8	36.5	23.7	23.8	42.2	32.8	33.0
Incr Delay (d2), s/veh	8.9	0.3	0.2	11.4	0.0	15.9	3.0	0.2	0.5	5.9	1.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.2	1.6	9.3	0.0	17.1	5.3	1.8	2.0	1.4	2.8	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	31.0	29.7	44.4	0.0	40.7	39.5	23.9	24.3	48.1	33.8	35.6
LnGrp LOS	D	C	C	D	A	D	D	C	C	D	C	D
Approach Vol, veh/h		300			1096			607			500	
Approach Delay, s/veh		33.6			42.0			30.3			36.0	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	31.7	25.6	23.5	18.7	21.4	7.1	42.0
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	5.0	7.0	20.7	9.1	14.0	9.5	4.1	34.7
Green Ext Time (p_c), s	0.1	4.5	0.5	0.8	0.3	5.5	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	37.0
HCM 6th LOS	D



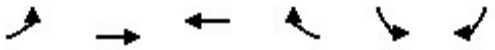
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	30	216	2	2	31	568	370	38	705	7
Future Volume (veh/h)	0	0	30	216	2	2	31	568	370	38	705	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	33	237	2	2	34	624	407	42	775	8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	130	0	371	429	201	201	52	2364	721	119	2437	25
Arrive On Green	0.00	0.00	0.23	0.23	0.23	0.23	0.03	0.46	0.46	0.03	0.47	0.47
Sat Flow, veh/h	1412	0	1579	1371	856	856	1781	5106	1558	3456	5209	54
Grp Volume(v), veh/h	0	0	33	237	0	4	34	624	407	42	506	277
Grp Sat Flow(s),veh/h/ln	1412	0	1579	1371	0	1712	1781	1702	1558	1728	1702	1859
Q Serve(g_s), s	0.0	0.0	0.9	9.1	0.0	0.1	1.0	4.2	10.6	0.7	5.2	5.2
Cycle Q Clear(g_c), s	0.0	0.0	0.9	10.0	0.0	0.1	1.0	4.2	10.6	0.7	5.2	5.2
Prop In Lane	1.00		1.00	1.00		0.50	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	130	0	371	429	0	402	52	2364	721	119	1593	870
V/C Ratio(X)	0.00	0.00	0.09	0.55	0.00	0.01	0.65	0.26	0.56	0.35	0.32	0.32
Avail Cap(c_a), veh/h	814	0	1136	1094	0	1232	961	5511	1682	1865	3674	2006
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	16.6	20.5	0.0	16.3	26.7	9.1	10.9	26.2	9.2	9.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	5.0	0.1	1.2	0.7	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	2.7	0.0	0.0	0.5	1.3	3.1	0.3	1.5	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	16.7	20.9	0.0	16.3	31.7	9.2	12.1	26.9	9.4	9.5
LnGrp LOS	A	A	B	C	A	B	C	A	B	C	A	A
Approach Vol, veh/h		33			241			1065			825	
Approach Delay, s/veh		16.7			20.9			11.0			10.3	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.3	31.4		17.8	6.0	31.7		17.8
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.6	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	2.7	12.6		2.9	3.0	7.2		12.0
Green Ext Time (p_c), s	0.1	13.2		0.1	0.0	5.8		0.4

Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1436	1550	2429	52	0	54
Future Volume (veh/h)	1436	1550	2429	52	0	54
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1632	1761	2760	0	0	61
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	1726	3158	2655		35	576
Arrive On Green	0.34	0.91	0.53	0.00	0.00	0.02
Sat Flow, veh/h	5023	3561	5149	1585	1781	1585
Grp Volume(v), veh/h	1632	1761	2760	0	0	61
Grp Sat Flow(s),veh/h/ln	1674	1735	1662	1585	1781	1585
Q Serve(g_s), s	47.4	13.9	79.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	47.4	13.9	79.9	0.0	0.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1726	3158	2655		35	576
V/C Ratio(X)	0.95	0.56	1.04		0.00	0.11
Avail Cap(c_a), veh/h	1726	3158	2655		188	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.19	0.00	0.00	1.00
Uniform Delay (d), s/veh	47.9	1.2	35.0	0.0	0.0	31.6
Incr Delay (d2), s/veh	11.2	0.7	20.7	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.0	0.6	35.2	0.0	0.0	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	59.0	1.9	55.7	0.0	0.0	31.6
LnGrp LOS	E	A	F		A	C
Approach Vol, veh/h		3393	2760	A	61	
Approach Delay, s/veh		29.4	55.7		31.6	
Approach LOS		C	E		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		141.9		8.1	56.9	85.0
Change Period (Y+Rc), s		5.3		5.2	5.3	* 5.1
Max Green Setting (Gmax), s		123.7		15.8	39.6	* 80
Max Q Clear Time (g_c+I1), s		15.9		2.0	49.4	81.9
Green Ext Time (p_c), s		83.5		0.1	0.0	0.0

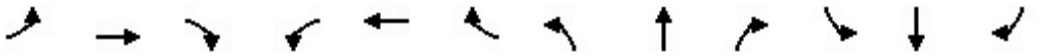
Intersection Summary	
HCM 6th Ctrl Delay	41.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	629	791	38	65	819	45	105	280	61	52	162	748
Future Volume (veh/h)	629	791	38	65	819	45	105	280	61	52	162	748
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.95	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	676	851	41	70	881	48	113	301	66	56	174	804
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	612	1369	66	912	2535	138	95	540	435	72	979	1197
Arrive On Green	0.18	0.40	0.40	0.51	0.74	0.74	0.05	0.29	0.29	0.04	0.28	0.28
Sat Flow, veh/h	3456	3448	166	1781	3427	187	1781	1870	1507	1781	3554	2552
Grp Volume(v), veh/h	676	439	453	70	457	472	113	301	66	56	174	804
Grp Sat Flow(s),veh/h/ln	1728	1777	1837	1781	1777	1836	1781	1870	1507	1781	1777	1276
Q Serve(g_s), s	18.6	20.7	20.7	2.1	9.5	9.5	5.6	14.3	2.5	3.3	3.9	26.4
Cycle Q Clear(g_c), s	18.6	20.7	20.7	2.1	9.5	9.5	5.6	14.3	2.5	3.3	3.9	26.4
Prop In Lane	1.00		0.09	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	612	706	730	912	1314	1358	95	540	435	72	979	1197
V/C Ratio(X)	1.10	0.62	0.62	0.08	0.35	0.35	1.19	0.56	0.15	0.78	0.18	0.67
Avail Cap(c_a), veh/h	612	706	730	912	1314	1358	95	540	435	102	981	1199
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	0.98	0.98	0.98	0.91	0.91	0.91
Uniform Delay (d), s/veh	43.2	25.3	25.3	13.0	4.8	4.8	49.7	31.7	15.4	49.9	29.0	23.0
Incr Delay (d2), s/veh	68.3	4.1	4.0	0.2	0.7	0.6	151.0	1.4	0.2	12.2	0.1	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.5	9.1	9.4	0.8	2.9	3.0	6.4	6.5	1.2	1.7	1.7	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	111.5	29.4	29.3	13.2	5.5	5.4	200.7	33.0	15.5	62.2	29.1	24.5
LnGrp LOS	F	C	C	B	A	A	F	C	B	E	C	C
Approach Vol, veh/h		1568			999			480			1034	
Approach Delay, s/veh		64.8			6.0			70.1			27.3	
Approach LOS		E			A			E			C	

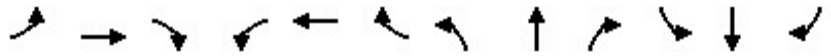
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	35.3	60.9	46.9	10.0	33.9	23.0	84.8
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	6.0	* 29	9.7	* 42	5.6	29.0	18.6	32.2
Max Q Clear Time (g_c+I1), s	5.3	16.3	4.1	22.7	7.6	28.4	20.6	11.5
Green Ext Time (p_c), s	0.0	1.7	0.0	7.0	0.0	0.4	0.0	5.0

Intersection Summary	
HCM 6th Ctrl Delay	41.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	860	41	31	190	0	0	0	0	224	196	739
Future Volume (veh/h)	0	860	41	31	190	0	0	0	0	224	196	739
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	966	46	35	213	0				263	205	830
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1633	78	58	1384	0				1891	993	1634
Arrive On Green	0.00	0.65	0.65	0.03	0.39	0.00				0.53	0.53	0.53
Sat Flow, veh/h	0	5158	237	1781	3647	0				3563	1870	3079
Grp Volume(v), veh/h	0	659	353	35	213	0				263	205	830
Grp Sat Flow(s),veh/h/ln	0	1702	1823	1781	1777	0				1781	1870	1539
Q Serve(g_s), s	0.0	16.4	16.4	2.9	5.8	0.0				5.6	8.7	26.0
Cycle Q Clear(g_c), s	0.0	16.4	16.4	2.9	5.8	0.0				5.6	8.7	26.0
Prop In Lane	0.00		0.13	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1114	597	58	1384	0				1891	993	1634
V/C Ratio(X)	0.00	0.59	0.59	0.60	0.15	0.00				0.14	0.21	0.51
Avail Cap(c_a), veh/h	0	1114	597	93	1384	0				1891	993	1634
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.96	0.96	0.82	0.82	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	20.3	20.3	71.6	29.8	0.0				17.8	18.6	22.6
Incr Delay (d2), s/veh	0.0	2.2	4.1	3.0	0.2	0.0				0.2	0.5	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.0	5.7	1.4	2.5	0.0				2.4	4.0	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.5	24.4	74.6	29.9	0.0				18.0	19.0	23.7
LnGrp LOS	A	C	C	E	C	A				B	B	C
Approach Vol, veh/h		1012			248						1298	
Approach Delay, s/veh		23.1			36.2						21.8	
Approach LOS		C			D						C	

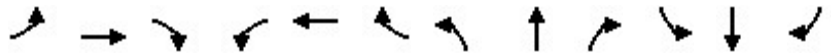
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.3	55.7		85.0		65.0
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	7.8	* 48		79.6		58.4
Max Q Clear Time (g_c+I1), s	4.9	18.4		28.0		7.8
Green Ext Time (p_c), s	0.0	2.3		1.6		0.5

Intersection Summary	
HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	491	86	260	688	0	93	44	153	0	0	0
Future Volume (veh/h)	0	491	86	260	688	0	93	44	153	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	0.96		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	506	89	268	709	0	96	45	0	0	0	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	694	3209	1192	276	2035	0	421	236		2	4	0
Arrive On Green	0.00	0.64	0.64	0.08	0.32	0.00	0.13	0.13	0.00	0.00	0.00	0.00
Sat Flow, veh/h	1781	4985	1541	3456	6537	0	3333	1870	1585	1781	3741	0
Grp Volume(v), veh/h	0	506	89	268	709	0	96	45	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1662	1541	1728	1570	0	1666	1870	1585	1781	1870	0
Q Serve(g_s), s	0.0	4.0	1.4	7.7	8.6	0.0	2.6	2.2	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	4.0	1.4	7.7	8.6	0.0	2.6	2.2	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	694	3209	1192	276	2035	0	421	236		2	4	0
V/C Ratio(X)	0.00	0.16	0.07	0.97	0.35	0.00	0.23	0.19		0.00	0.00	0.00
Avail Cap(c_a), veh/h	694	3209	1192	276	2035	0	1233	692		125	262	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.89	0.89	0.00	1.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	7.1	2.8	45.9	25.8	0.0	39.3	39.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	42.4	0.4	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	0.6	4.8	3.1	0.0	1.1	1.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.2	2.9	88.3	26.2	0.0	39.4	39.3	0.0	0.0	0.0	0.0
LnGrp LOS	A	A	A	F	C	A	D	D		A	A	A
Approach Vol, veh/h		595			977			141	A		0	
Approach Delay, s/veh		6.5			43.2			39.4			0.0	
Approach LOS		A			D			D				

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.4	70.1		0.0	44.7	37.8		17.5
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	8.0	28.1		7.0	4.0	* 32		37.0
Max Q Clear Time (g_c+I1), s	10.7	6.0		0.0	0.0	10.6		4.6
Green Ext Time (p_c), s	0.0	6.3		0.0	0.0	9.6		0.3

Intersection Summary	
HCM 6th Ctrl Delay	30.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

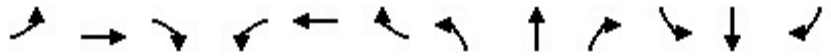
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	378	0	0	1275	439
Future Volume (veh/h)	0	378	0	0	1275	439
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				0.99
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	420			1417	488
Peak Hour Factor	0.90	0.90			0.90	0.90
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			3284	1119
Arrive On Green	0.00	0.00			0.87	0.87
Sat Flow, veh/h	0				3924	1280
Grp Volume(v), veh/h	0.0				1283	622
Grp Sat Flow(s),veh/h/ln					1702	1631
Q Serve(g_s), s					2.7	2.8
Cycle Q Clear(g_c), s					2.7	2.8
Prop In Lane						0.78
Lane Grp Cap(c), veh/h					2976	1426
V/C Ratio(X)					0.43	0.44
Avail Cap(c_a), veh/h					6418	3076
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.5	0.5
Incr Delay (d2), s/veh					0.1	0.2
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					0.6	0.7
LnGrp LOS					A	A
Approach Vol, veh/h					1905	
Approach Delay, s/veh					0.6	
Approach LOS					A	

Timer - Assigned Phs	6
Phs Duration (G+Y+Rc), s	35.8
Change Period (Y+Rc), s	4.5
Max Green Setting (Gmax), s	67.5
Max Q Clear Time (g_c+I1), s	4.8
Green Ext Time (p_c), s	26.5

Intersection Summary	
HCM 6th Ctrl Delay	0.6
HCM 6th LOS	A

Notes

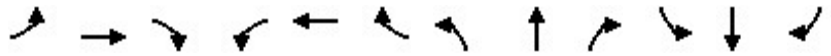
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	215	109	345	555	76	217	266	111	50	308	106
Future Volume (veh/h)	42	215	109	345	555	76	217	266	111	50	308	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	231	117	371	597	82	233	286	119	54	331	114
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	386	324	410	651	89	272	1113	426	70	740	238
Arrive On Green	0.03	0.21	0.21	0.23	0.40	0.40	0.15	0.31	0.31	0.04	0.20	0.20
Sat Flow, veh/h	1781	1870	1569	1781	1608	221	1781	3594	1375	1781	3775	1214
Grp Volume(v), veh/h	45	231	117	371	0	679	233	270	135	54	296	149
Grp Sat Flow(s),veh/h/ln	1781	1870	1569	1781	0	1829	1781	1702	1565	1781	1702	1585
Q Serve(g_s), s	2.2	9.9	5.7	17.9	0.0	31.1	11.3	5.3	5.8	2.7	6.8	7.4
Cycle Q Clear(g_c), s	2.2	9.9	5.7	17.9	0.0	31.1	11.3	5.3	5.8	2.7	6.8	7.4
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.88	1.00		0.77
Lane Grp Cap(c), veh/h	57	386	324	410	0	740	272	1054	484	70	667	310
V/C Ratio(X)	0.78	0.60	0.36	0.90	0.00	0.92	0.86	0.26	0.28	0.77	0.44	0.48
Avail Cap(c_a), veh/h	603	844	708	603	0	826	603	2305	1060	603	2305	1073
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	31.8	30.1	33.2	0.0	25.0	36.6	22.9	23.1	42.2	31.4	31.6
Incr Delay (d2), s/veh	8.4	0.6	0.3	9.9	0.0	14.1	3.0	0.2	0.6	6.7	0.8	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.5	0.0	8.8	0.0	15.9	5.0	2.1	2.1	1.3	2.8	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.9	32.4	30.4	43.0	0.0	39.1	39.6	23.2	23.7	48.9	32.2	33.7
LnGrp LOS	D	C	C	D	A	D	D	C	C	D	C	C
Approach Vol, veh/h		393			1050			638			499	
Approach Delay, s/veh		33.9			40.5			29.3			34.4	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	32.7	24.8	23.2	17.9	22.7	7.3	40.7
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	4.7	7.8	19.9	11.9	13.3	9.4	4.2	33.1
Green Ext Time (p_c), s	0.1	5.2	0.5	1.1	0.3	5.5	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	35.5
HCM 6th LOS	D



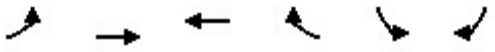
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	29	237	4	19	20	578	380	21	752	7
Future Volume (veh/h)	1	0	29	237	4	19	20	578	380	21	752	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	0	31	249	4	20	21	608	400	22	792	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	467	0	403	460	69	345	36	2324	707	72	2379	21
Arrive On Green	0.26	0.00	0.26	0.26	0.26	0.26	0.02	0.46	0.46	0.02	0.46	0.46
Sat Flow, veh/h	1378	0	1574	1369	269	1347	1781	5106	1554	3456	5218	46
Grp Volume(v), veh/h	1	0	31	249	0	24	21	608	400	22	516	283
Grp Sat Flow(s),veh/h/ln	1378	0	1574	1369	0	1617	1781	1702	1554	1728	1702	1860
Q Serve(g_s), s	0.0	0.0	0.8	9.4	0.0	0.6	0.6	4.1	10.5	0.3	5.4	5.4
Cycle Q Clear(g_c), s	0.7	0.0	0.8	10.2	0.0	0.6	0.6	4.1	10.5	0.3	5.4	5.4
Prop In Lane	1.00		1.00	1.00		0.83	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	467	0	403	460	0	414	36	2324	707	72	1552	848
V/C Ratio(X)	0.00	0.00	0.08	0.54	0.00	0.06	0.59	0.26	0.57	0.31	0.33	0.33
Avail Cap(c_a), veh/h	1107	0	1134	1095	0	1164	962	5516	1679	1867	3677	2010
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.9	0.0	15.7	19.6	0.0	15.6	27.0	9.4	11.1	26.8	9.7	9.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	5.7	0.1	1.3	0.9	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	2.8	0.0	0.2	0.3	1.2	3.1	0.1	1.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.9	0.0	15.7	19.9	0.0	15.6	32.7	9.5	12.4	27.7	9.8	9.9
LnGrp LOS	B	A	B	B	A	B	C	A	B	C	A	A
Approach Vol, veh/h		32			273			1029			821	
Approach Delay, s/veh		15.7			19.5			11.1			10.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.6	31.0		19.0	5.5	31.0		19.0
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.6	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	2.3	12.5		2.8	2.6	7.4		12.2
Green Ext Time (p_c), s	0.0	12.8		0.1	0.0	5.9		0.5

Intersection Summary		
HCM 6th Ctrl Delay		11.9
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1451	1543	2231	57	0	44
Future Volume (veh/h)	1451	1543	2231	57	0	44
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1527	1624	2348	0	0	46
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	1878	3147	2489		41	629
Arrive On Green	0.37	0.91	0.50	0.00	0.00	0.02
Sat Flow, veh/h	5023	3561	5149	1585	1781	1585
Grp Volume(v), veh/h	1527	1624	2348	0	0	46
Grp Sat Flow(s),veh/h/ln	1674	1735	1662	1585	1781	1585
Q Serve(g_s), s	41.0	12.2	66.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	41.0	12.2	66.9	0.0	0.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1878	3147	2489		41	629
V/C Ratio(X)	0.81	0.52	0.94		0.00	0.07
Avail Cap(c_a), veh/h	1878	3147	2489		200	770
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.38	0.00	0.00	1.00
Uniform Delay (d), s/veh	42.2	1.2	35.5	0.0	0.0	28.1
Incr Delay (d2), s/veh	2.6	0.6	4.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.9	0.8	26.5	0.0	0.0	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	44.9	1.8	39.5	0.0	0.0	28.1
LnGrp LOS	D	A	D		A	C
Approach Vol, veh/h		3151	2348	A	46	
Approach Delay, s/veh		22.7	39.5		28.1	
Approach LOS		C	D		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		141.4		8.6	61.4	80.0
Change Period (Y+Rc), s		5.3		5.2	5.3	* 5.1
Max Green Setting (Gmax), s		122.7		16.8	43.6	* 75
Max Q Clear Time (g_c+I1), s		14.2		2.0	43.0	68.9
Green Ext Time (p_c), s		75.7		0.0	0.3	6.0

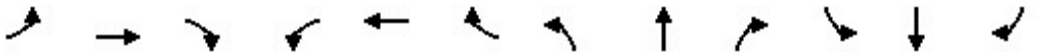
Intersection Summary	
HCM 6th Ctrl Delay	29.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	601	842	41	89	782	69	83	284	62	84	160	776
Future Volume (veh/h)	601	842	41	89	782	69	83	284	62	84	160	776
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.94	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	613	859	42	91	798	70	85	290	63	86	163	792
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	602	2449	119	788	1985	174	95	389	312	107	763	1490
Arrive On Green	0.34	0.49	0.49	0.44	0.60	0.60	0.05	0.21	0.21	0.06	0.21	0.21
Sat Flow, veh/h	1781	4986	243	1781	3300	289	1781	1870	1498	1781	3554	2549
Grp Volume(v), veh/h	613	586	315	91	430	438	85	290	63	86	163	792
Grp Sat Flow(s),veh/h/ln	1781	1702	1826	1781	1777	1813	1781	1870	1498	1781	1777	1274
Q Serve(g_s), s	45.6	14.3	14.3	4.1	17.2	17.2	6.4	19.6	3.7	6.4	5.1	27.2
Cycle Q Clear(g_c), s	45.6	14.3	14.3	4.1	17.2	17.2	6.4	19.6	3.7	6.4	5.1	27.2
Prop In Lane	1.00		0.13	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	602	1672	897	788	1069	1090	95	389	312	107	763	1490
V/C Ratio(X)	1.02	0.35	0.35	0.12	0.40	0.40	0.89	0.75	0.20	0.80	0.21	0.53
Avail Cap(c_a), veh/h	602	1672	897	788	1069	1090	95	389	312	127	763	1490
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	0.98	0.98	0.98	0.91	0.91	0.91
Uniform Delay (d), s/veh	44.7	21.1	21.1	22.1	14.1	14.1	63.5	50.1	27.3	62.7	43.6	19.6
Incr Delay (d2), s/veh	41.5	0.6	1.1	0.3	1.0	1.0	57.5	7.6	0.3	20.8	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.5	5.7	6.3	1.7	6.9	7.0	4.4	10.0	1.7	3.5	2.3	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.2	21.7	22.2	22.4	15.2	15.2	121.0	57.7	27.6	83.4	43.8	20.1
LnGrp LOS	F	C	C	C	B	B	F	E	C	F	D	C
Approach Vol, veh/h		1514			959			438			1041	
Approach Delay, s/veh		47.9			15.9			65.7			29.0	
Approach LOS		D			B			E			C	

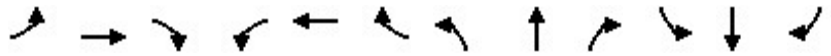
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	33.1	66.9	71.5	11.6	34.0	50.0	88.4
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	9.6	* 27	13.5	* 66	7.2	29.0	45.6	33.6
Max Q Clear Time (g_c+I1), s	8.4	21.6	6.1	16.3	8.4	29.2	47.6	19.2
Green Ext Time (p_c), s	0.0	0.9	0.0	9.7	0.0	0.0	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	37.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	899	54	41	171	0	0	0	0	183	155	747
Future Volume (veh/h)	0	899	54	41	171	0	0	0	0	183	155	747
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	977	59	45	186	0				204	161	812
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1682	101	68	1455	0				1819	955	1572
Arrive On Green	0.00	0.11	0.11	0.04	0.41	0.00				0.51	0.51	0.51
Sat Flow, veh/h	0	5091	297	1781	3647	0				3563	1870	3078
Grp Volume(v), veh/h	0	675	361	45	186	0				204	161	812
Grp Sat Flow(s),veh/h/ln	0	1702	1815	1781	1777	0				1781	1870	1539
Q Serve(g_s), s	0.0	28.2	28.3	3.7	4.9	0.0				4.5	6.9	26.3
Cycle Q Clear(g_c), s	0.0	28.2	28.3	3.7	4.9	0.0				4.5	6.9	26.3
Prop In Lane	0.00		0.16	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1163	620	68	1455	0				1819	955	1572
V/C Ratio(X)	0.00	0.58	0.58	0.66	0.13	0.00				0.11	0.17	0.52
Avail Cap(c_a), veh/h	0	1163	620	116	1455	0				1819	955	1572
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.96	0.96	0.86	0.86	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	56.3	56.4	71.2	27.6	0.0				19.0	19.6	24.4
Incr Delay (d2), s/veh	0.0	2.0	3.8	3.4	0.2	0.0				0.1	0.4	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.3	14.5	1.8	2.1	0.0				1.9	3.2	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	58.4	60.2	74.6	27.8	0.0				19.2	20.0	25.6
LnGrp LOS	A	E	E	E	C	A				B	C	C
Approach Vol, veh/h		1036			231						1177	
Approach Delay, s/veh		59.0			36.9						23.7	
Approach LOS		E			D						C	

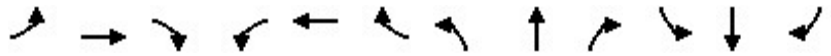
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.1	57.9		82.0		68.0
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	9.8	* 49		76.6		61.4
Max Q Clear Time (g_c+I1), s	5.7	30.3		28.3		6.9
Green Ext Time (p_c), s	0.0	2.2		1.5		0.4

Intersection Summary	
HCM 6th Ctrl Delay	39.9
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	374	461	94	214	494	8	98	49	176	140	50	296
Future Volume (veh/h)	374	461	94	214	494	8	98	49	176	140	50	296
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	416	512	104	238	549	9	109	54	0	156	56	329
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	599	2565	885	296	1639	27	201	109		313	329	273
Arrive On Green	0.34	0.51	0.51	0.09	0.26	0.26	0.06	0.06	0.00	0.18	0.18	0.18
Sat Flow, veh/h	1781	4985	1540	3456	6408	105	3456	1870	1585	1781	1870	1550
Grp Volume(v), veh/h	416	512	104	238	403	155	109	54	0	156	56	329
Grp Sat Flow(s),veh/h/ln	1781	1662	1540	1728	1570	1802	1728	1870	1585	1781	1870	1550
Q Serve(g_s), s	24.3	6.7	3.7	8.1	8.4	8.4	3.7	3.4	0.0	9.5	3.1	21.1
Cycle Q Clear(g_c), s	24.3	6.7	3.7	8.1	8.4	8.4	3.7	3.4	0.0	9.5	3.1	21.1
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	599	2565	885	296	1205	461	201	109		313	329	273
V/C Ratio(X)	0.69	0.20	0.12	0.80	0.33	0.34	0.54	0.50		0.50	0.17	1.21
Avail Cap(c_a), veh/h	599	2565	885	403	1205	461	720	390		313	329	273
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	15.8	11.7	53.9	36.3	36.4	55.0	54.8	0.0	44.7	42.0	49.5
Incr Delay (d2), s/veh	2.9	0.2	0.3	5.6	0.7	1.9	0.9	1.3	0.0	1.2	0.2	122.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	2.4	1.5	3.7	3.2	3.9	1.6	1.6	0.0	4.3	1.4	17.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.4	15.9	12.0	59.5	37.1	38.3	55.8	56.1	0.0	45.9	42.3	172.0
LnGrp LOS	D	B	B	E	D	D	E	E		D	D	F
Approach Vol, veh/h		1032			796			163	A		541	
Approach Delay, s/veh		24.2			44.0			55.9			122.2	
Approach LOS		C			D			E			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.7	67.5		26.0	46.0	36.1		11.9
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	14.3	40.0		21.1	23.6	* 31		25.0
Max Q Clear Time (g_c+I1), s	10.1	8.7		23.1	26.3	10.4		5.7
Green Ext Time (p_c), s	0.2	7.4		0.0	0.0	7.0		0.3

Intersection Summary	
HCM 6th Ctrl Delay	53.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

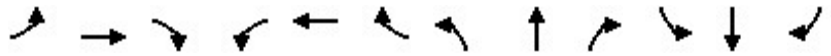
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	429	0	0	1166	458
Future Volume (veh/h)	0	429	0	0	1166	458
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	456			1240	487
Peak Hour Factor	0.94	0.94			0.94	0.94
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			3072	1201
Arrive On Green	0.00	0.00			0.85	0.85
Sat Flow, veh/h	0				3774	1410
Grp Volume(v), veh/h	0.0				1170	557
Grp Sat Flow(s),veh/h/ln					1702	1612
Q Serve(g_s), s					2.4	2.4
Cycle Q Clear(g_c), s					2.4	2.4
Prop In Lane						0.87
Lane Grp Cap(c), veh/h					2900	1373
V/C Ratio(X)					0.40	0.41
Avail Cap(c_a), veh/h					6781	3211
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.5	0.5
Incr Delay (d2), s/veh					0.1	0.2
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					0.6	0.7
LnGrp LOS					A	A
Approach Vol, veh/h					1727	
Approach Delay, s/veh					0.6	
Approach LOS					A	

Timer - Assigned Phs	6
Phs Duration (G+Y+Rc), s	30.4
Change Period (Y+Rc), s	4.5
Max Green Setting (Gmax), s	60.5
Max Q Clear Time (g_c+I1), s	4.4
Green Ext Time (p_c), s	21.5

Intersection Summary	
HCM 6th Ctrl Delay	0.6
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	257	143	289	353	79	195	389	66	148	993	81
Future Volume (veh/h)	78	257	143	289	353	79	195	389	66	148	993	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	83	273	152	307	376	84	207	414	70	157	1056	86
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	330	279	336	452	101	237	1624	268	186	1634	133
Arrive On Green	0.06	0.18	0.18	0.19	0.31	0.31	0.13	0.37	0.37	0.10	0.34	0.34
Sat Flow, veh/h	1781	1870	1580	1781	1480	331	1781	4413	728	1781	4810	391
Grp Volume(v), veh/h	83	273	152	307	0	460	207	317	167	157	747	395
Grp Sat Flow(s),veh/h/ln	1781	1870	1580	1781	0	1810	1781	1702	1737	1781	1702	1797
Q Serve(g_s), s	5.4	16.5	10.3	19.8	0.0	27.7	13.4	7.6	7.9	10.1	21.7	21.8
Cycle Q Clear(g_c), s	5.4	16.5	10.3	19.8	0.0	27.7	13.4	7.6	7.9	10.1	21.7	21.8
Prop In Lane	1.00		1.00	1.00		0.18	1.00		0.42	1.00		0.22
Lane Grp Cap(c), veh/h	106	330	279	336	0	553	237	1253	639	186	1156	610
V/C Ratio(X)	0.78	0.83	0.55	0.91	0.00	0.83	0.87	0.25	0.26	0.84	0.65	0.65
Avail Cap(c_a), veh/h	456	639	539	456	0	618	456	1744	890	456	1744	921
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	46.5	44.0	46.6	0.0	37.9	49.8	25.8	25.9	51.5	32.7	32.7
Incr Delay (d2), s/veh	4.7	2.0	0.6	15.9	0.0	8.6	4.0	0.2	0.4	4.0	1.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	7.9	4.1	10.3	0.0	13.6	6.1	3.1	3.3	4.7	9.0	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.0	48.6	44.6	62.5	0.0	46.5	53.8	26.0	26.3	55.5	33.8	34.8
LnGrp LOS	E	D	D	E	A	D	D	C	C	E	C	C
Approach Vol, veh/h		508			767			691			1299	
Approach Delay, s/veh		49.1			52.9			34.4			36.7	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	48.4	26.5	25.6	20.0	45.1	11.4	40.7
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	12.1	9.9	21.8	18.5	15.4	23.8	7.4	29.7
Green Ext Time (p_c), s	0.2	6.2	0.3	1.3	0.2	16.0	0.1	2.2

Intersection Summary	
HCM 6th Ctrl Delay	41.9
HCM 6th LOS	D

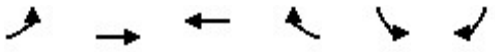
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	37	207	1	3	11	625	378	68	1385	5
Future Volume (veh/h)	0	0	37	207	1	3	11	625	378	68	1385	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	43	241	1	3	13	727	440	79	1610	6
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	0	403	428	105	315	23	2402	741	161	2646	10
Arrive On Green	0.00	0.00	0.26	0.26	0.26	0.26	0.01	0.47	0.47	0.05	0.50	0.50
Sat Flow, veh/h	1412	0	1570	1352	409	1227	1781	5106	1576	3456	5251	20
Grp Volume(v), veh/h	0	0	43	241	0	4	13	727	440	79	1044	572
Grp Sat Flow(s),veh/h/ln	1412	0	1570	1352	0	1636	1781	1702	1576	1728	1702	1867
Q Serve(g_s), s	0.0	0.0	1.4	10.9	0.0	0.1	0.5	5.8	13.5	1.5	14.4	14.4
Cycle Q Clear(g_c), s	0.0	0.0	1.4	12.3	0.0	0.1	0.5	5.8	13.5	1.5	14.4	14.4
Prop In Lane	1.00		1.00	1.00		0.75	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	110	0	403	428	0	420	23	2402	741	161	1716	941
V/C Ratio(X)	0.00	0.00	0.11	0.56	0.00	0.01	0.57	0.30	0.59	0.49	0.61	0.61
Avail Cap(c_a), veh/h	607	0	956	904	0	996	813	4662	1439	1577	3108	1704
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	18.7	23.4	0.0	18.2	32.3	10.7	12.8	30.6	11.7	11.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	8.0	0.1	1.4	0.9	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	3.4	0.0	0.0	0.2	1.9	4.3	0.6	4.5	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	18.7	23.8	0.0	18.2	40.2	10.9	14.1	31.4	12.0	12.3
LnGrp LOS	A	A	B	C	A	B	D	B	B	C	B	B
Approach Vol, veh/h		43			245			1180			1695	
Approach Delay, s/veh		18.7			23.7			12.4			13.0	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.5	36.6		21.7	5.2	38.8		21.7
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	3.5	15.5		3.4	2.5	16.4		14.3
Green Ext Time (p_c), s	0.1	15.4		0.2	0.0	16.1		0.4

Intersection Summary	
HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1704	1978	1902	128	0	18
Future Volume (veh/h)	1704	1978	1902	128	0	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1775	2060	1981	0	0	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	1919	3176	2489		26	629
Arrive On Green	0.38	0.92	0.50	0.00	0.00	0.01
Sat Flow, veh/h	5023	3561	5149	1585	1781	1585
Grp Volume(v), veh/h	1775	2060	1981	0	0	19
Grp Sat Flow(s),veh/h/ln	1674	1735	1662	1585	1781	1585
Q Serve(g_s), s	50.6	18.5	49.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	50.6	18.5	49.5	0.0	0.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1919	3176	2489		26	629
V/C Ratio(X)	0.92	0.65	0.80		0.00	0.03
Avail Cap(c_a), veh/h	1919	3176	2489		188	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.65	0.00	0.00	1.00
Uniform Delay (d), s/veh	44.3	1.3	31.2	0.0	0.0	27.6
Incr Delay (d2), s/veh	8.0	1.0	1.8	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.7	0.5	19.4	0.0	0.0	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	52.3	2.4	33.0	0.0	0.0	27.6
LnGrp LOS	D	A	C		A	C
Approach Vol, veh/h		3835	1981	A	19	
Approach Delay, s/veh		25.5	33.0		27.6	
Approach LOS		C	C		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		142.6		7.4	62.6	80.0
Change Period (Y+Rc), s		5.3		5.2	5.3	* 5.1
Max Green Setting (Gmax), s		123.7		15.8	44.6	* 75
Max Q Clear Time (g_c+I1), s		20.5		2.0	52.6	51.5
Green Ext Time (p_c), s		92.5		0.0	0.0	22.5

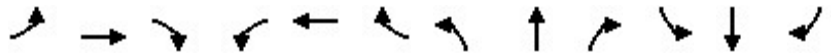
Intersection Summary	
HCM 6th Ctrl Delay	28.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	583	1194	79	162	525	98	88	311	118	201	744	736
Future Volume (veh/h)	583	1194	79	162	525	98	88	311	118	201	744	736
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	678	1388	92	188	610	114	102	362	137	234	865	856
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	740	2050	135	180	1473	275	117	361	303	238	927	1318
Arrive On Green	0.21	0.61	0.61	0.10	0.49	0.49	0.07	0.19	0.19	0.13	0.26	0.26
Sat Flow, veh/h	3456	3380	223	1781	2989	557	1781	1870	1573	1781	3554	2763
Grp Volume(v), veh/h	678	727	753	188	362	362	102	362	137	234	865	856
Grp Sat Flow(s),veh/h/ln	1728	1777	1827	1781	1777	1769	1781	1870	1573	1781	1777	1381
Q Serve(g_s), s	24.0	34.1	34.5	12.6	16.2	16.3	7.1	24.1	9.6	16.4	29.7	29.5
Cycle Q Clear(g_c), s	24.0	34.1	34.5	12.6	16.2	16.3	7.1	24.1	9.6	16.4	29.7	29.5
Prop In Lane	1.00		0.12	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	740	1077	1108	180	876	872	117	361	303	238	927	1318
V/C Ratio(X)	0.92	0.68	0.68	1.05	0.41	0.41	0.87	1.00	0.45	0.98	0.93	0.65
Avail Cap(c_a), veh/h	796	1077	1108	180	876	872	117	361	303	238	927	1318
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	0.98	0.98	0.98	0.77	0.77	0.77
Uniform Delay (d), s/veh	48.0	16.4	16.5	56.2	20.2	20.2	57.9	50.5	44.6	54.0	45.1	25.0
Incr Delay (d2), s/veh	14.6	3.4	3.4	77.7	1.3	1.4	44.6	47.9	1.2	46.4	13.2	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	13.7	14.2	9.4	6.8	6.8	4.6	15.9	3.8	10.3	14.6	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.6	19.8	19.8	133.9	21.5	21.6	102.5	98.3	45.8	100.4	58.4	26.0
LnGrp LOS	E	B	B	F	C	C	F	F	D	F	E	C
Approach Vol, veh/h		2158			912			601			1955	
Approach Delay, s/veh		33.3			44.7			87.1			49.2	
Approach LOS		C			D			F			D	

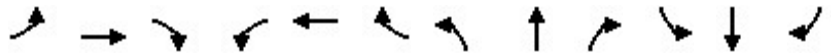
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.1	29.1	17.0	82.3	12.6	37.6	31.2	68.1
Change Period (Y+Rc), s	4.4	* 5	4.4	* 5.8	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	16.7	* 24	12.6	* 53	8.2	32.5	28.8	35.9
Max Q Clear Time (g_c+I1), s	18.4	26.1	14.6	36.5	9.1	31.7	26.0	18.3
Green Ext Time (p_c), s	0.0	0.0	0.0	11.1	0.0	0.7	0.8	3.5

Intersection Summary	
HCM 6th Ctrl Delay	46.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1412	96	43	194	0	0	0	0	336	571	583
Future Volume (veh/h)	0	1412	96	43	194	0	0	0	0	336	571	583
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1502	102	46	206	0				321	657	620
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	2491	169	71	2066	0				593	1245	1038
Arrive On Green	0.00	0.51	0.51	0.04	0.58	0.00				0.33	0.33	0.33
Sat Flow, veh/h	0	5050	331	1781	3647	0				1781	3741	3118
Grp Volume(v), veh/h	0	1047	557	46	206	0				321	657	620
Grp Sat Flow(s),veh/h/ln	0	1702	1810	1781	1777	0				1781	1870	1559
Q Serve(g_s), s	0.0	30.5	30.5	3.6	3.6	0.0				20.5	19.9	23.2
Cycle Q Clear(g_c), s	0.0	30.5	30.5	3.6	3.6	0.0				20.5	19.9	23.2
Prop In Lane	0.00		0.18	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1737	923	71	2066	0				593	1245	1038
V/C Ratio(X)	0.00	0.60	0.60	0.65	0.10	0.00				0.54	0.53	0.60
Avail Cap(c_a), veh/h	0	1737	923	117	2066	0				593	1245	1038
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.21	0.21	0.79	0.79	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	24.3	24.3	66.2	13.0	0.0				38.0	37.8	38.9
Incr Delay (d2), s/veh	0.0	0.3	0.6	2.9	0.1	0.0				3.5	1.6	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.9	12.8	1.7	1.4	0.0				9.7	9.5	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	24.6	24.9	69.2	13.1	0.0				41.5	39.4	41.4
LnGrp LOS	A	C	C	E	B	A				D	D	D
Approach Vol, veh/h		1604			252						1598	
Approach Delay, s/veh		24.7			23.3						40.6	
Approach LOS		C			C						D	

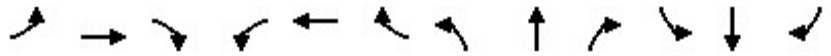
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.0	78.0		52.0		88.0
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	5.6	* 70		46.6		81.4
Max Q Clear Time (g_c+I1), s	5.6	32.5		25.2		5.6
Green Ext Time (p_c), s	0.0	4.2		2.7		0.4

Intersection Summary	
HCM 6th Ctrl Delay	32.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	826	126	276	516	13	139	37	323	98	55	277
Future Volume (veh/h)	225	826	126	276	516	13	139	37	323	98	55	277
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	242	888	135	297	555	14	149	40	0	105	59	298
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	732	2700	950	346	1422	36	201	109		298	313	257
Arrive On Green	0.41	0.54	0.54	0.10	0.22	0.22	0.06	0.06	0.00	0.17	0.17	0.17
Sat Flow, veh/h	1781	4985	1584	3456	6346	159	3456	1870	1585	1781	1870	1534
Grp Volume(v), veh/h	242	888	135	297	411	158	149	40	0	105	59	298
Grp Sat Flow(s),veh/h/ln	1781	1662	1584	1728	1570	1794	1728	1870	1585	1781	1870	1534
Q Serve(g_s), s	13.9	14.9	5.6	12.7	11.1	11.2	6.4	3.1	0.0	7.8	4.1	25.1
Cycle Q Clear(g_c), s	13.9	14.9	5.6	12.7	11.1	11.2	6.4	3.1	0.0	7.8	4.1	25.1
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	732	2700	950	346	1055	402	201	109		298	313	257
V/C Ratio(X)	0.33	0.33	0.14	0.86	0.39	0.39	0.74	0.37		0.35	0.19	1.16
Avail Cap(c_a), veh/h	732	2700	950	498	1055	402	786	425		298	313	257
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	19.2	13.1	66.5	49.5	49.5	69.5	68.0	0.0	55.3	53.7	62.5
Incr Delay (d2), s/veh	0.1	0.3	0.3	7.1	1.0	2.8	2.0	0.8	0.0	0.7	0.3	106.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	5.7	2.4	5.9	4.4	5.3	2.9	1.5	0.0	3.6	1.9	17.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	19.5	13.4	73.5	50.5	52.3	71.5	68.7	0.0	56.0	54.0	169.2
LnGrp LOS	C	B	B	E	D	D	E	E		E	D	F
Approach Vol, veh/h		1265			866			189	A		462	
Approach Delay, s/veh		20.9			58.7			70.9			128.8	
Approach LOS		C			E			E			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.4	87.0		30.0	67.4	39.0		13.6
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	21.6	49.3		25.1	37.6	* 34		34.1
Max Q Clear Time (g_c+I1), s	14.7	16.9		27.1	15.9	13.2		8.4
Green Ext Time (p_c), s	0.3	13.6		0.0	0.3	7.2		0.4

Intersection Summary	
HCM 6th Ctrl Delay	54.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	431	0	0	1864	322
Future Volume (veh/h)	0	431	0	0	1864	322
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	459			1983	343
Peak Hour Factor	0.94	0.94			0.94	0.94
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			3956	671
Arrive On Green	0.00	0.00			0.90	0.90
Sat Flow, veh/h	0				4563	745
Grp Volume(v), veh/h	0.0				1527	799
Grp Sat Flow(s),veh/h/ln					1702	1736
Q Serve(g_s), s					3.7	3.8
Cycle Q Clear(g_c), s					3.7	3.8
Prop In Lane						0.43
Lane Grp Cap(c), veh/h					3064	1563
V/C Ratio(X)					0.50	0.51
Avail Cap(c_a), veh/h					4645	2369
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.4	0.4
Incr Delay (d2), s/veh					0.1	0.3
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					0.5	0.7
LnGrp LOS					A	A
Approach Vol, veh/h					2326	
Approach Delay, s/veh					0.6	
Approach LOS					A	

Timer - Assigned Phs	6
Phs Duration (G+Y+Rc), s	45.1
Change Period (Y+Rc), s	4.5
Max Green Setting (Gmax), s	61.5
Max Q Clear Time (g_c+I1), s	5.8
Green Ext Time (p_c), s	34.7

Intersection Summary	
HCM 6th Ctrl Delay	0.6
HCM 6th LOS	A

Notes

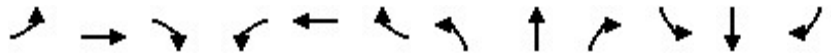
User approved volume balancing among the lanes for turning movement.

2024 Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	201	90	209	175	75	101	130	172	81	101	72
Future Volume (veh/h)	35	201	90	209	175	75	101	130	172	81	101	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	214	96	222	186	80	107	138	183	86	107	77
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	1311	661	308	806	634	137	765	472	112	714	308
Arrive On Green	0.03	0.37	0.37	0.09	0.43	0.43	0.08	0.22	0.22	0.06	0.20	0.20
Sat Flow, veh/h	1781	3554	1461	3456	1870	1471	1781	3554	1536	1781	3554	1534
Grp Volume(v), veh/h	37	214	96	222	186	80	107	138	183	86	107	77
Grp Sat Flow(s),veh/h/ln	1781	1777	1461	1728	1870	1471	1781	1777	1536	1781	1777	1534
Q Serve(g_s), s	1.8	3.6	3.5	5.5	5.6	2.9	5.2	2.8	8.3	4.2	2.2	3.7
Cycle Q Clear(g_c), s	1.8	3.6	3.5	5.5	5.6	2.9	5.2	2.8	8.3	4.2	2.2	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	48	1311	661	308	806	634	137	765	472	112	714	308
V/C Ratio(X)	0.77	0.16	0.15	0.72	0.23	0.13	0.78	0.18	0.39	0.77	0.15	0.25
Avail Cap(c_a), veh/h	603	1605	782	1170	844	664	603	1605	835	603	1605	693
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	18.8	14.6	39.3	15.9	15.2	40.1	28.4	24.3	40.9	29.2	29.8
Incr Delay (d2), s/veh	9.2	0.1	0.1	1.2	0.1	0.0	3.6	0.1	0.5	4.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.5	1.1	2.4	2.3	0.9	2.4	1.2	3.0	2.0	0.9	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.0	18.8	14.7	40.5	16.0	15.2	43.7	28.5	24.9	45.1	29.2	29.9
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		347			488			428			270	
Approach Delay, s/veh		21.2			27.0			30.8			34.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	38.6	12.2	24.5	7.8	44.1	10.9	25.8
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	7.5	5.6	7.2	5.7	3.8	7.6	6.2	10.3
Green Ext Time (p_c), s	0.4	2.2	0.1	0.6	0.0	0.9	0.1	1.5

Intersection Summary	
HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C



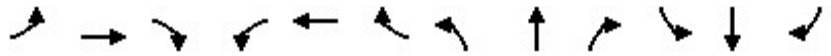
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	8	22	0	37	77	312	26	70	286	32
Future Volume (veh/h)	9	0	8	22	0	37	77	312	26	70	286	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	0	9	24	0	40	84	339	28	76	311	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	261	43	125	461	0	368	116	1544	125	108	1477	162
Arrive On Green	0.18	0.00	0.18	0.18	0.00	0.18	0.06	0.32	0.32	0.06	0.32	0.32
Sat Flow, veh/h	546	245	712	1393	0	1547	1781	4799	389	1781	4653	510
Grp Volume(v), veh/h	19	0	0	24	0	40	84	239	128	76	225	121
Grp Sat Flow(s),veh/h/ln	1504	0	0	1393	0	1547	1781	1702	1784	1781	1702	1759
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	0.7	1.5	1.7	1.7	1.4	1.6	1.7
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.4	0.0	0.7	1.5	1.7	1.7	1.4	1.6	1.7
Prop In Lane	0.53		0.47	1.00		1.00	1.00		0.22	1.00		0.29
Lane Grp Cap(c), veh/h	429	0	0	461	0	368	116	1095	574	108	1080	558
V/C Ratio(X)	0.04	0.00	0.00	0.05	0.00	0.11	0.73	0.22	0.22	0.70	0.21	0.22
Avail Cap(c_a), veh/h	1898	0	0	1873	0	1958	1608	6145	3221	1608	6145	3175
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.4	0.0	0.0	11.5	0.0	10.0	15.2	8.2	8.2	15.3	8.3	8.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.1	0.3	3.1	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.2	0.6	0.5	0.5	0.6	0.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.4	0.0	0.0	11.5	0.0	10.0	18.5	8.4	8.5	18.4	8.4	8.5
LnGrp LOS	B	A	A	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		19			64			451			422	
Approach Delay, s/veh		11.4			10.6			10.3			10.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.4	16.1		10.7	6.6	15.9		10.7
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.0	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.4	3.7		2.3	3.5	3.7		2.7
Green Ext Time (p_c), s	0.1	3.5		0.0	0.1	2.8		0.1

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	10	27	40	49	13	334	632	110	41	419	190
Future Volume (veh/h)	18	10	27	40	49	13	334	632	110	41	419	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.75	1.00		0.75	1.00		0.94	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	11	29	43	53	14	359	680	118	44	451	204
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	489	312	55	485	309	394	1680	702	57	676	302
Arrive On Green	0.03	0.26	0.26	0.03	0.26	0.26	0.22	0.47	0.47	0.03	0.29	0.29
Sat Flow, veh/h	1781	1870	1192	1781	1870	1189	1781	3554	1486	1781	2312	1032
Grp Volume(v), veh/h	19	11	29	43	53	14	359	680	118	44	345	310
Grp Sat Flow(s),veh/h/ln	1781	1870	1192	1781	1870	1189	1781	1777	1486	1781	1777	1567
Q Serve(g_s), s	1.2	0.5	2.1	2.8	2.5	1.0	22.7	14.4	5.3	2.8	19.7	20.1
Cycle Q Clear(g_c), s	1.2	0.5	2.1	2.8	2.5	1.0	22.7	14.4	5.3	2.8	19.7	20.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.66
Lane Grp Cap(c), veh/h	59	489	312	55	485	309	394	1680	702	57	519	458
V/C Ratio(X)	0.32	0.02	0.09	0.78	0.11	0.05	0.91	0.40	0.17	0.77	0.66	0.68
Avail Cap(c_a), veh/h	463	489	312	463	486	309	463	1845	772	463	923	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.6	31.7	32.3	55.6	32.6	32.1	43.9	19.9	17.4	55.5	35.9	36.1
Incr Delay (d2), s/veh	1.1	0.0	0.0	8.3	0.0	0.0	21.2	0.2	0.1	8.1	4.0	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.2	0.6	1.4	1.1	0.3	12.2	5.9	1.8	1.4	9.1	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.7	31.7	32.3	63.9	32.6	32.1	65.0	20.1	17.6	63.6	39.9	40.8
LnGrp LOS	E	C	C	E	C	C	E	C	B	E	D	D
Approach Vol, veh/h		59			110			1157			699	
Approach Delay, s/veh		39.7			44.8			33.8			41.8	
Approach LOS		D			D			C			D	

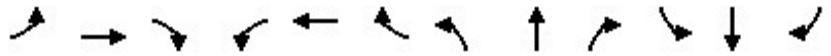
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	63.3	8.0	35.1	30.0	42.5	8.2	34.9
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	4.8	16.4	4.8	4.1	24.7	22.1	3.2	4.5
Green Ext Time (p_c), s	0.0	7.7	0.0	0.1	0.8	11.0	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	37.3
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



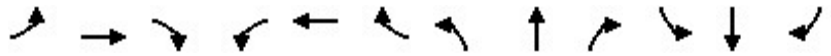
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	175	17	144	114	0	0	0	0	192	24	32
Future Volume (veh/h)	0	175	17	144	114	0	0	0	0	192	24	32
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	192	19	158	125	0				230	0	35
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	236	470	206	336	641	0				968	0	633
Arrive On Green	0.00	0.13	0.13	0.19	0.19	0.00				0.27	0.00	0.27
Sat Flow, veh/h	1781	3554	1561	1781	3572	0				3563	0	1557
Grp Volume(v), veh/h	0	192	19	158	125	0				230	0	35
Grp Sat Flow(s),veh/h/ln	1781	1777	1561	1781	1702	0				1781	0	1557
Q Serve(g_s), s	0.0	1.8	0.4	2.8	1.1	0.0				1.8	0.0	0.5
Cycle Q Clear(g_c), s	0.0	1.8	0.4	2.8	1.1	0.0				1.8	0.0	0.5
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	236	470	206	336	641	0				968	0	633
V/C Ratio(X)	0.00	0.41	0.09	0.47	0.19	0.00				0.24	0.00	0.06
Avail Cap(c_a), veh/h	3005	5995	2633	3005	5743	0				3506	0	1742
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.2	13.6	12.9	12.2	0.0				10.1	0.0	6.5
Incr Delay (d2), s/veh	0.0	0.2	0.1	1.2	0.2	0.0				0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.1	0.9	0.3	0.0				0.5	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.4	13.6	14.0	12.3	0.0				10.1	0.0	6.5
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		211			283						265	
Approach Delay, s/veh		14.3			13.3						9.6	
Approach LOS		B			B						A	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		8.7		15.9		11.0
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		3.8		3.8		4.8
Green Ext Time (p_c), s		0.8		0.5		1.9

Intersection Summary	
HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	311	0	0	244	324	29	6	59	21	0	283
Future Volume (veh/h)	83	311	0	0	244	324	29	6	59	21	0	283
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	92	346	0	0	271	360	32	7	66	23	0	314
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	123	1615	0	0	570	504	147	12	117	27	0	372
Arrive On Green	0.07	0.45	0.00	0.00	0.32	0.32	0.08	0.08	0.08	0.25	0.00	0.25
Sat Flow, veh/h	1781	3647	0	0	1870	1570	1781	150	1411	108	0	1480
Grp Volume(v), veh/h	92	346	0	0	271	360	32	0	73	337	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1570	1781	0	1561	1588	0	0
Q Serve(g_s), s	3.6	4.1	0.0	0.0	8.6	14.2	1.2	0.0	3.2	14.1	0.0	0.0
Cycle Q Clear(g_c), s	3.6	4.1	0.0	0.0	8.6	14.2	1.2	0.0	3.2	14.1	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.90	0.07		0.93
Lane Grp Cap(c), veh/h	123	1615	0	0	570	504	147	0	129	400	0	0
V/C Ratio(X)	0.75	0.21	0.00	0.00	0.48	0.71	0.22	0.00	0.57	0.84	0.00	0.00
Avail Cap(c_a), veh/h	763	3043	0	0	1522	1345	1017	0	891	907	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	32.0	11.6	0.0	0.0	19.1	21.0	30.0	0.0	30.9	24.9	0.0	0.0
Incr Delay (d2), s/veh	10.3	0.0	0.0	0.0	0.7	2.3	0.3	0.0	1.4	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.4	0.0	0.0	3.2	4.8	0.5	0.0	1.2	5.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.3	11.6	0.0	0.0	19.8	23.2	30.3	0.0	32.4	26.8	0.0	0.0
LnGrp LOS	D	B	A	A	B	C	C	A	C	C	A	A
Approach Vol, veh/h		438			631			105			337	
Approach Delay, s/veh		18.0			21.8			31.7			26.8	
Approach LOS		B			C			C			C	

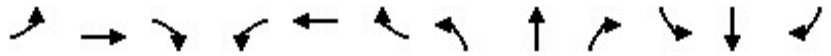
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		36.2		21.6	9.3	26.9		12.2				
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4				
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s		6.1		16.1	5.6	16.2		5.2				
Green Ext Time (p_c), s		1.4		1.5	0.3	5.1		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		22.5
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



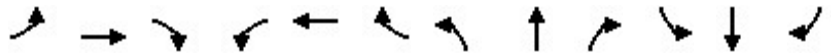
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	337	59	302	389	0	0	0	0	384	242	190
Future Volume (veh/h)	0	337	59	302	389	0	0	0	0	384	242	190
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	344	60	308	397	0				392	247	194
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1904	846	388	2489	0				652	342	283
Arrive On Green	0.00	0.54	0.54	0.22	1.00	0.00				0.18	0.18	0.18
Sat Flow, veh/h	0	3647	1579	3456	3647	0				3563	1870	1546
Grp Volume(v), veh/h	0	344	60	308	397	0				392	247	194
Grp Sat Flow(s),veh/h/ln	0	1777	1579	1728	1777	0				1781	1870	1546
Q Serve(g_s), s	0.0	4.2	1.5	7.1	0.0	0.0				8.5	10.4	9.8
Cycle Q Clear(g_c), s	0.0	4.2	1.5	7.1	0.0	0.0				8.5	10.4	9.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1904	846	388	2489	0				652	342	283
V/C Ratio(X)	0.00	0.18	0.07	0.79	0.16	0.00				0.60	0.72	0.69
Avail Cap(c_a), veh/h	0	1904	846	703	2489	0				1361	715	591
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.99	0.99	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.0	9.4	31.7	0.0	0.0				31.5	32.3	32.1
Incr Delay (d2), s/veh	0.0	0.2	0.2	1.4	0.1	0.0				0.3	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.4	0.5	2.6	0.0	0.0				3.6	4.7	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.2	9.6	33.0	0.1	0.0				31.8	33.4	33.2
LnGrp LOS	A	B	A	C	A	A				C	C	C
Approach Vol, veh/h		404			705						833	
Approach Delay, s/veh		10.1			14.5						32.6	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.8	49.9		20.3		63.7
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	9.1	6.2		12.4		2.0
Green Ext Time (p_c), s	0.4	2.2		2.0		2.9

Intersection Summary	
HCM 6th Ctrl Delay	21.4
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

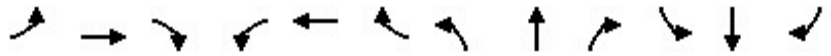


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	523	0	0	561	555	122	203	26	0	0	0
Future Volume (veh/h)	209	523	0	0	561	555	122	203	26	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	211	528	0	0	567	561	123	205	26			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1284	2716	0	0	1189	519	203	377	47			
Arrive On Green	0.74	1.00	0.00	0.00	0.33	0.33	0.12	0.12	0.12			
Sat Flow, veh/h	3456	3647	0	0	3647	1553	1709	3166	397			
Grp Volume(v), veh/h	211	528	0	0	567	561	128	109	117			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1553	1785	1702	1785			
Q Serve(g_s), s	1.5	0.0	0.0	0.0	10.6	28.1	5.7	5.0	5.2			
Cycle Q Clear(g_c), s	1.5	0.0	0.0	0.0	10.6	28.1	5.7	5.0	5.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.96		0.22			
Lane Grp Cap(c), veh/h	1284	2716	0	0	1189	519	212	202	212			
V/C Ratio(X)	0.16	0.19	0.00	0.00	0.48	1.08	0.61	0.54	0.55			
Avail Cap(c_a), veh/h	1284	2716	0	0	1189	519	597	569	597			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	7.0	0.0	0.0	0.0	22.1	28.0	35.1	34.8	34.9			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.4	62.8	1.0	0.8	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.0	0.0	4.3	18.4	2.5	2.1	2.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.0	0.2	0.0	0.0	23.5	90.8	36.2	35.6	35.7			
LnGrp LOS	A	A	A	A	C	F	D	D	D			
Approach Vol, veh/h		739			1128			354				
Approach Delay, s/veh		2.1			57.0			35.9				
Approach LOS		A			E			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.1			36.1	33.0		14.9				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			3.5	30.1		7.7				
Green Ext Time (p_c), s		4.3			0.4	0.0		1.3				

Intersection Summary	
HCM 6th Ctrl Delay	35.3
HCM 6th LOS	D

Notes

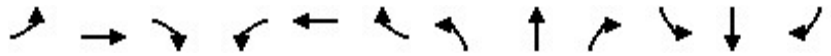
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	17	44	13	894	19	0	0	0
Future Volume (veh/h)	0	0	0	0	17	44	13	894	19	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	22	56	17	1146	24			
Peak Hour Factor				0.78	0.78	0.78	0.78	0.78	0.78			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	30	77	119	3092	64			
Arrive On Green				0.00	0.06	0.06	0.62	0.62	0.62			
Sat Flow, veh/h				0	465	1184	22	4967	103			
Grp Volume(v), veh/h				0	0	78	435	360	391			
Grp Sat Flow(s),veh/h/ln				0	0	1650	1863	1549	1680			
Q Serve(g_s), s				0.0	0.0	1.6	0.0	4.1	4.1			
Cycle Q Clear(g_c), s				0.0	0.0	1.6	4.1	4.1	4.1			
Prop In Lane				0.00		0.72	0.04		0.06			
Lane Grp Cap(c), veh/h				0	0	107	1265	964	1046			
V/C Ratio(X)				0.00	0.00	0.73	0.34	0.37	0.37			
Avail Cap(c_a), veh/h				0	0	1858	3237	2617	2839			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	16.3	3.3	3.3	3.3			
Incr Delay (d2), s/veh				0.0	0.0	3.5	0.2	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.6	0.6	0.5	0.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	19.8	3.5	3.7	3.6			
LnGrp LOS				A	A	B	A	A	A			
Approach Vol, veh/h					78			1187				
Approach Delay, s/veh					19.8			3.6				
Approach LOS					B			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	27.7							7.8				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	6.1							3.6				
Green Ext Time (p_c), s	16.0							0.3				

Intersection Summary												
HCM 6th Ctrl Delay			4.6									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	147	63	331	274	60	167	239	65	60	250	56
Future Volume (veh/h)	42	147	63	331	274	60	167	239	65	60	250	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	158	68	356	295	65	180	257	70	65	269	60
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	292	245	413	524	115	228	1042	267	83	745	158
Arrive On Green	0.03	0.16	0.16	0.23	0.35	0.35	0.13	0.26	0.26	0.05	0.18	0.18
Sat Flow, veh/h	1781	1870	1570	1781	1483	327	1781	4024	1031	1781	4193	888
Grp Volume(v), veh/h	45	158	68	356	0	360	180	215	112	65	216	113
Grp Sat Flow(s),veh/h/ln	1781	1870	1570	1781	0	1810	1781	1702	1651	1781	1702	1678
Q Serve(g_s), s	1.6	4.8	2.4	11.9	0.0	10.0	6.1	3.1	3.4	2.2	3.5	3.7
Cycle Q Clear(g_c), s	1.6	4.8	2.4	11.9	0.0	10.0	6.1	3.1	3.4	2.2	3.5	3.7
Prop In Lane	1.00		1.00	1.00		0.18	1.00		0.62	1.00		0.53
Lane Grp Cap(c), veh/h	62	292	245	413	0	640	228	881	427	83	605	298
V/C Ratio(X)	0.73	0.54	0.28	0.86	0.00	0.56	0.79	0.24	0.26	0.78	0.36	0.38
Avail Cap(c_a), veh/h	861	1206	1012	861	0	1167	861	3292	1597	861	3292	1622
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.6	24.1	23.1	22.9	0.0	16.2	26.2	18.2	18.3	29.3	22.4	22.5
Incr Delay (d2), s/veh	5.9	0.6	0.2	2.1	0.0	0.8	2.3	0.3	0.6	5.8	0.6	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.1	0.9	5.0	0.0	3.9	2.5	1.1	1.2	1.0	1.3	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	24.7	23.3	25.0	0.0	17.0	28.6	18.5	18.9	35.1	23.0	23.9
LnGrp LOS	D	C	C	C	A	B	C	B	B	D	C	C
Approach Vol, veh/h		271			716			507			394	
Approach Delay, s/veh		26.1			21.0			22.1			25.3	
Approach LOS		C			C			C			C	

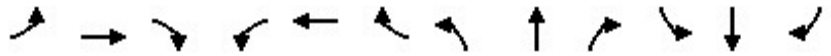
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	21.4	18.8	14.6	12.3	16.3	6.6	26.8
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	14.2	5.4	13.9	6.8	8.1	5.7	3.6	12.0
Green Ext Time (p_c), s	0.1	4.0	0.5	0.7	0.2	3.9	0.0	2.5

Intersection Summary	
HCM 6th Ctrl Delay	22.9
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	102	185	136	174	0	0	0	0	87	1387	478
Future Volume (veh/h)	0	102	185	136	174	0	0	0	0	87	1387	478
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	116	210	155	198	0				99	1576	543
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	442	374	262	401	0				1105	2334	784
Arrive On Green	0.00	0.24	0.24	0.24	0.24	0.00				0.62	0.62	0.62
Sat Flow, veh/h	0	1870	1585	786	1782	0				1781	3761	1264
Grp Volume(v), veh/h	0	116	210	170	183	0				99	1423	696
Grp Sat Flow(s),veh/h/ln	0	1870	1585	866	1617	0				1781	1702	1621
Q Serve(g_s), s	0.0	4.6	10.6	13.4	8.9	0.0				2.0	24.7	25.9
Cycle Q Clear(g_c), s	0.0	4.6	10.6	18.0	8.9	0.0				2.0	24.7	25.9
Prop In Lane	0.00		1.00	0.91		0.00				1.00		0.78
Lane Grp Cap(c), veh/h	0	442	374	280	382	0				1105	2112	1006
V/C Ratio(X)	0.00	0.26	0.56	0.61	0.48	0.00				0.09	0.67	0.69
Avail Cap(c_a), veh/h	0	618	524	384	535	0				1178	2251	1072
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	28.2	30.5	35.5	29.9	0.0				6.9	11.2	11.5
Incr Delay (d2), s/veh	0.0	0.1	0.5	1.6	0.7	0.0				0.1	1.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.1	4.1	3.7	3.5	0.0				0.7	8.5	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.3	31.0	37.0	30.5	0.0				7.0	12.2	13.7
LnGrp LOS	A	C	C	D	C	A				A	B	B
Approach Vol, veh/h		326			353						2218	
Approach Delay, s/veh		30.1			33.7						12.4	
Approach LOS		C			C						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		28.1		62.6		28.1
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		12.6		27.9		20.0
Green Ext Time (p_c), s		0.7		28.4		1.4

Intersection Summary	
HCM 6th Ctrl Delay	17.0
HCM 6th LOS	B



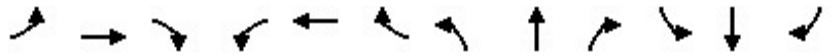
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	17	82	0	33	22	272	950	21	0	0	0
Future Volume (veh/h)	91	17	82	0	33	22	272	950	21	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	96	18	86	0	35	23	286	1000	22			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	361	51	1052	0	169	111	896	1786	39			
Arrive On Green	0.16	0.16	0.16	0.00	0.16	0.16	0.50	0.50	0.50			
Sat Flow, veh/h	969	314	1570	0	1045	687	1781	3552	78			
Grp Volume(v), veh/h	114	0	86	0	0	58	286	500	522			
Grp Sat Flow(s),veh/h/ln	1283	0	1570	0	0	1731	1781	1777	1854			
Q Serve(g_s), s	2.0	0.0	0.0	0.0	0.0	0.9	3.1	6.3	6.3			
Cycle Q Clear(g_c), s	2.9	0.0	0.0	0.0	0.0	0.9	3.1	6.3	6.3			
Prop In Lane	0.84		1.00	0.00		0.40	1.00		0.04			
Lane Grp Cap(c), veh/h	412	0	1052	0	0	281	896	893	932			
V/C Ratio(X)	0.28	0.00	0.08	0.00	0.00	0.21	0.32	0.56	0.56			
Avail Cap(c_a), veh/h	1477	0	2245	0	0	1597	1615	1611	1681			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	12.7	0.0	1.9	0.0	0.0	11.8	4.8	5.6	5.6			
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.1	0.2	0.6	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.0	0.0	0.3	0.6	1.2	1.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	0.0	2.0	0.0	0.0	11.9	5.0	6.1	6.1			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		200			58			1308				
Approach Delay, s/veh		8.3			11.9			5.9				
Approach LOS		A			B			A				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	20.9	11.7	11.7
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	8.3	4.9	2.9
Green Ext Time (p_c), s	8.0	0.9	0.2

Intersection Summary	
HCM 6th Ctrl Delay	6.4
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	23	28	10	7	7	31	436	124	101	601	8
Future Volume (veh/h)	3	23	28	10	7	7	31	436	124	101	601	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	25	31	11	8	8	34	479	136	111	660	9
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	409	145	180	373	164	164	54	2175	664	225	2390	33
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.03	0.43	0.43	0.07	0.46	0.46
Sat Flow, veh/h	1391	757	939	1342	856	856	1781	5106	1558	3456	5189	71
Grp Volume(v), veh/h	3	0	56	11	0	16	34	479	136	111	433	236
Grp Sat Flow(s),veh/h/ln	1391	0	1697	1342	0	1713	1781	1702	1558	1728	1702	1855
Q Serve(g_s), s	0.1	0.0	1.3	0.3	0.0	0.4	0.9	2.8	2.6	1.5	3.7	3.7
Cycle Q Clear(g_c), s	0.4	0.0	1.3	1.6	0.0	0.4	0.9	2.8	2.6	1.5	3.7	3.7
Prop In Lane	1.00		0.55	1.00		0.50	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	409	0	325	373	0	328	54	2175	664	225	1568	855
V/C Ratio(X)	0.01	0.00	0.17	0.03	0.00	0.05	0.63	0.22	0.20	0.49	0.28	0.28
Avail Cap(c_a), veh/h	1328	0	1446	1260	0	1459	1138	6526	1991	2208	4351	2371
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	0.0	15.9	16.5	0.0	15.5	22.5	8.5	8.5	21.2	7.8	7.8
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.0	4.3	0.1	0.3	0.6	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	0.1	0.0	0.1	0.4	0.8	0.7	0.5	1.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.7	0.0	16.0	16.6	0.0	15.5	26.8	8.6	8.7	21.8	7.9	8.0
LnGrp LOS	B	A	B	B	A	B	C	A	A	C	A	A
Approach Vol, veh/h		59			27			649			780	
Approach Delay, s/veh		15.9			15.9			9.6			9.9	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.5	25.7		13.8	5.8	27.3		13.8
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	3.5	4.8		3.3	2.9	5.7		3.6
Green Ext Time (p_c), s	0.2	7.5		0.2	0.0	4.8		0.1

Intersection Summary	
HCM 6th Ctrl Delay	10.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

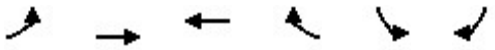
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2227	10	0	4465	4	0	0	3	0	0	2
Future Vol, veh/h	0	2227	10	0	4465	4	0	0	3	0	0	2
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	2447	11	0	4907	4	0	0	3	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1229	-	-	2458
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	146	0	0	20
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	146	-	-	20
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	30.2	206.1
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	146	-	-	-	-	20
HCM Lane V/C Ratio	0.023	-	-	-	-	0.11
HCM Control Delay (s)	30.2	-	-	-	-	206.1
HCM Lane LOS	D	-	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.3



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	767	1482	2083	56	28	50
Future Volume (veh/h)	767	1482	2083	56	28	50
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	872	1684	2367	0	32	57
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	814	4290	2930		90	80
Arrive On Green	0.24	0.86	0.59	0.00	0.05	0.05
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	872	1684	2367	0	32	57
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	27.8	8.4	44.0	0.0	2.0	4.2
Cycle Q Clear(g_c), s	27.8	8.4	44.0	0.0	2.0	4.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	814	4290	2930		90	80
V/C Ratio(X)	1.07	0.39	0.81		0.36	0.71
Avail Cap(c_a), veh/h	814	4290	2930		479	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.47	0.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	1.7	19.1	0.0	54.2	55.2
Incr Delay (d2), s/veh	52.3	0.3	1.2	0.0	0.9	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.4	0.9	15.3	0.0	0.9	3.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	97.4	2.0	20.3	0.0	55.1	59.5
LnGrp LOS	F	A	C		E	E
Approach Vol, veh/h		2556	2367	A	89	
Approach Delay, s/veh		34.6	20.3		57.9	
Approach LOS		C	C		E	

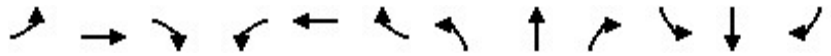
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		106.9		11.1	32.2	74.7
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		75.8		31.7	27.8	* 44
Max Q Clear Time (g_c+I1), s		10.4		6.2	29.8	46.0
Green Ext Time (p_c), s		51.1		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	291	659	25	48	981	41	126	207	68	44	150	502
Future Volume (veh/h)	291	659	25	48	981	41	126	207	68	44	150	502
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.94	1.00		0.88
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	313	709	27	52	1055	44	135	223	73	47	161	540
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	338	1634	62	203	1385	58	159	913	273	61	934	556
Arrive On Green	0.19	0.47	0.47	0.15	0.53	0.53	0.09	0.24	0.24	0.03	0.18	0.18
Sat Flow, veh/h	1781	3488	133	1781	3476	145	1781	3838	1147	1781	5106	1398
Grp Volume(v), veh/h	313	361	375	52	539	560	135	195	101	47	161	540
Grp Sat Flow(s),veh/h/ln	1781	1777	1844	1781	1777	1844	1781	1702	1582	1781	1702	1398
Q Serve(g_s), s	24.2	19.0	19.0	3.6	33.5	33.5	10.5	6.5	7.3	3.7	3.7	25.6
Cycle Q Clear(g_c), s	24.2	19.0	19.0	3.6	33.5	33.5	10.5	6.5	7.3	3.7	3.7	25.6
Prop In Lane	1.00		0.07	1.00		0.08	1.00		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	338	833	864	203	708	735	159	810	376	61	934	556
V/C Ratio(X)	0.93	0.43	0.43	0.26	0.76	0.76	0.85	0.24	0.27	0.77	0.17	0.97
Avail Cap(c_a), veh/h	382	833	864	203	708	735	244	810	376	244	934	556
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	0.99	0.99	0.99	0.99	0.99	0.99
Uniform Delay (d), s/veh	55.8	24.8	24.8	54.2	27.7	27.7	62.8	43.1	43.4	67.1	48.3	44.0
Incr Delay (d2), s/veh	26.8	1.6	1.6	2.7	6.7	6.5	9.9	0.2	0.4	7.5	0.1	30.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.2	8.2	8.5	1.7	13.8	14.3	5.2	2.8	2.9	1.8	1.6	22.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.6	26.5	26.4	56.9	34.4	34.2	72.7	43.3	43.8	74.5	48.4	74.8
LnGrp LOS	F	C	C	E	C	C	E	D	D	E	D	E
Approach Vol, veh/h		1049			1151			431			748	
Approach Delay, s/veh		43.2			35.3			52.6			69.1	
Approach LOS		D			D			D			E	

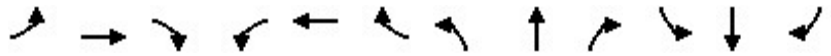
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	38.3	21.7	70.8	16.9	30.6	30.9	61.6
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.3	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	5.7	9.3	5.6	21.0	12.5	27.6	26.2	35.5
Green Ext Time (p_c), s	0.0	1.7	0.0	7.1	0.1	0.0	0.3	4.3

Intersection Summary	
HCM 6th Ctrl Delay	47.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	677	72	28	168	0	0	0	0	180	212	924
Future Volume (veh/h)	0	677	72	28	168	0	0	0	0	180	212	924
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	761	81	31	189	0				202	238	1038
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1285	137	56	1635	0				809	1699	707
Arrive On Green	0.00	0.79	0.79	0.03	0.46	0.00				0.45	0.45	0.45
Sat Flow, veh/h	0	3328	344	1781	3647	0				1781	3741	1556
Grp Volume(v), veh/h	0	418	424	31	189	0				202	238	1038
Grp Sat Flow(s),veh/h/ln	0	1777	1802	1781	1777	0				1781	1870	1556
Q Serve(g_s), s	0.0	12.8	12.8	2.4	4.2	0.0				9.8	5.2	63.6
Cycle Q Clear(g_c), s	0.0	12.8	12.8	2.4	4.2	0.0				9.8	5.2	63.6
Prop In Lane	0.00		0.19	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	706	716	56	1635	0				809	1699	707
V/C Ratio(X)	0.00	0.59	0.59	0.55	0.12	0.00				0.25	0.14	1.47
Avail Cap(c_a), veh/h	0	706	716	97	1635	0				809	1699	707
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.94	0.94	0.84	0.84	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.0	10.0	66.8	21.6	0.0				23.5	22.3	38.2
Incr Delay (d2), s/veh	0.0	3.4	3.4	2.6	0.1	0.0				0.7	0.2	218.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.8	3.8	1.1	1.8	0.0				4.4	2.4	66.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.4	13.4	69.5	21.7	0.0				24.3	22.4	256.6
LnGrp LOS	A	B	B	E	C	A				C	C	F
Approach Vol, veh/h		842			220						1478	
Approach Delay, s/veh		13.4			28.4						187.1	
Approach LOS		B			C						F	

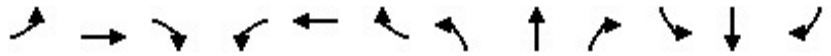
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.8	62.2		69.0		71.0
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	7.6	* 54		63.6		64.4
Max Q Clear Time (g_c+I1), s	4.4	14.8		65.6		6.2
Green Ext Time (p_c), s	0.0	1.6		0.0		0.4

Intersection Summary		
HCM 6th Ctrl Delay		115.8
HCM 6th LOS		F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	516	347	0	0	170	138	45	104	35	0	0	0
Future Volume (veh/h)	516	347	0	0	170	138	45	104	35	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	549	369	0	0	181	147	48	111	37			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1529	1487	0	0	556	424	85	212	127			
Arrive On Green	0.44	0.80	0.00	0.00	0.29	0.29	0.08	0.08	0.08			
Sat Flow, veh/h	3456	1870	0	0	2002	1454	1029	2567	1537			
Grp Volume(v), veh/h	549	369	0	0	168	160	85	74	37			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1585	1819	1777	1537			
Q Serve(g_s), s	8.4	4.0	0.0	0.0	5.9	6.4	3.6	3.2	1.8			
Cycle Q Clear(g_c), s	8.4	4.0	0.0	0.0	5.9	6.4	3.6	3.2	1.8			
Prop In Lane	1.00		0.00	0.00		0.92	0.57		1.00			
Lane Grp Cap(c), veh/h	1529	1487	0	0	518	462	150	147	127			
V/C Ratio(X)	0.36	0.25	0.00	0.00	0.32	0.35	0.57	0.51	0.29			
Avail Cap(c_a), veh/h	1529	1487	0	0	580	517	389	380	329			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.80	0.80	0.00	0.00	1.00	1.00	0.98	0.98	0.98			
Uniform Delay (d), s/veh	14.8	2.1	0.0	0.0	22.2	22.3	35.3	35.1	34.5			
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.0	0.1	0.2	1.2	1.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.0	0.7	0.0	0.0	2.3	2.2	1.6	1.4	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.9	2.4	0.0	0.0	22.3	22.5	36.5	36.1	35.0			
LnGrp LOS	B	A	A	A	C	C	D	D	C			
Approach Vol, veh/h		918			328			196				
Approach Delay, s/veh		9.9			22.4			36.1				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.5			40.3	28.2		11.5				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		6.0			10.4	8.4		5.6				
Green Ext Time (p_c), s		1.3			1.6	1.1		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	16.3
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

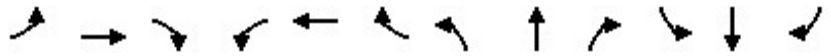
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	99	1674	507	0	0	1479
Future Volume (veh/h)	99	1674	507	0	0	1479
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	106	0	545	0	0	1590
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	156		2044	0	665	5173
Arrive On Green	0.09	0.00	0.41	0.00	0.00	0.82
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	106	0	545	0	0	1590
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	6.4	0.0	8.0	0.0	0.0	6.6
Cycle Q Clear(g_c), s	6.4	0.0	8.0	0.0	0.0	6.6
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	156		2044	0	665	5173
V/C Ratio(X)	0.68		0.27	0.00	0.00	0.31
Avail Cap(c_a), veh/h	487		2044	0	730	5173
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.00	0.88	0.00	0.00	0.92
Uniform Delay (d), s/veh	48.7	0.0	21.5	0.0	0.0	2.3
Incr Delay (d2), s/veh	1.3	0.0	0.1	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	3.0	0.0	0.0	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.0	0.0	21.6	0.0	0.0	2.4
LnGrp LOS	D		C	A	A	A
Approach Vol, veh/h	106	A	545			1590
Approach Delay, s/veh	50.0		21.6			2.4
Approach LOS	D		C			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	15.5	50.0				95.5	14.5
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	45.1	20.6				45.1	30.1
Max Q Clear Time (g_c+I1), s	10.0	10.0				8.6	8.4
Green Ext Time (p_c), s	0.0	3.3				18.7	0.1

Intersection Summary	
HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



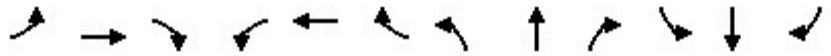
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	241	1671	131	110	239	0	0	189	25
Future Volume (veh/h)	0	0	0	241	1671	131	110	239	0	0	189	25
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.88
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				256	1778	139	117	254	0	0	201	27
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				340	2523	202	145	1436	0	0	638	81
Arrive On Green				0.19	0.19	0.19	0.16	0.56	0.00	0.00	0.14	0.14
Sat Flow, veh/h				593	4398	352	1781	5274	0	0	4676	572
Grp Volume(v), veh/h				795	667	711	117	254	0	0	149	79
Grp Sat Flow(s),veh/h/ln				1841	1702	1799	1781	1702	0	0	1702	1675
Q Serve(g_s), s				44.9	40.1	40.5	7.0	2.7	0.0	0.0	4.3	4.7
Cycle Q Clear(g_c), s				44.9	40.1	40.5	7.0	2.7	0.0	0.0	4.3	4.7
Prop In Lane				0.32		0.20	1.00		0.00	0.00		0.34
Lane Grp Cap(c), veh/h				1056	976	1032	145	1436	0	0	482	237
V/C Ratio(X)				0.75	0.68	0.69	0.81	0.18	0.00	0.00	0.31	0.33
Avail Cap(c_a), veh/h				1056	976	1032	155	1629	0	0	591	291
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.66	0.66	0.66	0.69	0.69	0.00	0.00	0.95	0.95
Uniform Delay (d), s/veh				37.2	35.3	35.4	45.2	17.9	0.0	0.0	42.4	42.5
Incr Delay (d2), s/veh				3.3	2.6	2.5	16.3	0.0	0.0	0.0	0.2	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				23.1	18.9	20.2	3.5	1.0	0.0	0.0	1.8	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				40.6	37.8	37.9	61.5	17.9	0.0	0.0	42.6	43.1
LnGrp LOS				D	D	D	E	B	A	A	D	D
Approach Vol, veh/h					2173			371			228	
Approach Delay, s/veh					38.9			31.6			42.8	
Approach LOS					D			C			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	14.9	22.0	69.0	36.8
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	9.6	* 19	63.1	35.1
Max Q Clear Time (g_c+I1), s	9.0	6.7	46.9	4.7
Green Ext Time (p_c), s	0.0	0.8	11.2	1.9

Intersection Summary	
HCM 6th Ctrl Delay	38.2
HCM 6th LOS	D

Notes

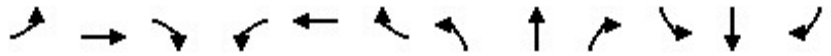
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	273	2009	0	0	0	0	0	172	57
Future Volume (veh/h)	0	0	0	273	2009	0	0	0	0	0	172	57
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				287	2115	0				0	181	60
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				417	3307	0				0	761	229
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				588	4826	0				0	4008	1155
Grp Volume(v), veh/h				899	1503	0				0	158	83
Grp Sat Flow(s),veh/h/ln				1841	1702	0				0	1702	1591
Q Serve(g_s), s				49.0	43.5	0.0				0.0	4.3	4.8
Cycle Q Clear(g_c), s				49.0	43.5	0.0				0.0	4.3	4.8
Prop In Lane				0.32		0.00				0.00		0.73
Lane Grp Cap(c), veh/h				1307	2417	0				0	675	315
V/C Ratio(X)				0.69	0.62	0.00				0.00	0.23	0.26
Avail Cap(c_a), veh/h				1307	2417	0				0	675	315
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				31.0	28.9	0.0				0.0	37.1	37.3
Incr Delay (d2), s/veh				3.0	1.2	0.0				0.0	0.8	2.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				25.1	20.1	0.0				0.0	1.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				34.0	30.1	0.0				0.0	37.9	39.3
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2402						241	
Approach Delay, s/veh					31.5						38.4	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.7		83.3						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.8		78.1						
Max Q Clear Time (g_c+I1), s				6.8		51.0						
Green Ext Time (p_c), s				0.3		4.4						

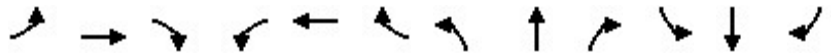
Intersection Summary												
HCM 6th Ctrl Delay			32.2									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2208	122	71	95	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2208	122	71	95	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2349	130	76	101	0			
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3468	190	296	435	0			
Arrive On Green				0.00	0.23	0.23	0.20	0.20	0.00			
Sat Flow, veh/h				0	5117	271	1448	2220	0			
Grp Volume(v), veh/h				0	1609	870	94	83	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1815	1798	1777	0			
Q Serve(g_s), s				0.0	47.3	48.2	4.8	4.3	0.0			
Cycle Q Clear(g_c), s				0.0	47.3	48.2	4.8	4.3	0.0			
Prop In Lane				0.00		0.15	0.81		0.00			
Lane Grp Cap(c), veh/h				0	2386	1272	368	363	0			
V/C Ratio(X)				0.00	0.67	0.68	0.26	0.23	0.00			
Avail Cap(c_a), veh/h				0	2386	1272	368	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	30.8	31.2	36.7	36.5	0.0			
Incr Delay (d2), s/veh				0.0	1.5	3.0	1.7	1.5	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	22.0	24.4	2.3	2.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	32.4	34.2	38.4	38.0	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2479			177				
Approach Delay, s/veh					33.0			38.2				
Approach LOS					C			D				

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						50.2		6.8				
Green Ext Time (p_c), s						21.9		0.8				

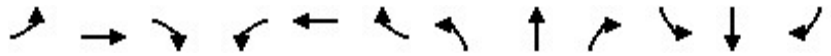
Intersection Summary		
HCM 6th Ctrl Delay		33.4
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	334	2359	0	0	0	0	0	218	39
Future Volume (veh/h)	0	0	0	334	2359	0	0	0	0	0	218	39
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				341	2407	0				0	222	40
Peak Hour Factor				0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				426	3250	0				0	733	312
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				608	4805	0				0	3647	1514
Grp Volume(v), veh/h				1032	1716	0				0	222	40
Grp Sat Flow(s),veh/h/ln				1840	1702	0				0	1777	1514
Q Serve(g_s), s				58.2	51.1	0.0				0.0	5.8	2.4
Cycle Q Clear(g_c), s				58.2	51.1	0.0				0.0	5.8	2.4
Prop In Lane				0.33		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1290	2386	0				0	733	312
V/C Ratio(X)				0.80	0.72	0.00				0.00	0.30	0.13
Avail Cap(c_a), veh/h				1290	2386	0				0	733	312
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				35.0	32.3	0.0				0.0	37.0	35.6
Incr Delay (d2), s/veh				5.3	1.9	0.0				0.0	1.1	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				30.4	23.8	0.0				0.0	2.7	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				40.3	34.2	0.0				0.0	38.0	36.4
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					2748						262	
Approach Delay, s/veh					36.5						37.8	
Approach LOS					D						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				27.6		82.4						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				22.7		77.1						
Max Q Clear Time (g_c+I1), s				7.8		60.2						
Green Ext Time (p_c), s				1.3		15.4						

Intersection Summary												
HCM 6th Ctrl Delay			36.6									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2648	83	49	47	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2648	83	49	47	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2730	86	51	48	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3702	115	305	326	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5252	159	1721	1933	0			
Grp Volume(v), veh/h				0	1819	997	53	46	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1838	1784	1777	0			
Q Serve(g_s), s				0.0	34.3	35.5	2.8	2.4	0.0			
Cycle Q Clear(g_c), s				0.0	34.3	35.5	2.8	2.4	0.0			
Prop In Lane				0.00		0.09	0.96		0.00			
Lane Grp Cap(c), veh/h				0	2479	1338	316	315	0			
V/C Ratio(X)				0.00	0.73	0.75	0.17	0.15	0.00			
Avail Cap(c_a), veh/h				0	2479	1338	316	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	8.7	8.9	38.4	38.2	0.0			
Incr Delay (d2), s/veh				0.0	2.0	3.8	1.1	1.0	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	11.3	13.3	1.3	1.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	10.7	12.7	39.5	39.2	0.0			
LnGrp LOS				A	B	B	D	D	A			
Approach Vol, veh/h					2816			99				
Approach Delay, s/veh					11.4			39.4				
Approach LOS					B			D				

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						37.5		4.8				
Green Ext Time (p_c), s						35.6		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			12.4									
HCM 6th LOS			B									

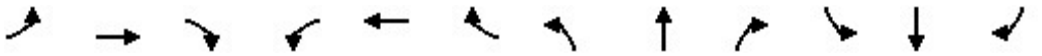
Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	133	476	1	99	0	0	0	17
Future Vol, veh/h	0	0	0	0	133	476	1	99	0	0	0	17
Conflicting Peds, #/hr	5	0	2	2	0	5	21	0	0	0	0	21
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	137	491	1	102	0	0	0	18

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	90	633	-	-	-	340
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	90	633	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	885	395	0	0	0	656
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	907	472	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	861	393	-	-	-	653
Mov Cap-2 Maneuver	-	-	-	861	393	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	883	470	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	17.3	10.7
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	393	-	-	653
HCM Lane V/C Ratio	0.26	-	-	0.027
HCM Control Delay (s)	17.3	-	-	10.7
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1	-	-	0.1



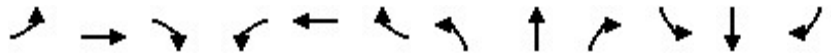
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	501	83	1040	608	0
Future Volume (veh/h)	0	0	0	0	0	0	0	501	83	1040	608	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	569	94	1182	691	0
Peak Hour Factor	0.88	0.88	0.88				0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1137	353	3439	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.23	0.23	0.91	1.00	0.00
Sat Flow, veh/h		0					0	5149	1547	5023	1826	0
Grp Volume(v), veh/h		0.0					0	569	94	1182	691	0
Grp Sat Flow(s),veh/h/ln							0	1662	1547	1674	1826	0
Q Serve(g_s), s							0.0	10.9	5.5	3.4	0.0	0.0
Cycle Q Clear(g_c), s							0.0	10.9	5.5	3.4	0.0	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1137	353	3439	1740	0
V/C Ratio(X)							0.00	0.50	0.27	0.34	0.40	0.00
Avail Cap(c_a), veh/h							0	1205	374	3439	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.95	0.95	0.00
Uniform Delay (d), s/veh							0.0	37.0	34.9	1.7	0.0	0.0
Incr Delay (d2), s/veh							0.0	0.9	1.0	0.1	0.6	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	4.4	2.1	0.7	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	37.9	35.9	1.8	0.6	0.0
LnGrp LOS							A	D	D	A	A	A
Approach Vol, veh/h								663			1873	
Approach Delay, s/veh								37.6			1.3	
Approach LOS								D			A	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	79.7	30.3				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				40.0						
Max Q Clear Time (g_c+I1), s	5.4	12.9				2.0						
Green Ext Time (p_c), s	5.2	5.9				6.7						

Intersection Summary		
HCM 6th Ctrl Delay		10.8
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



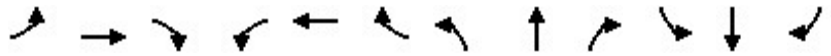
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	996	40	0	0	0	0	290	194	89	326	0
Future Volume (veh/h)	54	996	40	0	0	0	0	290	194	89	326	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	59	1095	44				0	319	213	98	358	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	156	3080	953				0	611	273	128	1488	0
Arrive On Green	0.20	0.20	0.20				0.00	0.18	0.18	0.14	0.58	0.00
Sat Flow, veh/h	253	5008	1549				0	3572	1520	1781	5274	0
Grp Volume(v), veh/h	433	721	44				0	319	213	98	358	0
Grp Sat Flow(s),veh/h/ln	1858	1702	1549				0	1702	1520	1781	1702	0
Q Serve(g_s), s	22.1	20.0	2.5				0.0	9.3	14.7	5.8	3.7	0.0
Cycle Q Clear(g_c), s	22.1	20.0	2.5				0.0	9.3	14.7	5.8	3.7	0.0
Prop In Lane	0.14		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1143	2094	953				0	611	273	128	1488	0
V/C Ratio(X)	0.38	0.34	0.05				0.00	0.52	0.78	0.77	0.24	0.00
Avail Cap(c_a), veh/h	1143	2094	953				0	916	409	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.75	0.75	0.75				0.00	1.00	1.00	0.91	0.91	0.00
Uniform Delay (d), s/veh	25.7	24.8	17.9				0.0	40.9	43.1	46.2	17.0	0.0
Incr Delay (d2), s/veh	0.7	0.3	0.1				0.0	0.8	6.1	3.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	9.2	0.9				0.0	3.9	5.9	2.5	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	25.2	17.9				0.0	41.6	49.1	49.5	17.1	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1198						532			456	
Approach Delay, s/veh		25.4						44.6			24.1	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	72.6	37.4	12.3	25.1
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	24.1	5.7	7.8	16.7
Green Ext Time (p_c), s	11.7	2.0	0.1	3.0

Intersection Summary	
HCM 6th Ctrl Delay	29.8
HCM 6th LOS	C

Notes

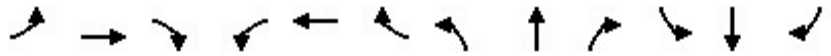
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



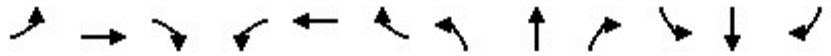
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1252	32	0	0	0	0	0	0	144	312	0
Future Volume (veh/h)	0	1252	32	0	0	0	0	0	0	144	312	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1346	34							155	335	0
Peak Hour Factor	0.93	0.93	0.93							0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2984	75							502	1204	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5288	129							1530	3837	0
Grp Volume(v), veh/h	0	895	485							182	308	0
Grp Sat Flow(s),veh/h/ln	0	1702	1845							1794	1702	0
Q Serve(g_s), s	0.0	25.6	25.6							10.3	9.2	0.0
Cycle Q Clear(g_c), s	0.0	25.6	25.6							10.3	9.2	0.0
Prop In Lane	0.00		0.07							0.85		0.00
Lane Grp Cap(c), veh/h	0	1984	1075							589	1117	0
V/C Ratio(X)	0.00	0.45	0.45							0.31	0.28	0.00
Avail Cap(c_a), veh/h	0	1984	1075							589	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	28.9	28.9							37.5	37.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	1.4							1.4	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.8	13.0							5.2	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.6	30.2							38.9	37.6	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1380									490	
Approach Delay, s/veh		29.8									38.1	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	27.6	12.3
Green Ext Time (p_c), s	4.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	32.0
HCM 6th LOS	C



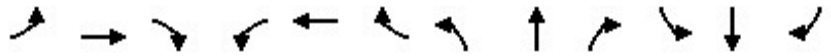
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1559	0	0	0	0	0	97	200	0	0	0
Future Volume (veh/h)	50	1559	0	0	0	0	0	97	200	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.94			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	54	1676	0				0	104	215			
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	89	2932	0				0	599	505			
Arrive On Green	0.19	0.19	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	155	5280	0				0	1870	1496			
Grp Volume(v), veh/h	650	1080	0				0	104	215			
Grp Sat Flow(s),veh/h/ln	1863	1702	0				0	1777	1496			
Q Serve(g_s), s	35.2	31.6	0.0				0.0	4.5	12.2			
Cycle Q Clear(g_c), s	35.2	31.6	0.0				0.0	4.5	12.2			
Prop In Lane	0.08		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1068	1953	0				0	599	505			
V/C Ratio(X)	0.61	0.55	0.00				0.00	0.17	0.43			
Avail Cap(c_a), veh/h	1068	1953	0				0	599	505			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	33.3	31.8	0.0				0.0	25.7	28.2			
Incr Delay (d2), s/veh	2.6	1.1	0.0				0.0	0.6	2.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.2	14.7	0.0				0.0	2.0	4.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.8	33.0	0.0				0.0	26.3	30.8			
LnGrp LOS	D	C	A				A	C	C			
Approach Vol, veh/h		1730						319				
Approach Delay, s/veh		34.0						29.4				
Approach LOS		C						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		68.0						42.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		63.1						37.1				
Max Q Clear Time (g_c+I1), s		37.2						14.2				
Green Ext Time (p_c), s		14.7						2.1				
Intersection Summary												
HCM 6th Ctrl Delay			33.3									
HCM 6th LOS			C									



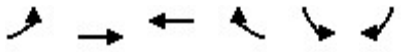
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1850	67	0	0	0	0	0	0	205	347	0
Future Volume (veh/h)	0	1850	67	0	0	0	0	0	0	205	347	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1888	68							209	354	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3270	118							471	940	0
Arrive On Green	0.00	0.21	0.21							0.09	0.09	0.00
Sat Flow, veh/h	0	5227	182							1781	3647	0
Grp Volume(v), veh/h	0	1270	686							209	354	0
Grp Sat Flow(s),veh/h/ln	0	1702	1837							1781	1777	0
Q Serve(g_s), s	0.0	36.8	36.9							12.3	10.3	0.0
Cycle Q Clear(g_c), s	0.0	36.8	36.9							12.3	10.3	0.0
Prop In Lane	0.00		0.10							1.00		0.00
Lane Grp Cap(c), veh/h	0	2200	1187							471	940	0
V/C Ratio(X)	0.00	0.58	0.58							0.44	0.38	0.00
Avail Cap(c_a), veh/h	0	2200	1187							471	940	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	29.8	29.8							42.5	41.6	0.0
Incr Delay (d2), s/veh	0.0	1.1	2.1							3.0	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.0	18.8							6.3	5.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	30.9	31.9							45.5	42.8	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1956									563	
Approach Delay, s/veh		31.2									43.8	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	76.0	34.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	71.1	29.1
Max Q Clear Time (g_c+I1), s	38.9	14.3
Green Ext Time (p_c), s	19.4	2.7

Intersection Summary	
HCM 6th Ctrl Delay	34.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	1756	0	0	0	0	0	59	63	0	0	0
Future Volume (veh/h)	61	1756	0	0	0	0	0	59	63	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	66	1909	0				0	64	68			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	118	3621	0				0	357	318			
Arrive On Green	0.23	0.23	0.00				0.00	0.20	0.20			
Sat Flow, veh/h	166	5269	0				0	1870	1585			
Grp Volume(v), veh/h	742	1233	0				0	64	68			
Grp Sat Flow(s),veh/h/ln	1862	1702	0				0	1777	1585			
Q Serve(g_s), s	38.6	34.7	0.0				0.0	3.3	3.9			
Cycle Q Clear(g_c), s	38.6	34.7	0.0				0.0	3.3	3.9			
Prop In Lane	0.09		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1322	2417	0				0	357	318			
V/C Ratio(X)	0.56	0.51	0.00				0.00	0.18	0.21			
Avail Cap(c_a), veh/h	1322	2417	0				0	357	318			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	27.0	25.5	0.0				0.0	36.4	36.7			
Incr Delay (d2), s/veh	1.7	0.8	0.0				0.0	1.1	1.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.9	16.0	0.0				0.0	1.6	1.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.7	26.3	0.0				0.0	37.5	38.2			
LnGrp LOS	C	C	A				A	D	D			
Approach Vol, veh/h		1975						132				
Approach Delay, s/veh		27.2						37.9				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		83.0						27.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		78.1						22.1				
Max Q Clear Time (g_c+I1), s		40.6						5.9				
Green Ext Time (p_c), s		21.5						0.6				
Intersection Summary												
HCM 6th Ctrl Delay			27.9									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	53	737	929	80	77	105
Future Volume (veh/h)	53	737	929	80	77	105
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	55	768	968	83	80	109
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	71	4100	3478	297	300	138
Arrive On Green	0.01	0.27	1.00	1.00	0.09	0.09
Sat Flow, veh/h	1781	5149	4832	399	3456	1585
Grp Volume(v), veh/h	55	768	688	363	80	109
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1744	1728	1585
Q Serve(g_s), s	3.6	14.0	0.0	0.0	2.6	8.0
Cycle Q Clear(g_c), s	3.6	14.0	0.0	0.0	2.6	8.0
Prop In Lane	1.00			0.23	1.00	1.00
Lane Grp Cap(c), veh/h	71	4100	2476	1300	300	138
V/C Ratio(X)	0.77	0.19	0.28	0.28	0.27	0.79
Avail Cap(c_a), veh/h	319	4100	2476	1300	884	406
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.96	0.96	1.00	1.00
Uniform Delay (d), s/veh	57.7	12.7	0.0	0.0	50.4	52.8
Incr Delay (d2), s/veh	6.1	0.1	0.3	0.5	0.2	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	6.2	0.1	0.2	1.1	7.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	63.7	12.8	0.3	0.5	50.5	56.7
LnGrp LOS	E	B	A	A	D	E
Approach Vol, veh/h		823	1051		189	
Approach Delay, s/veh		16.2	0.4		54.1	
Approach LOS		B	A		D	

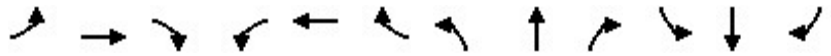
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		102.9		15.1	9.1	93.7
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 77		30.2	21.1	51.6
Max Q Clear Time (g_c+I1), s		16.0		10.0	5.6	2.0
Green Ext Time (p_c), s		16.1		0.3	0.0	20.7

Intersection Summary	
HCM 6th Ctrl Delay	11.6
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	735	12	13	998	5	0	13	14	44	0	13
Future Volume (veh/h)	65	735	12	13	998	5	0	13	14	44	0	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	758	12	13	1029	0	0	13	14	45	0	13
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	747	3596	57	60	1567		35	16	17	227	0	102
Arrive On Green	0.84	1.00	1.00	0.03	0.31	0.00	0.00	0.02	0.02	0.07	0.00	0.07
Sat Flow, veh/h	1781	5053	80	1781	4985	1585	1781	807	869	3456	0	1556
Grp Volume(v), veh/h	67	498	272	13	1029	0	0	0	27	45	0	13
Grp Sat Flow(s),veh/h/ln	1781	1662	1809	1781	1662	1585	1781	0	1676	1728	0	1556
Q Serve(g_s), s	0.8	0.0	0.0	0.8	21.0	0.0	0.0	0.0	1.9	1.5	0.0	0.9
Cycle Q Clear(g_c), s	0.8	0.0	0.0	0.8	21.0	0.0	0.0	0.0	1.9	1.5	0.0	0.9
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	747	2365	1288	60	1567		35	0	33	227	0	102
V/C Ratio(X)	0.09	0.21	0.21	0.22	0.66		0.00	0.00	0.81	0.20	0.00	0.13
Avail Cap(c_a), veh/h	747	2365	1288	168	1567		251	0	236	999	0	450
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.6	0.0	0.0	55.5	34.9	0.0	0.0	0.0	57.6	52.2	0.0	51.9
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.7	2.2	0.0	0.0	0.0	15.5	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.1	0.4	8.5	0.0	0.0	0.0	1.0	0.6	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.6	0.2	0.4	56.1	37.1	0.0	0.0	0.0	73.1	52.3	0.0	52.1
LnGrp LOS	A	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		837			1042	A		27			58	
Approach Delay, s/veh		0.7			37.3			73.1			52.3	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	89.7		12.7	55.2	42.9		7.2
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.1	21.6		34.1	10.2	* 37		16.6
Max Q Clear Time (g_c+I1), s	2.8	2.0		3.5	2.8	23.0		3.9
Green Ext Time (p_c), s	0.0	7.7		0.1	0.0	8.4		0.0

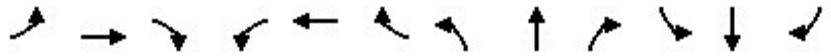
Intersection Summary	
HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	855	89	267	2208	131	96	31	152	456	4	7
Future Volume (veh/h)	8	855	89	267	2208	131	96	31	152	456	4	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	881	92	275	2276	135	99	32	0	470	4	7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	447	2457	898	338	2020	120	311	168		537	90	158
Arrive On Green	0.25	0.49	0.49	0.10	0.33	0.33	0.09	0.09	0.00	0.15	0.15	0.15
Sat Flow, veh/h	1781	4985	1533	3456	6096	361	3456	1870	1585	3563	598	1046
Grp Volume(v), veh/h	8	881	92	275	1758	653	99	32	0	470	0	11
Grp Sat Flow(s),veh/h/ln	1781	1662	1533	1728	1570	1746	1728	1870	1585	1781	0	1644
Q Serve(g_s), s	0.4	12.8	3.1	9.2	39.1	39.1	3.2	1.9	0.0	15.2	0.0	0.7
Cycle Q Clear(g_c), s	0.4	12.8	3.1	9.2	39.1	39.1	3.2	1.9	0.0	15.2	0.0	0.7
Prop In Lane	1.00		1.00	1.00		0.21	1.00		1.00	1.00		0.64
Lane Grp Cap(c), veh/h	447	2457	898	338	1561	579	311	168		537	0	248
V/C Ratio(X)	0.02	0.36	0.10	0.81	1.13	1.13	0.32	0.19		0.88	0.00	0.04
Avail Cap(c_a), veh/h	447	2457	898	618	1561	579	691	374		607	0	280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.3	18.4	10.9	52.2	39.4	39.5	50.3	49.7	0.0	49.0	0.0	42.8
Incr Delay (d2), s/veh	0.0	0.4	0.2	1.8	65.7	78.2	0.2	0.2	0.0	12.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.8	1.3	4.0	23.8	28.5	1.4	0.9	0.0	7.6	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.3	18.8	11.2	54.0	105.1	117.7	50.5	49.9	0.0	61.5	0.0	42.9
LnGrp LOS	C	B	B	D	F	F	D	D		E	A	D
Approach Vol, veh/h		981			2686			131	A		481	
Approach Delay, s/veh		18.2			102.9			50.4			61.0	
Approach LOS		B			F			D			E	

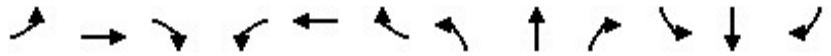
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.0	63.9		22.7	35.3	44.5		15.5
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	21.1	13.6		20.1	15.6	* 39		23.6
Max Q Clear Time (g_c+I1), s	11.2	14.8		17.2	2.4	41.1		5.2
Green Ext Time (p_c), s	0.4	0.0		0.6	0.0	0.0		0.2

Intersection Summary	
HCM 6th Ctrl Delay	77.2
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



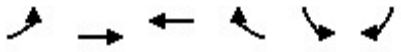
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	5	16	4	6	12	13	182	9	21	293	62
Future Volume (veh/h)	36	5	16	4	6	12	13	182	9	21	293	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	16	17	4	8	12	14	194	10	22	312	66
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	44	46	32	63	80	192	998	51	211	876	182
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.11	0.29	0.29	0.12	0.30	0.30
Sat Flow, veh/h	1781	822	873	613	1226	1558	1781	3430	176	1781	2902	603
Grp Volume(v), veh/h	30	0	33	12	0	12	14	100	104	22	189	189
Grp Sat Flow(s),veh/h/ln	1781	0	1695	1840	0	1558	1781	1777	1828	1781	1777	1728
Q Serve(g_s), s	0.5	0.0	0.6	0.2	0.0	0.2	0.2	1.4	1.4	0.4	2.7	2.8
Cycle Q Clear(g_c), s	0.5	0.0	0.6	0.2	0.0	0.2	0.2	1.4	1.4	0.4	2.7	2.8
Prop In Lane	1.00		0.52	0.33		1.00	1.00		0.10	1.00		0.35
Lane Grp Cap(c), veh/h	95	0	90	95	0	80	192	517	532	211	536	521
V/C Ratio(X)	0.32	0.00	0.37	0.13	0.00	0.15	0.07	0.19	0.20	0.10	0.35	0.36
Avail Cap(c_a), veh/h	2163	0	2058	2234	0	1891	1352	2697	2775	2163	2697	2623
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	15.1	14.9	0.0	14.9	13.2	8.8	8.8	13.0	9.0	9.0
Incr Delay (d2), s/veh	1.4	0.0	1.8	0.2	0.0	0.3	0.1	0.1	0.1	0.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	0.1	0.0	0.1	0.1	0.4	0.4	0.1	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	16.9	15.1	0.0	15.3	13.3	8.9	8.9	13.0	9.3	9.3
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		63			24			218			400	
Approach Delay, s/veh		16.7			15.2			9.2			9.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	13.6		5.8	7.6	13.9		5.7
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	40.0	50.0		40.0	25.0	50.0		40.0
Max Q Clear Time (g_c+I1), s	2.4	3.4		2.6	2.2	4.8		2.2
Green Ext Time (p_c), s	0.0	0.9		0.2	0.0	1.9		0.0

Intersection Summary	
HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	142	2	4	58	115	191
Future Volume (veh/h)	142	2	4	58	115	191
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	147	0	4	0	119	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	584	306	1031		223	
Arrive On Green	0.16	0.00	0.55	0.00	0.06	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	147	0	4	0	119	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	2.0	0.0	0.1	0.0	1.8	0.0
Cycle Q Clear(g_c), s	2.0	0.0	0.1	0.0	1.8	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	584	306	1031		223	
V/C Ratio(X)	0.25	0.00	0.00		0.53	
Avail Cap(c_a), veh/h	3273	1718	1031		2540	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	19.8	0.0	5.5	0.0	24.7	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.0	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.1	0.0	5.5	0.0	26.7	0.0
LnGrp LOS	C	A	A		C	
Approach Vol, veh/h		147	4	A	119	A
Approach Delay, s/veh		20.1	5.5		26.7	
Approach LOS		C	A		C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		12.9		7.5		34.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		50.0		40.0		30.0
Max Q Clear Time (g_c+I1), s		4.0		3.8		2.1
Green Ext Time (p_c), s		0.5		0.4		0.0

Intersection Summary		
HCM 6th Ctrl Delay		22.8
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

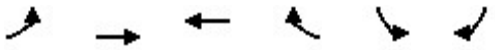
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	110	50	0	0	2
Future Vol, veh/h	9	110	50	0	0	2
Conflicting Peds, #/hr	7	0	0	7	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	128	58	0	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	65	0	-	0	150	38
Stage 1	-	-	-	-	65	-
Stage 2	-	-	-	-	85	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1535	-	-	-	827	1026
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	929	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1525	-	-	-	810	1017
Mov Cap-2 Maneuver	-	-	-	-	810	-
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	922	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1525	-	-	-	1017
HCM Lane V/C Ratio	0.007	-	-	-	0.002
HCM Control Delay (s)	7.4	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



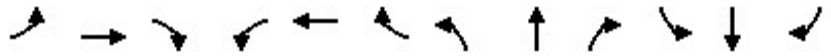
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	95	703	4651	0	0	101
Future Volume (veh/h)	95	703	4651	0	0	101
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	100	740	4896	0	0	106
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	126	4145	5349		284	130
Arrive On Green	0.07	0.83	0.72	0.00	0.00	0.08
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	100	740	4896	0	0	106
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	6.5	3.5	64.0	0.0	0.0	7.8
Cycle Q Clear(g_c), s	6.5	3.5	64.0	0.0	0.0	7.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	126	4145	5349		284	130
V/C Ratio(X)	0.79	0.18	0.92		0.00	0.81
Avail Cap(c_a), veh/h	319	4145	5349		723	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	54.0	2.0	13.4	0.0	0.0	53.3
Incr Delay (d2), s/veh	10.6	0.1	3.3	0.0	0.0	11.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.6	17.0	0.0	0.0	7.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	64.6	2.1	16.7	0.0	0.0	64.8
LnGrp LOS	E	A	B		A	E
Approach Vol, veh/h		840	4896	A	106	
Approach Delay, s/veh		9.5	16.7		64.8	
Approach LOS		A	B		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		103.4		14.6	12.8	90.7
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		83.1		24.7	21.1	57.6
Max Q Clear Time (g_c+I1), s		5.5		9.8	8.5	66.0
Green Ext Time (p_c), s		15.0		0.2	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	16.5
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	2251	18	62	3120	43	6	0	85	10	1	25
Future Volume (veh/h)	57	2251	18	62	3120	43	6	0	85	10	1	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	2395	19	66	3319	46	6	0	90	11	1	27
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	90	4780	1175	110	4772	66	153	0	118	143	5	128
Arrive On Green	0.05	0.76	0.76	0.06	1.00	1.00	0.08	0.00	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1781	6281	1543	3456	6430	89	1106	0	1421	1303	57	1531
Grp Volume(v), veh/h	61	2395	19	66	2428	937	6	0	90	11	0	28
Grp Sat Flow(s),veh/h/ln	1781	1570	1543	1728	1570	1807	1106	0	1421	1303	0	1588
Q Serve(g_s), s	4.0	17.4	0.4	2.2	0.0	0.0	0.5	0.0	7.3	0.9	0.0	1.9
Cycle Q Clear(g_c), s	4.0	17.4	0.4	2.2	0.0	0.0	2.4	0.0	7.3	3.4	0.0	1.9
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		0.96
Lane Grp Cap(c), veh/h	90	4780	1175	110	3496	1342	153	0	118	143	0	132
V/C Ratio(X)	0.67	0.50	0.02	0.60	0.69	0.70	0.04	0.00	0.76	0.08	0.00	0.21
Avail Cap(c_a), veh/h	168	4780	1175	618	3496	1342	327	0	298	307	0	332
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.28	0.28	0.28	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.0	5.4	3.4	54.5	0.0	0.0	51.6	0.0	52.9	52.3	0.0	50.5
Incr Delay (d2), s/veh	3.2	0.4	0.0	0.5	0.3	0.9	0.0	0.0	3.7	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	4.2	0.1	0.9	0.1	0.3	0.2	0.0	2.8	0.3	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.3	5.8	3.4	55.0	0.3	0.9	51.6	0.0	56.7	52.4	0.0	50.8
LnGrp LOS	E	A	A	E	A	A	D	A	E	D	A	D
Approach Vol, veh/h		2475			3431			96			39	
Approach Delay, s/veh		7.1			1.5			56.4			51.2	
Approach LOS		A			A			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.2	95.1		14.7	10.4	92.9		14.7
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	21.1	57.6		24.7	11.1	67.6		24.7
Max Q Clear Time (g_c+I1), s	4.2	19.4		5.4	6.0	2.0		9.3
Green Ext Time (p_c), s	0.1	36.4		0.1	0.0	64.9		0.1

Intersection Summary	
HCM 6th Ctrl Delay	5.0
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

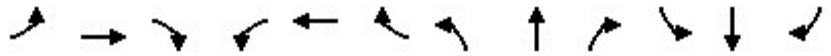
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	2196	0	6	3066	331	0	0	0	46	0	191
Future Volume (veh/h)	164	2196	0	6	3066	331	0	0	0	46	0	191
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	173	2312	0	6	3227	348	0	0	0	48	0	201
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	168	3448	0	60	3673	382	0	282	0	641	0	238
Arrive On Green	0.13	0.92	0.00	0.03	0.63	0.63	0.00	0.00	0.00	0.15	0.00	0.15
Sat Flow, veh/h	1781	5149	0	1781	5815	604	0	1870	0	3449	0	1582
Grp Volume(v), veh/h	173	2312	0	6	2591	984	0	0	0	48	0	201
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1708	0	1870	0	1724	0	1582
Q Serve(g_s), s	11.1	11.4	0.0	0.4	53.1	59.1	0.0	0.0	0.0	1.4	0.0	14.6
Cycle Q Clear(g_c), s	11.1	11.4	0.0	0.4	53.1	59.1	0.0	0.0	0.0	1.4	0.0	14.6
Prop In Lane	1.00		0.00	1.00		0.35	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	168	3448	0	60	2975	1079	0	282	0	641	0	238
V/C Ratio(X)	1.03	0.67	0.00	0.10	0.87	0.91	0.00	0.00	0.00	0.07	0.00	0.84
Avail Cap(c_a), veh/h	168	3448	0	168	2975	1079	0	471	0	990	0	398
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.00	0.48	0.48	0.48	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.6	1.9	0.0	55.3	17.8	18.9	0.0	0.0	0.0	43.2	0.0	48.8
Incr Delay (d2), s/veh	73.2	0.9	0.0	0.1	1.9	7.1	0.0	0.0	0.0	0.0	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	1.8	0.0	0.2	16.9	21.9	0.0	0.0	0.0	0.6	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	124.8	2.8	0.0	55.4	19.7	25.9	0.0	0.0	0.0	43.2	0.0	52.2
LnGrp LOS	F	A	A	E	B	C	A	A	A	D	A	D
Approach Vol, veh/h		2485			3581			0			249	
Approach Delay, s/veh		11.3			21.5			0.0			50.5	
Approach LOS		B			C						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	86.9		22.7	15.5	79.8		22.7				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.1	62.6		29.7	11.1	62.6		29.7				
Max Q Clear Time (g_c+I1), s	2.4	13.4		16.6	13.1	61.1		0.0				
Green Ext Time (p_c), s	0.0	44.6		0.8	0.0	1.5		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	2201	2	31	3268	0	0	0	19	0	0	0
Future Volume (veh/h)	46	2201	2	31	3268	0	0	0	19	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	49	2367	2	33	3514	0						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	62	4320	4	48	4147	0						
Arrive On Green	0.03	0.84	0.84	0.03	0.83	0.00						
Sat Flow, veh/h	1781	5144	4	1781	5149	0						
Grp Volume(v), veh/h	49	1529	840	33	3514	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1825	1781	1662	0						
Q Serve(g_s), s	2.0	9.8	9.8	1.3	28.9	0.0						
Cycle Q Clear(g_c), s	2.0	9.8	9.8	1.3	28.9	0.0						
Prop In Lane	1.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	62	2791	1533	48	4147	0						
V/C Ratio(X)	0.79	0.55	0.55	0.69	0.85	0.00						
Avail Cap(c_a), veh/h	742	2791	1533	742	4150	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	34.5	1.7	1.7	34.8	3.4	0.0						
Incr Delay (d2), s/veh	8.1	0.6	1.0	6.4	2.2	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.9	0.2	0.4	0.6	0.8	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.6	2.3	2.7	41.2	5.6	0.0						
LnGrp LOS	D	A	A	D	A	A						
Approach Vol, veh/h		2418			3547							
Approach Delay, s/veh		3.3			6.0							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	6.3	65.7			6.9	65.2						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	30.6	60.0			30.0	60.0						
Max Q Clear Time (g_c+I1), s	3.3	11.8			4.0	30.9						
Green Ext Time (p_c), s	0.0	45.3			0.0	29.0						
Intersection Summary												
HCM 6th Ctrl Delay			4.9									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	15.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	175	0	0	1394	681
Future Vol, veh/h	0	175	0	0	1394	681
Conflicting Peds, #/hr	0	0	10	0	0	10
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	194	0	0	1549	757

Major/Minor	Minor2			Major2	
Conflicting Flow All	1938	1163		-	0
Stage 1	1938	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	101	~ 161		-	-
Stage 1	62	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	99	~ 159		-	-
Mov Cap-2 Maneuver	99	-		-	-
Stage 1	61	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	200.2	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	159	-	-
HCM Lane V/C Ratio	-	1.223	-	-
HCM Control Delay (s)	0	200.2	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	11	-	-

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

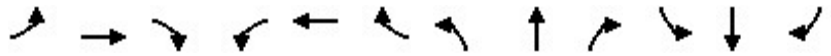
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	572	122	71	695	307	51	35	27	173	90	127
Future Volume (veh/h)	127	572	122	71	695	307	51	35	27	173	90	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	0.99		0.99	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	143	643	137	80	781	345	57	39	30	194	101	143
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	168	2919	883	101	2726	826	241	216	169	334	428	373
Arrive On Green	0.19	1.00	1.00	0.11	1.00	1.00	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	5106	1545	1781	5106	1548	749	896	701	1318	1777	1545
Grp Volume(v), veh/h	143	643	137	80	781	345	59	0	67	194	101	143
Grp Sat Flow(s),veh/h/ln	1781	1702	1545	1781	1702	1548	781	0	1565	1318	1777	1545
Q Serve(g_s), s	9.2	0.0	0.0	5.2	0.0	0.0	5.3	0.0	4.0	16.1	5.4	9.1
Cycle Q Clear(g_c), s	9.2	0.0	0.0	5.2	0.0	0.0	14.4	0.0	4.0	20.2	5.4	9.1
Prop In Lane	1.00		1.00	1.00		1.00	0.97		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	168	2919	883	101	2726	826	248	0	377	334	428	373
V/C Ratio(X)	0.85	0.22	0.16	0.79	0.29	0.42	0.24	0.00	0.18	0.58	0.24	0.38
Avail Cap(c_a), veh/h	319	2919	883	319	2726	826	315	0	468	411	532	462
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	0.0	0.0	51.6	0.0	0.0	43.2	0.0	35.5	43.5	36.0	37.4
Incr Delay (d2), s/veh	4.2	0.2	0.3	4.9	0.3	1.5	0.2	0.0	0.1	4.6	0.8	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	0.1	2.3	0.1	0.3	1.5	0.0	1.5	5.7	2.5	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	0.2	0.3	56.6	0.3	1.5	43.4	0.0	35.6	48.1	36.8	39.3
LnGrp LOS	D	A	A	E	A	A	D	A	D	D	D	D
Approach Vol, veh/h		923			1206			126			438	
Approach Delay, s/veh		8.1			4.3			39.2			42.6	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	73.5		33.4	15.6	69.1		33.4				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	21.1	* 47		35.3	21.1	46.2		35.3				
Max Q Clear Time (g_c+I1), s	7.2	2.0		22.2	11.2	2.0		16.4				
Green Ext Time (p_c), s	0.1	9.4		3.7	0.1	20.2		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		13.5
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	427	0	0	560	270	0	0	0	380	0	25
Future Volume (veh/h)	15	427	0	0	560	270	0	0	0	380	0	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	502	0	0	659	0	0	0	0	474	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	27	2641	0	2	2455		0	2	1	558	293	0
Arrive On Green	0.02	0.74	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3556	1870	0
Grp Volume(v), veh/h	18	502	0	0	659	0	0	0	0	474	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1778	1870	0
Q Serve(g_s), s	1.2	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.3	0.0	0.0
Cycle Q Clear(g_c), s	1.2	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.3	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	27	2641	0	2	2455		0	2	1	558	293	0
V/C Ratio(X)	0.67	0.19	0.00	0.00	0.27		0.00	0.00	0.00	0.85	0.00	0.00
Avail Cap(c_a), veh/h	152	2641	0	152	2455		0	157	133	1118	588	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.81	0.00	0.00
Uniform Delay (d), s/veh	57.8	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.4	0.0	0.0
Incr Delay (d2), s/veh	10.1	0.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.5	0.0	0.0	0.1	0.0	0.0	0.0	0.0	6.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.0	4.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	49.6	0.0	0.0
LnGrp LOS	E	A	A	A	A		A	A	A	D	A	A
Approach Vol, veh/h		520			659	A		0			474	
Approach Delay, s/veh		6.9			0.3			0.0			49.6	
Approach LOS		A			A						D	

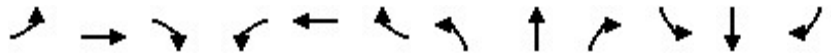
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	93.6		24.4	6.2	87.4		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.1	* 41		37.1	10.1	39.8		9.9				
Max Q Clear Time (g_c+I1), s	10.0	7.0		17.3	3.2	2.0		0.0				
Green Ext Time (p_c), s	0.0	9.2		0.9	0.0	9.4		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	16.5
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



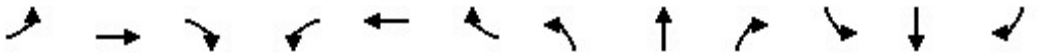
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	327	351	176	58	197	101	114	633	30	130	856	103
Future Volume (veh/h)	327	351	176	58	197	101	114	633	30	130	856	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	344	369	185	61	207	106	120	666	32	137	901	108
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	369	647	318	78	411	266	175	1556	75	192	1620	708
Arrive On Green	0.21	0.28	0.28	0.04	0.12	0.12	0.05	0.45	0.45	0.06	0.46	0.46
Sat Flow, veh/h	1781	2284	1124	1781	3554	1536	3456	3450	166	3456	3554	1552
Grp Volume(v), veh/h	344	285	269	61	207	106	120	343	355	137	901	108
Grp Sat Flow(s),veh/h/ln	1781	1777	1632	1781	1777	1536	1728	1777	1839	1728	1777	1552
Q Serve(g_s), s	22.0	15.9	16.4	3.9	6.3	4.3	4.0	15.2	15.3	4.5	21.4	2.1
Cycle Q Clear(g_c), s	22.0	15.9	16.4	3.9	6.3	4.3	4.0	15.2	15.3	4.5	21.4	2.1
Prop In Lane	1.00		0.69	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	369	503	462	78	411	266	175	801	829	192	1620	708
V/C Ratio(X)	0.93	0.57	0.58	0.78	0.50	0.40	0.69	0.43	0.43	0.71	0.56	0.15
Avail Cap(c_a), veh/h	393	685	629	147	888	472	286	801	829	209	1620	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.2	35.5	35.7	54.9	48.2	19.3	54.2	21.7	21.7	53.9	23.0	3.8
Incr Delay (d2), s/veh	27.1	0.4	0.4	6.0	0.4	0.4	1.8	1.7	1.6	8.1	1.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.4	6.9	6.6	1.9	2.8	1.8	1.8	6.7	6.9	2.2	9.2	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.3	35.9	36.1	60.9	48.5	19.7	56.0	23.3	23.3	62.0	24.4	4.2
LnGrp LOS	E	D	D	E	D	B	E	C	C	E	C	A
Approach Vol, veh/h		898			374			818			1146	
Approach Delay, s/veh		49.9			42.4			28.1			27.0	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	57.6	9.5	38.0	10.3	58.2	29.2	18.3
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	7.6	* 36	9.6	44.7	9.6	32.8	25.6	* 29
Max Q Clear Time (g_c+I1), s	6.3	17.3	5.9	18.4	6.0	23.4	24.0	8.3
Green Ext Time (p_c), s	0.0	1.5	0.0	1.3	0.0	2.1	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	35.4
HCM 6th LOS	D

Notes

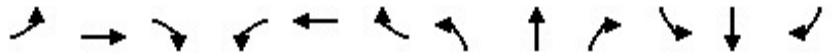
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	254	87	148	188	68	130	109	189	56	84	68
Future Volume (veh/h)	48	254	87	148	188	68	130	109	189	56	84	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.96	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	270	93	157	200	72	138	116	201	60	89	72
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	1217	651	232	697	546	171	1071	566	78	885	366
Arrive On Green	0.04	0.34	0.34	0.07	0.37	0.37	0.10	0.30	0.30	0.04	0.25	0.25
Sat Flow, veh/h	1781	3554	1456	3456	1870	1467	1781	3554	1524	1781	3554	1471
Grp Volume(v), veh/h	51	270	93	157	200	72	138	116	201	60	89	72
Grp Sat Flow(s),veh/h/ln	1781	1777	1456	1728	1870	1467	1781	1777	1524	1781	1777	1471
Q Serve(g_s), s	2.7	5.2	3.7	4.2	7.2	3.1	7.2	2.2	9.2	3.2	1.8	3.7
Cycle Q Clear(g_c), s	2.7	5.2	3.7	4.2	7.2	3.1	7.2	2.2	9.2	3.2	1.8	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	66	1217	651	232	697	546	171	1071	566	78	885	366
V/C Ratio(X)	0.77	0.22	0.14	0.68	0.29	0.13	0.81	0.11	0.36	0.77	0.10	0.20
Avail Cap(c_a), veh/h	560	1490	763	1087	784	615	560	1490	745	560	1490	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	22.3	16.1	43.5	21.0	19.7	42.2	24.1	21.9	45.1	27.6	28.3
Incr Delay (d2), s/veh	7.0	0.1	0.1	1.3	0.1	0.1	3.4	0.0	0.4	5.9	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.1	1.2	1.8	3.1	1.0	3.3	0.9	3.3	1.5	0.8	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	22.4	16.2	44.8	21.1	19.8	45.6	24.1	22.3	51.0	27.6	28.4
LnGrp LOS	D	C	B	D	C	B	D	C	C	D	C	C
Approach Vol, veh/h		414			429			455			221	
Approach Delay, s/veh		24.7			29.6			29.8			34.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	38.6	14.6	30.5	8.9	41.4	9.6	35.4
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	6.2	7.2	9.2	5.7	4.7	9.2	5.2	11.2
Green Ext Time (p_c), s	0.3	2.7	0.2	0.5	0.0	1.0	0.1	1.5

Intersection Summary	
HCM 6th Ctrl Delay	29.0
HCM 6th LOS	C



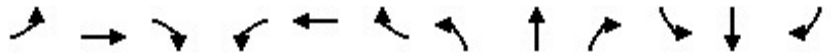
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	0	20	23	3	46	31	330	25	47	253	21
Future Volume (veh/h)	8	0	20	23	3	46	31	330	25	47	253	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.97		0.97	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	0	22	25	3	51	34	363	27	52	278	23
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	51	296	516	52	491	57	1406	103	79	1456	118
Arrive On Green	0.27	0.00	0.27	0.27	0.27	0.27	0.03	0.29	0.29	0.04	0.30	0.30
Sat Flow, veh/h	257	185	1083	1222	190	1536	1781	4839	354	1781	4799	389
Grp Volume(v), veh/h	31	0	0	28	0	51	34	254	136	52	195	106
Grp Sat Flow(s),veh/h/ln	1526	0	0	1412	0	1536	1781	1702	1789	1781	1702	1783
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.9	0.7	2.1	2.2	1.1	1.6	1.6
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.4	0.0	0.9	0.7	2.1	2.2	1.1	1.6	1.6
Prop In Lane	0.29		0.71	0.89		1.00	1.00		0.20	1.00		0.22
Lane Grp Cap(c), veh/h	541	0	0	568	0	491	57	989	520	79	1033	541
V/C Ratio(X)	0.06	0.00	0.00	0.05	0.00	0.10	0.60	0.26	0.26	0.65	0.19	0.20
Avail Cap(c_a), veh/h	1699	0	0	1668	0	1707	1423	5438	2857	1423	5438	2849
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	0.0	0.0	10.1	0.0	9.0	17.9	10.2	10.2	17.7	9.7	9.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.2	0.4	3.4	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.1	0.0	0.2	0.3	0.6	0.7	0.5	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	0.0	0.0	10.1	0.0	9.1	21.7	10.4	10.6	21.0	9.8	9.9
LnGrp LOS	B	A	A	B	A	A	C	B	B	C	A	A
Approach Vol, veh/h		31			79			424			353	
Approach Delay, s/veh		10.1			9.4			11.4			11.5	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.1	16.3		15.2	5.6	16.8		15.2
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.1	4.2		2.5	2.7	3.6		2.9
Green Ext Time (p_c), s	0.1	3.7		0.1	0.0	2.4		0.2

Intersection Summary	
HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	23	39	47	35	18	168	580	61	30	457	98
Future Volume (veh/h)	15	23	39	47	35	18	168	580	61	30	457	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.90	1.00		0.95	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	25	42	51	38	20	183	630	66	33	497	107
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	555	422	66	549	417	227	1422	603	43	885	189
Arrive On Green	0.04	0.30	0.30	0.04	0.29	0.29	0.13	0.40	0.40	0.02	0.31	0.31
Sat Flow, veh/h	1781	1870	1422	1781	1870	1420	1781	3554	1506	1781	2878	615
Grp Volume(v), veh/h	16	25	42	51	38	20	183	630	66	33	305	299
Grp Sat Flow(s),veh/h/ln	1781	1870	1422	1781	1870	1420	1781	1777	1506	1781	1777	1716
Q Serve(g_s), s	0.8	0.9	2.1	2.7	1.4	1.0	9.7	12.5	2.7	1.8	13.9	14.1
Cycle Q Clear(g_c), s	0.8	0.9	2.1	2.7	1.4	1.0	9.7	12.5	2.7	1.8	13.9	14.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.36
Lane Grp Cap(c), veh/h	72	555	422	66	549	417	227	1422	603	43	546	528
V/C Ratio(X)	0.22	0.05	0.10	0.77	0.07	0.05	0.81	0.44	0.11	0.76	0.56	0.57
Avail Cap(c_a), veh/h	552	580	441	552	580	440	552	2203	934	552	1102	1064
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	24.2	24.7	46.2	24.6	24.5	41.1	21.2	18.2	46.9	28.0	28.1
Incr Delay (d2), s/veh	0.6	0.0	0.0	7.0	0.0	0.0	9.2	0.3	0.1	9.8	2.5	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.4	0.7	1.3	0.6	0.3	4.8	5.1	0.9	0.9	6.2	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.6	24.3	24.7	53.2	24.7	24.5	50.3	21.4	18.3	56.7	30.5	30.7
LnGrp LOS	D	C	C	D	C	C	D	C	B	E	C	C
Approach Vol, veh/h		83			109			879			637	
Approach Delay, s/veh		28.6			38.0			27.2			32.0	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	47.4	8.0	33.6	16.7	38.4	8.3	33.3
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	3.8	14.5	4.7	4.1	11.7	16.1	2.8	3.4
Green Ext Time (p_c), s	0.0	6.7	0.0	0.1	0.7	10.1	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	29.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

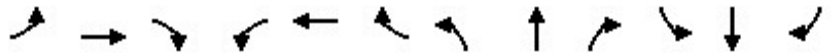
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	292	19	164	101	0	0	0	0	219	25	28
Future Volume (veh/h)	0	292	19	164	101	0	0	0	0	219	25	28
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	307	20	173	106	0				250	0	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	294	587	258	339	648	0				912	0	661
Arrive On Green	0.00	0.17	0.17	0.19	0.19	0.00				0.26	0.00	0.26
Sat Flow, veh/h	1781	3554	1561	1781	3572	0				3563	0	1562
Grp Volume(v), veh/h	0	307	20	173	106	0				250	0	29
Grp Sat Flow(s),veh/h/ln	1781	1777	1561	1781	1702	0				1781	0	1562
Q Serve(g_s), s	0.0	2.9	0.4	3.2	1.0	0.0				2.1	0.0	0.4
Cycle Q Clear(g_c), s	0.0	2.9	0.4	3.2	1.0	0.0				2.1	0.0	0.4
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	294	587	258	339	648	0				912	0	661
V/C Ratio(X)	0.00	0.52	0.08	0.51	0.16	0.00				0.27	0.00	0.04
Avail Cap(c_a), veh/h	2864	5714	2510	2864	5473	0				3341	0	1726
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.2	13.2	13.5	12.6	0.0				11.1	0.0	6.4
Incr Delay (d2), s/veh	0.0	0.3	0.0	1.3	0.1	0.0				0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9	0.1	1.0	0.3	0.0				0.7	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.5	13.2	14.9	12.8	0.0				11.2	0.0	6.4
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		327			279						279	
Approach Delay, s/veh		14.4			14.1						10.7	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		10.2		15.7		11.4
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		4.9		4.1		5.2
Green Ext Time (p_c), s		1.2		0.5		1.9

Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	438	0	1	246	257	28	12	74	21	0	215
Future Volume (veh/h)	100	438	0	1	246	257	28	12	74	21	0	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		0.99	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	109	476	0	1	267	279	30	13	80	23	0	234
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	1625	0	59	564	430	180	22	137	29	0	293
Arrive On Green	0.08	0.46	0.00	0.30	0.30	0.30	0.10	0.10	0.10	0.20	0.00	0.20
Sat Flow, veh/h	1781	3647	0	1	1868	1423	1781	219	1349	142	0	1446
Grp Volume(v), veh/h	109	476	0	268	0	279	30	0	93	257	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1869	0	1423	1781	0	1568	1588	0	0
Q Serve(g_s), s	3.7	5.2	0.0	0.0	0.0	10.5	1.0	0.0	3.5	9.5	0.0	0.0
Cycle Q Clear(g_c), s	3.7	5.2	0.0	7.2	0.0	10.5	1.0	0.0	3.5	9.5	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.86	0.09		0.91
Lane Grp Cap(c), veh/h	147	1625	0	623	0	430	180	0	159	321	0	0
V/C Ratio(X)	0.74	0.29	0.00	0.43	0.00	0.65	0.17	0.00	0.59	0.80	0.00	0.00
Avail Cap(c_a), veh/h	863	3444	0	1866	0	1379	1151	0	1013	1026	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.8	10.5	0.0	17.6	0.0	18.8	25.4	0.0	26.6	23.5	0.0	0.0
Incr Delay (d2), s/veh	8.6	0.0	0.0	0.6	0.0	2.0	0.2	0.0	1.3	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.6	0.0	2.7	0.0	3.2	0.4	0.0	1.3	3.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.3	10.6	0.0	18.2	0.0	20.7	25.6	0.0	27.9	25.3	0.0	0.0
LnGrp LOS	D	B	A	B	A	C	C	A	C	C	A	A
Approach Vol, veh/h		585			547			123			257	
Approach Delay, s/veh		15.4			19.5			27.3			25.3	
Approach LOS		B			B			C			C	

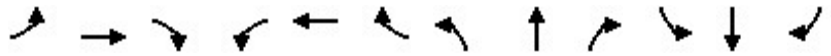
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		32.7		16.5	9.6	23.1		12.7				
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4				
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s		7.2		11.5	5.7	12.5		5.5				
Green Ext Time (p_c), s		1.9		1.2	0.3	4.3		0.4				

Intersection Summary		
HCM 6th Ctrl Delay	19.5	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	451	87	273	323	0	0	0	0	325	185	192
Future Volume (veh/h)	0	451	87	273	323	0	0	0	0	325	185	192
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	475	92	287	340	0				342	195	202
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1918	839	367	2482	0				659	346	284
Arrive On Green	0.00	0.54	0.54	0.21	1.00	0.00				0.19	0.19	0.19
Sat Flow, veh/h	0	3647	1555	3456	3647	0				3563	1870	1536
Grp Volume(v), veh/h	0	475	92	287	340	0				342	195	202
Grp Sat Flow(s),veh/h/ln	0	1777	1555	1728	1777	0				1781	1870	1536
Q Serve(g_s), s	0.0	6.0	2.4	6.6	0.0	0.0				7.3	8.0	10.4
Cycle Q Clear(g_c), s	0.0	6.0	2.4	6.6	0.0	0.0				7.3	8.0	10.4
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1918	839	367	2482	0				659	346	284
V/C Ratio(X)	0.00	0.25	0.11	0.78	0.14	0.00				0.52	0.56	0.71
Avail Cap(c_a), veh/h	0	1918	839	703	2482	0				1361	715	587
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.97	0.97	0.97	0.97	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.3	9.5	32.2	0.0	0.0				30.9	31.1	32.1
Incr Delay (d2), s/veh	0.0	0.3	0.3	1.4	0.1	0.0				0.2	0.5	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.0	0.8	2.4	0.0	0.0				3.1	3.6	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.6	9.7	33.5	0.1	0.0				31.1	31.7	33.4
LnGrp LOS	A	B	A	C	A	A				C	C	C
Approach Vol, veh/h		567			627						739	
Approach Delay, s/veh		10.4			15.4						31.9	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.3	50.2		20.4		63.6
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.6	8.0		12.4		2.0
Green Ext Time (p_c), s	0.3	3.0		1.7		2.4

Intersection Summary	
HCM 6th Ctrl Delay	20.2
HCM 6th LOS	C

Notes

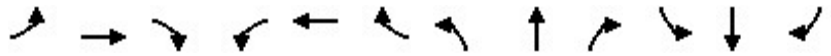
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	289	488	0	0	490	444	105	160	23	0	0	0
Future Volume (veh/h)	289	488	0	0	490	444	105	160	23	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	314	530	0	0	533	483	114	174	25			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1330	2764	0	0	1189	517	188	322	46			
Arrive On Green	0.77	1.00	0.00	0.00	0.33	0.33	0.11	0.11	0.11			
Sat Flow, veh/h	3456	3647	0	0	3647	1547	1781	3050	431			
Grp Volume(v), veh/h	314	530	0	0	533	483	114	96	103			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1547	1781	1702	1779			
Q Serve(g_s), s	2.1	0.0	0.0	0.0	9.9	25.4	5.1	4.5	4.6			
Cycle Q Clear(g_c), s	2.1	0.0	0.0	0.0	9.9	25.4	5.1	4.5	4.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.24			
Lane Grp Cap(c), veh/h	1330	2764	0	0	1189	517	188	180	188			
V/C Ratio(X)	0.24	0.19	0.00	0.00	0.45	0.93	0.61	0.53	0.55			
Avail Cap(c_a), veh/h	1330	2764	0	0	1189	517	596	569	595			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.95	0.95	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	6.2	0.0	0.0	0.0	21.9	27.0	35.9	35.6	35.7			
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.0	1.2	26.1	1.2	0.9	0.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	0.1	0.0	0.0	4.0	12.1	2.3	1.9	2.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.3	0.1	0.0	0.0	23.1	53.1	37.1	36.5	36.6			
LnGrp LOS	A	A	A	A	C	D	D	D	D			
Approach Vol, veh/h		844			1016			313				
Approach Delay, s/veh		2.4			37.4			36.7				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		70.2			37.2	33.0		13.8				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			4.1	27.4		7.1				
Green Ext Time (p_c), s		4.4			0.7	0.4		1.1				

Intersection Summary	
HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C

Notes

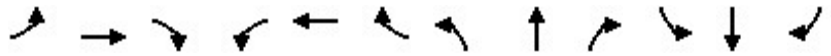
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	22	60	23	1091	14	0	0	0
Future Volume (veh/h)	0	0	0	0	22	60	23	1091	14	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	24	66	25	1199	15			
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	31	86	126	3154	39			
Arrive On Green				0.00	0.07	0.07	0.63	0.63	0.63			
Sat Flow, veh/h				0	441	1212	37	4997	62			
Grp Volume(v), veh/h				0	0	90	453	376	410			
Grp Sat Flow(s),veh/h/ln				0	0	1652	1858	1549	1689			
Q Serve(g_s), s				0.0	0.0	2.0	0.0	4.4	4.4			
Cycle Q Clear(g_c), s				0.0	0.0	2.0	4.4	4.4	4.4			
Prop In Lane				0.00		0.73	0.06		0.04			
Lane Grp Cap(c), veh/h				0	0	117	1275	977	1066			
V/C Ratio(X)				0.00	0.00	0.77	0.36	0.38	0.38			
Avail Cap(c_a), veh/h				0	0	1774	3075	2495	2720			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	17.0	3.3	3.3	3.3			
Incr Delay (d2), s/veh				0.0	0.0	3.9	0.2	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.8	0.6	0.6	0.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	20.9	3.6	3.7	3.7			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					90			1239				
Approach Delay, s/veh					20.9			3.7				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	29.1							8.1				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	6.4							4.0				
Green Ext Time (p_c), s	17.1							0.4				

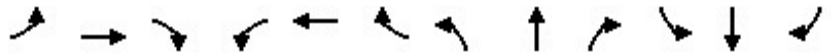
Intersection Summary		
HCM 6th Ctrl Delay	4.8	
HCM 6th LOS	A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	209	95	323	264	81	168	245	124	53	272	53
Future Volume (veh/h)	42	209	95	323	264	81	168	245	124	53	272	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.96	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	225	102	347	284	87	181	263	133	57	292	57
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	364	305	397	527	162	225	925	415	73	798	149
Arrive On Green	0.03	0.19	0.19	0.22	0.38	0.38	0.13	0.27	0.27	0.04	0.19	0.19
Sat Flow, veh/h	1781	1870	1568	1781	1372	420	1781	3404	1527	1781	4287	798
Grp Volume(v), veh/h	45	225	102	347	0	371	181	263	133	57	229	120
Grp Sat Flow(s),veh/h/ln	1781	1870	1568	1781	0	1792	1781	1702	1527	1781	1702	1681
Q Serve(g_s), s	1.8	7.8	4.0	13.3	0.0	11.3	7.0	4.3	4.9	2.2	4.1	4.4
Cycle Q Clear(g_c), s	1.8	7.8	4.0	13.3	0.0	11.3	7.0	4.3	4.9	2.2	4.1	4.4
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	59	364	305	397	0	689	225	925	415	73	634	313
V/C Ratio(X)	0.76	0.62	0.33	0.87	0.00	0.54	0.80	0.28	0.32	0.78	0.36	0.38
Avail Cap(c_a), veh/h	758	1061	890	758	0	1017	758	2897	1299	758	2897	1431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	26.0	24.4	26.4	0.0	16.8	29.9	20.3	20.5	33.5	25.0	25.1
Incr Delay (d2), s/veh	7.2	0.6	0.2	2.4	0.0	0.7	2.5	0.3	0.8	6.6	0.6	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.4	1.4	5.7	0.0	4.5	3.0	1.6	1.7	1.1	1.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	26.6	24.7	28.9	0.0	17.5	32.5	20.6	21.3	40.1	25.6	26.5
LnGrp LOS	D	C	C	C	A	B	C	C	C	D	C	C
Approach Vol, veh/h		372			718			577			406	
Approach Delay, s/veh		27.8			23.0			24.5			27.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	24.5	20.1	18.6	13.3	18.4	6.7	32.0
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	14.2	6.9	15.3	9.8	9.0	6.4	3.8	13.3
Green Ext Time (p_c), s	0.1	5.1	0.5	1.1	0.2	4.2	0.0	2.6

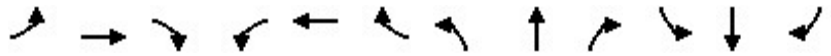
Intersection Summary	
HCM 6th Ctrl Delay	25.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	161	271	110	138	0	0	0	0	78	1299	469
Future Volume (veh/h)	0	161	271	110	138	0	0	0	0	78	1299	469
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	164	277	112	141	0				80	1326	479
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	424	360	225	379	0				1095	2269	814
Arrive On Green	0.00	0.23	0.23	0.23	0.23	0.00				0.61	0.61	0.61
Sat Flow, veh/h	0	1870	1585	617	1757	0				1781	3690	1323
Grp Volume(v), veh/h	0	164	277	119	134	0				80	1223	582
Grp Sat Flow(s),veh/h/ln	0	1870	1585	671	1617	0				1781	1702	1609
Q Serve(g_s), s	0.0	6.1	13.4	9.4	5.7	0.0				1.5	17.7	17.9
Cycle Q Clear(g_c), s	0.0	6.1	13.4	15.5	5.7	0.0				1.5	17.7	17.9
Prop In Lane	0.00		1.00	0.94		0.00				1.00		0.82
Lane Grp Cap(c), veh/h	0	424	360	237	367	0				1095	2093	989
V/C Ratio(X)	0.00	0.39	0.77	0.50	0.36	0.00				0.07	0.58	0.59
Avail Cap(c_a), veh/h	0	683	579	373	591	0				1302	2487	1176
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	26.9	29.7	33.2	26.8	0.0				6.4	9.5	9.5
Incr Delay (d2), s/veh	0.0	0.2	1.3	1.2	0.4	0.0				0.1	0.5	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.7	5.2	2.3	2.2	0.0				0.5	5.8	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	27.1	31.1	34.4	27.2	0.0				6.4	10.0	10.5
LnGrp LOS	A	C	C	C	C	A				A	A	B
Approach Vol, veh/h		441			253						1885	
Approach Delay, s/veh		29.6			30.6						10.0	
Approach LOS		C			C						A	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		25.3		56.8		25.3
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		15.4		19.9		17.5
Green Ext Time (p_c), s		1.0		30.5		1.1

Intersection Summary	
HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	16	78	0	26	16	229	1096	34	0	0	0
Future Volume (veh/h)	142	16	78	0	26	16	229	1096	34	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	165	19	91	0	30	19	266	1274	40			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	400	36	1175	0	229	145	942	1858	58			
Arrive On Green	0.21	0.21	0.21	0.00	0.21	0.21	0.53	0.53	0.53			
Sat Flow, veh/h	1115	168	1574	0	1068	677	1781	3514	110			
Grp Volume(v), veh/h	184	0	91	0	0	49	266	644	670			
Grp Sat Flow(s),veh/h/ln	1283	0	1574	0	0	1745	1781	1777	1847			
Q Serve(g_s), s	4.9	0.0	0.0	0.0	0.0	1.0	3.5	11.4	11.4			
Cycle Q Clear(g_c), s	5.9	0.0	0.0	0.0	0.0	1.0	3.5	11.4	11.4			
Prop In Lane	0.90		1.00	0.00		0.39	1.00		0.06			
Lane Grp Cap(c), veh/h	436	0	1175	0	0	374	942	940	977			
V/C Ratio(X)	0.42	0.00	0.08	0.00	0.00	0.13	0.28	0.69	0.69			
Avail Cap(c_a), veh/h	1122	0	1952	0	0	1235	1239	1236	1285			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	15.7	0.0	1.5	0.0	0.0	13.5	5.5	7.4	7.4			
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.0	0.0	0.1	0.2	1.0	1.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.5	0.0	1.1	0.0	0.0	0.3	0.9	3.0	3.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	1.5	0.0	0.0	13.5	5.7	8.4	8.4			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		275			49			1580				
Approach Delay, s/veh		11.4			13.5			7.9				
Approach LOS		B			B			A				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	26.9	15.5	15.5
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	13.4	7.9	3.0
Green Ext Time (p_c), s	9.0	1.4	0.1

Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	12	31	0	10	60	19	464	99	44	685	7
Future Volume (veh/h)	5	12	31	0	10	60	19	464	99	44	685	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	13	33	0	11	63	20	488	104	46	721	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	413	110	280	150	57	325	35	2121	645	132	2262	22
Arrive On Green	0.24	0.24	0.24	0.00	0.24	0.24	0.02	0.42	0.42	0.04	0.43	0.43
Sat Flow, veh/h	1317	465	1182	1360	240	1372	1781	5106	1553	3456	5213	51
Grp Volume(v), veh/h	5	0	46	0	0	74	20	488	104	46	471	257
Grp Sat Flow(s),veh/h/ln	1317	0	1647	1360	0	1612	1781	1702	1553	1728	1702	1859
Q Serve(g_s), s	0.1	0.0	1.1	0.0	0.0	1.8	0.5	3.0	2.0	0.6	4.4	4.4
Cycle Q Clear(g_c), s	1.9	0.0	1.1	0.0	0.0	1.8	0.5	3.0	2.0	0.6	4.4	4.4
Prop In Lane	1.00		0.72	1.00		0.85	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	413	0	390	150	0	382	35	2121	645	132	1477	807
V/C Ratio(X)	0.01	0.00	0.12	0.00	0.00	0.19	0.58	0.23	0.16	0.35	0.32	0.32
Avail Cap(c_a), veh/h	1195	0	1368	957	0	1339	1110	6362	1935	2153	4241	2317
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.5	0.0	14.4	0.0	0.0	14.7	23.4	9.1	8.8	22.6	9.0	9.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.1	5.5	0.1	0.2	0.6	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	0.0	0.0	0.6	0.3	0.9	0.6	0.2	1.2	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	0.0	14.5	0.0	0.0	14.8	28.9	9.2	9.0	23.2	9.1	9.2
LnGrp LOS	B	A	B	A	A	B	C	A	A	C	A	A
Approach Vol, veh/h		51			74			612			774	
Approach Delay, s/veh		14.6			14.8			9.8			9.9	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.2	25.7		16.2	5.3	26.6		16.2
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	2.6	5.0		3.9	2.5	6.4		3.8
Green Ext Time (p_c), s	0.1	7.3		0.2	0.0	5.3		0.3

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

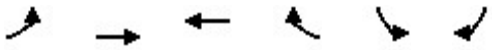
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2691	13	0	4385	5	0	0	1	0	0	4
Future Vol, veh/h	0	2691	13	0	4385	5	0	0	1	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	2774	13	0	4521	5	0	0	1	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1394	-	-	2263
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	112	0	0	28
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	112	-	-	28
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	37.4	154.6
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	112	-	-	-	-	28
HCM Lane V/C Ratio	0.009	-	-	-	-	0.147
HCM Control Delay (s)	37.4	-	-	-	-	154.6
HCM Lane LOS	E	-	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	-	0.5



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	942	1735	1899	61	48	38
Future Volume (veh/h)	942	1735	1899	61	48	38
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	992	1826	1999	0	51	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	814	4323	2963		78	69
Arrive On Green	0.24	0.87	0.59	0.00	0.04	0.04
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	992	1826	1999	0	51	40
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	27.8	9.1	32.0	0.0	3.3	2.9
Cycle Q Clear(g_c), s	27.8	9.1	32.0	0.0	3.3	2.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	814	4323	2963		78	69
V/C Ratio(X)	1.22	0.42	0.67		0.65	0.58
Avail Cap(c_a), veh/h	814	4323	2963		479	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.61	0.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	1.6	16.2	0.0	55.5	55.3
Incr Delay (d2), s/veh	109.4	0.3	0.8	0.0	3.4	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.8	0.9	11.0	0.0	1.5	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	154.5	1.9	17.0	0.0	59.0	58.2
LnGrp LOS	F	A	B		E	E
Approach Vol, veh/h		2818	1999	A	91	
Approach Delay, s/veh		55.6	17.0		58.6	
Approach LOS		E	B		E	

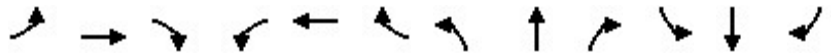
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		107.6		10.4	32.2	75.4
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		75.8		31.7	27.8	* 44
Max Q Clear Time (g_c+I1), s		11.1		5.3	29.8	34.0
Green Ext Time (p_c), s		54.2		0.1	0.0	9.4

Intersection Summary	
HCM 6th Ctrl Delay	39.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	903	46	53	1017	69	90	226	74	76	144	520
Future Volume (veh/h)	258	903	46	53	1017	69	90	226	74	76	144	520
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.94	1.00		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	263	921	47	54	1038	70	92	231	76	78	147	531
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	1612	82	248	1521	103	114	734	221	98	934	519
Arrive On Green	0.16	0.47	0.47	0.05	0.15	0.15	0.06	0.19	0.19	0.06	0.18	0.18
Sat Flow, veh/h	1781	3439	176	1781	3374	227	1781	3831	1151	1781	5106	1430
Grp Volume(v), veh/h	263	476	492	54	546	562	92	203	104	78	147	531
Grp Sat Flow(s),veh/h/ln	1781	1777	1838	1781	1777	1825	1781	1702	1578	1781	1702	1430
Q Serve(g_s), s	20.3	27.2	27.2	4.1	40.8	40.8	7.1	7.2	8.0	6.1	3.4	25.6
Cycle Q Clear(g_c), s	20.3	27.2	27.2	4.1	40.8	40.8	7.1	7.2	8.0	6.1	3.4	25.6
Prop In Lane	1.00		0.10	1.00		0.12	1.00		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	290	833	861	248	801	822	114	652	302	98	934	519
V/C Ratio(X)	0.91	0.57	0.57	0.22	0.68	0.68	0.81	0.31	0.34	0.79	0.16	1.02
Avail Cap(c_a), veh/h	382	833	861	248	801	822	244	652	302	244	934	519
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.84	0.84	0.84	0.99	0.99	0.99	0.99	0.99	0.99
Uniform Delay (d), s/veh	57.6	27.0	27.0	59.5	50.1	50.1	64.7	48.6	49.0	65.4	48.1	46.4
Incr Delay (d2), s/veh	20.9	2.8	2.7	1.7	3.9	3.9	5.0	0.3	0.8	5.3	0.1	45.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	11.9	12.3	2.0	20.4	20.9	3.4	3.1	3.2	2.9	1.5	24.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.5	29.8	29.7	61.2	54.0	54.0	69.7	48.9	49.7	70.7	48.2	91.7
LnGrp LOS	E	C	C	E	D	D	E	D	D	E	D	F
Approach Vol, veh/h		1231			1162			399			756	
Approach Delay, s/veh		40.2			54.3			53.9			81.1	
Approach LOS		D			D			D			F	

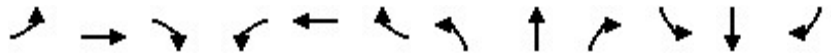
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	31.8	25.3	70.8	13.3	30.6	27.2	68.9
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	8.1	10.0	6.1	29.2	9.1	27.6	22.3	42.8
Green Ext Time (p_c), s	0.1	1.8	0.0	10.0	0.1	0.0	0.5	1.6

Intersection Summary	
HCM 6th Ctrl Delay	55.1
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	878	98	35	159	0	0	0	0	130	160	981
Future Volume (veh/h)	0	878	98	35	159	0	0	0	0	130	160	981
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	954	107	38	173	0				141	174	1066
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1615	181	63	2021	0				283	1643	537
Arrive On Green	0.00	0.17	0.17	0.04	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3313	361	1781	3647	0				819	4751	1553
Grp Volume(v), veh/h	0	526	535	38	173	0				315	0	1066
Grp Sat Flow(s),veh/h/ln	0	1777	1804	1781	1777	0				1829	1870	1553
Q Serve(g_s), s	0.0	38.4	38.4	2.9	3.1	0.0				19.1	0.0	48.4
Cycle Q Clear(g_c), s	0.0	38.4	38.4	2.9	3.1	0.0				19.1	0.0	48.4
Prop In Lane	0.00		0.20	1.00		0.00				0.45		1.00
Lane Grp Cap(c), veh/h	0	891	905	63	2021	0				632	1293	537
V/C Ratio(X)	0.00	0.59	0.59	0.60	0.09	0.00				0.50	0.00	1.99
Avail Cap(c_a), veh/h	0	891	905	313	2021	0				632	1293	537
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.88	0.88	0.87	0.87	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	45.1	45.1	66.5	13.7	0.0				36.2	0.0	45.8
Incr Delay (d2), s/veh	0.0	2.5	2.5	2.9	0.1	0.0				2.8	0.0	450.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.9	19.2	1.4	1.2	0.0				9.2	0.0	85.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	47.6	47.6	69.5	13.8	0.0				39.0	0.0	495.8
LnGrp LOS	A	D	D	E	B	A				D	A	F
Approach Vol, veh/h		1061			211						1381	
Approach Delay, s/veh		47.6			23.8						391.6	
Approach LOS		D			C						F	

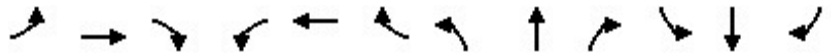
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.4	76.8		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	14.9	40.4		50.4		5.1
Green Ext Time (p_c), s	0.0	1.8		0.0		0.4

Intersection Summary		
HCM 6th Ctrl Delay	224.8	
HCM 6th LOS	F	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	779	271	0	0	130	149	41	101	57	0	0	0
Future Volume (veh/h)	779	271	0	0	130	149	41	101	57	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	838	291	0	0	140	160	44	109	61			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1537	1497	0	0	523	461	76	202	117			
Arrive On Green	0.44	0.80	0.00	0.00	0.29	0.29	0.08	0.08	0.08			
Sat Flow, veh/h	3456	1870	0	0	1870	1566	981	2617	1518			
Grp Volume(v), veh/h	838	291	0	0	140	160	82	71	61			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1566	1821	1777	1518			
Q Serve(g_s), s	14.2	2.9	0.0	0.0	4.8	6.4	3.5	3.1	3.1			
Cycle Q Clear(g_c), s	14.2	2.9	0.0	0.0	4.8	6.4	3.5	3.1	3.1			
Prop In Lane	1.00		0.00	0.00		1.00	0.54		1.00			
Lane Grp Cap(c), veh/h	1537	1497	0	0	523	461	140	137	117			
V/C Ratio(X)	0.55	0.19	0.00	0.00	0.27	0.35	0.58	0.52	0.52			
Avail Cap(c_a), veh/h	1537	1497	0	0	580	511	389	380	325			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.77	0.77	0.00	0.00	1.00	1.00	0.98	0.98	0.98			
Uniform Delay (d), s/veh	16.3	1.9	0.0	0.0	21.6	22.2	35.7	35.5	35.5			
Incr Delay (d2), s/veh	0.3	0.2	0.0	0.0	0.1	0.2	1.4	1.1	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.1	0.5	0.0	0.0	1.9	2.2	1.6	1.4	1.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	2.1	0.0	0.0	21.7	22.3	37.1	36.6	36.8			
LnGrp LOS	B	A	A	A	C	C	D	D	D			
Approach Vol, veh/h		1129			300			214				
Approach Delay, s/veh		12.9			22.1			36.8				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.9			40.5	28.5		11.1				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		4.9			16.2	8.4		5.5				
Green Ext Time (p_c), s		1.0			1.8	1.0		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

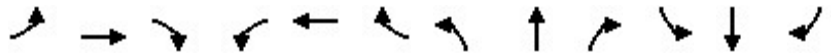
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	177	1518	426	0	0	1756
Future Volume (veh/h)	177	1518	426	0	0	1756
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	181	0	435	0	0	1792
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	213		2044	0	609	4972
Arrive On Green	0.12	0.00	0.41	0.00	0.00	0.79
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	181	0	435	0	0	1792
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	11.0	0.0	6.2	0.0	0.0	9.2
Cycle Q Clear(g_c), s	11.0	0.0	6.2	0.0	0.0	9.2
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	213		2044	0	609	4972
V/C Ratio(X)	0.85		0.21	0.00	0.00	0.36
Avail Cap(c_a), veh/h	487		2044	0	730	4972
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.00	0.94	0.00	0.00	0.90
Uniform Delay (d), s/veh	47.5	0.0	21.0	0.0	0.0	3.3
Incr Delay (d2), s/veh	2.8	0.0	0.1	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	2.3	0.0	0.0	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.3	0.0	21.0	0.0	0.0	3.5
LnGrp LOS	D		C	A	A	A
Approach Vol, veh/h	181	A	435			1792
Approach Delay, s/veh	50.3		21.0			3.5
Approach LOS	D		C			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	42.0	50.0				92.0	18.0
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	45.1	20.6				45.1	30.1
Max Q Clear Time (g_c+I1), s	10.0	8.2				11.2	13.0
Green Ext Time (p_c), s	0.0	2.9				20.8	0.2

Intersection Summary	
HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



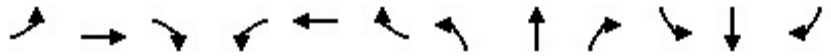
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	196	1553	138	131	244	0	0	202	48
Future Volume (veh/h)	0	0	0	196	1553	138	131	244	0	0	202	48
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.91
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				202	1601	142	135	252	0	0	208	49
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				299	2530	230	155	1416	0	0	543	118
Arrive On Green				0.19	0.19	0.19	0.17	0.55	0.00	0.00	0.13	0.13
Sat Flow, veh/h				522	4410	402	1781	5274	0	0	4285	893
Grp Volume(v), veh/h				714	599	632	135	252	0	0	169	88
Grp Sat Flow(s),veh/h/ln				1844	1702	1787	1781	1702	0	0	1702	1605
Q Serve(g_s), s				39.6	35.5	35.7	8.1	2.7	0.0	0.0	5.0	5.5
Cycle Q Clear(g_c), s				39.6	35.5	35.7	8.1	2.7	0.0	0.0	5.0	5.5
Prop In Lane				0.28		0.22	1.00		0.00	0.00		0.56
Lane Grp Cap(c), veh/h				1058	976	1025	155	1416	0	0	449	212
V/C Ratio(X)				0.68	0.61	0.62	0.87	0.18	0.00	0.00	0.38	0.42
Avail Cap(c_a), veh/h				1058	976	1025	155	1629	0	0	591	279
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.75	0.75	0.75	0.70	0.70	0.00	0.00	0.96	0.96
Uniform Delay (d), s/veh				35.1	33.4	33.5	44.8	18.3	0.0	0.0	43.6	43.9
Incr Delay (d2), s/veh				2.6	2.2	2.1	27.6	0.0	0.0	0.0	0.3	0.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				20.3	16.7	17.6	4.4	1.0	0.0	0.0	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				37.7	35.6	35.6	72.4	18.4	0.0	0.0	44.0	44.7
LnGrp LOS				D	D	D	E	B	A	A	D	D
Approach Vol, veh/h					1945			387			257	
Approach Delay, s/veh					36.3			37.2			44.2	
Approach LOS					D			D			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	15.5	20.9	69.0	36.4
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	9.6	* 19	63.1	35.1
Max Q Clear Time (g_c+I1), s	10.1	7.5	41.6	4.7
Green Ext Time (p_c), s	0.0	0.9	11.9	1.9

Intersection Summary	
HCM 6th Ctrl Delay	37.3
HCM 6th LOS	D

Notes

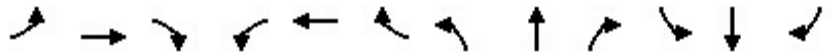
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	202	1851	0	0	0	0	0	161	63
Future Volume (veh/h)	0	0	0	202	1851	0	0	0	0	0	161	63
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.94
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				210	1928	0				0	168	66
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				344	3383	0				0	727	253
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				485	4934	0				0	3839	1278
Grp Volume(v), veh/h				800	1338	0				0	154	80
Grp Sat Flow(s),veh/h/ln				1846	1702	0				0	1702	1544
Q Serve(g_s), s				42.6	38.0	0.0				0.0	4.2	4.8
Cycle Q Clear(g_c), s				42.6	38.0	0.0				0.0	4.2	4.8
Prop In Lane				0.26		0.00				0.00		0.83
Lane Grp Cap(c), veh/h				1311	2417	0				0	675	306
V/C Ratio(X)				0.61	0.55	0.00				0.00	0.23	0.26
Avail Cap(c_a), veh/h				1311	2417	0				0	675	306
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				28.5	26.8	0.0				0.0	37.0	37.3
Incr Delay (d2), s/veh				2.1	0.9	0.0				0.0	0.8	2.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				21.7	17.6	0.0				0.0	1.8	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				30.6	27.7	0.0				0.0	37.8	39.3
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2138						234	
Approach Delay, s/veh					28.8						38.3	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.7		83.3						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.8		78.1						
Max Q Clear Time (g_c+I1), s				6.8		44.6						
Green Ext Time (p_c), s				0.3		3.6						

Intersection Summary												
HCM 6th Ctrl Delay			29.7									
HCM 6th LOS			C									



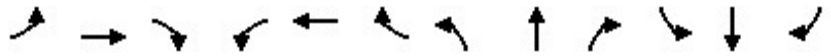
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1981	129	86	98	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1981	129	86	98	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2042	133	89	101	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3429	222	322	408	0			
Arrive On Green				0.00	0.23	0.23	0.20	0.20	0.00			
Sat Flow, veh/h				0	5061	317	1576	2086	0			
Grp Volume(v), veh/h				0	1417	758	101	89	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1805	1792	1777	0			
Q Serve(g_s), s				0.0	40.8	41.2	5.2	4.6	0.0			
Cycle Q Clear(g_c), s				0.0	40.8	41.2	5.2	4.6	0.0			
Prop In Lane				0.00		0.18	0.88		0.00			
Lane Grp Cap(c), veh/h				0	2386	1265	366	363	0			
V/C Ratio(X)				0.00	0.59	0.60	0.28	0.24	0.00			
Avail Cap(c_a), veh/h				0	2386	1265	366	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	28.3	28.5	36.9	36.6	0.0			
Incr Delay (d2), s/veh				0.0	1.1	2.1	1.9	1.6	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	18.9	20.6	2.5	2.2	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	29.4	30.6	38.7	38.2	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2175			190				
Approach Delay, s/veh					29.8			38.5				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						43.2		7.2				
Green Ext Time (p_c), s						22.9		0.9				

Intersection Summary	
HCM 6th Ctrl Delay	30.5
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	218	2131	0	0	0	0	0	144	41
Future Volume (veh/h)	0	0	0	218	2131	0	0	0	0	0	144	41
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				229	2243	0				0	152	43
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				320	3361	0				0	733	316
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				456	4963	0				0	3647	1533
Grp Volume(v), veh/h				927	1545	0				0	152	43
Grp Sat Flow(s),veh/h/ln				1848	1702	0				0	1777	1533
Q Serve(g_s), s				50.8	45.1	0.0				0.0	3.9	2.5
Cycle Q Clear(g_c), s				50.8	45.1	0.0				0.0	3.9	2.5
Prop In Lane				0.25		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1295	2386	0				0	733	316
V/C Ratio(X)				0.72	0.65	0.00				0.00	0.21	0.14
Avail Cap(c_a), veh/h				1295	2386	0				0	733	316
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				32.2	30.0	0.0				0.0	36.2	35.6
Incr Delay (d2), s/veh				3.4	1.4	0.0				0.0	0.6	0.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				26.3	20.9	0.0				0.0	1.8	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				35.6	31.4	0.0				0.0	36.8	36.5
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					2472						195	
Approach Delay, s/veh					33.0						36.8	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				27.6		82.4						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				22.7		77.1						
Max Q Clear Time (g_c+I1), s				5.9		52.8						
Green Ext Time (p_c), s				0.9		20.0						

Intersection Summary												
HCM 6th Ctrl Delay			33.2									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2251	68	46	36	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2251	68	46	36	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2345	71	48	38	0			
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3706	112	316	315	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5258	153	1781	1870	0			
Grp Volume(v), veh/h				0	1565	851	48	38	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1839	1781	1777	0			
Q Serve(g_s), s				0.0	25.4	25.8	2.5	2.0	0.0			
Cycle Q Clear(g_c), s				0.0	25.4	25.8	2.5	2.0	0.0			
Prop In Lane				0.00		0.08	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2479	1339	316	315	0			
V/C Ratio(X)				0.00	0.63	0.64	0.15	0.12	0.00			
Avail Cap(c_a), veh/h				0	2479	1339	316	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	7.5	7.6	38.3	38.0	0.0			
Incr Delay (d2), s/veh				0.0	1.2	2.3	1.0	0.8	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	8.3	9.5	1.2	0.9	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	8.8	9.9	39.3	38.8	0.0			
LnGrp LOS				A	A	A	D	D	A			
Approach Vol, veh/h					2416			86				
Approach Delay, s/veh					9.2			39.1				
Approach LOS					A			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						27.8		4.5				
Green Ext Time (p_c), s						34.9		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B

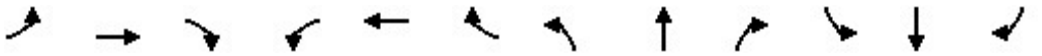
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	123	548	2	90	0	0	0	12
Future Vol, veh/h	0	0	0	0	123	548	2	90	0	0	0	12
Conflicting Peds, #/hr	6	0	0	0	0	6	15	0	0	0	0	15
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	128	571	2	94	0	0	0	13

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	79	705	-	-	-	371
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	79	705	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	901	359	0	0	0	626
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	921	437	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	883	357	-	-	-	622
Mov Cap-2 Maneuver	-	-	-	883	357	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	902	434	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	18.6	10.9
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	357	-	-	622
HCM Lane V/C Ratio	0.263	-	-	0.02
HCM Control Delay (s)	18.6	-	-	10.9
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1	-	-	0.1



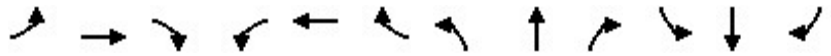
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	407	126	1245	703	0
Future Volume (veh/h)	0	0	0	0	0	0	0	407	126	1245	703	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.95	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	428	133	1311	740	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	818	248	3760	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.16	0.16	0.75	0.95	0.00
Sat Flow, veh/h		0					0	5149	1513	5023	1826	0
Grp Volume(v), veh/h		0.0					0	428	133	1311	740	0
Grp Sat Flow(s),veh/h/ln							0	1662	1513	1674	1826	0
Q Serve(g_s), s							0.0	8.6	8.9	9.8	3.5	0.0
Cycle Q Clear(g_c), s							0.0	8.6	8.9	9.8	3.5	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	818	248	3760	1740	0
V/C Ratio(X)							0.00	0.52	0.54	0.35	0.43	0.00
Avail Cap(c_a), veh/h							0	1205	366	3760	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.92	0.92	0.00
Uniform Delay (d), s/veh							0.0	42.0	42.1	4.7	0.2	0.0
Incr Delay (d2), s/veh							0.0	1.4	4.6	0.1	0.7	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	3.5	3.5	2.5	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	43.4	46.8	4.8	0.9	0.0
LnGrp LOS							A	D	D	A	A	A
Approach Vol, veh/h								561			2051	
Approach Delay, s/veh								44.2			3.4	
Approach LOS								D			A	

Timer - Assigned Phs	1	2			6							
Phs Duration (G+Y+Rc), s	86.7	23.3			110.0							
Change Period (Y+Rc), s	4.4	* 5.2			5.2							
Max Green Setting (Gmax), s	40.0	* 27			40.0							
Max Q Clear Time (g_c+I1), s	11.8	10.9			5.5							
Green Ext Time (p_c), s	5.8	5.3			7.3							

Intersection Summary		
HCM 6th Ctrl Delay		12.1
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



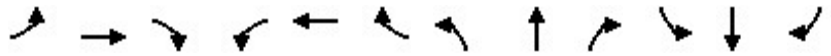
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	1289	46	0	0	0	0	287	208	97	296	0
Future Volume (veh/h)	63	1289	46	0	0	0	0	287	208	97	296	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97				1.00		0.95	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	65	1329	47				0	296	214	100	305	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	142	3088	947				0	611	272	130	1494	0
Arrive On Green	0.20	0.20	0.20				0.00	0.18	0.18	0.15	0.59	0.00
Sat Flow, veh/h	231	5032	1542				0	3572	1513	1781	5274	0
Grp Volume(v), veh/h	523	871	47				0	296	214	100	305	0
Grp Sat Flow(s),veh/h/ln	1859	1702	1542				0	1702	1513	1781	1702	0
Q Serve(g_s), s	27.2	24.5	2.7				0.0	8.6	14.9	5.9	3.1	0.0
Cycle Q Clear(g_c), s	27.2	24.5	2.7				0.0	8.6	14.9	5.9	3.1	0.0
Prop In Lane	0.12		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1141	2089	947				0	611	272	130	1494	0
V/C Ratio(X)	0.46	0.42	0.05				0.00	0.48	0.79	0.77	0.20	0.00
Avail Cap(c_a), veh/h	1141	2089	947				0	916	407	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.67	0.67	0.67				0.00	1.00	1.00	0.88	0.88	0.00
Uniform Delay (d), s/veh	27.8	26.7	18.0				0.0	40.5	43.1	46.1	16.8	0.0
Incr Delay (d2), s/veh	0.9	0.4	0.1				0.0	0.7	6.5	3.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	11.3	0.9				0.0	3.6	6.0	2.6	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.7	27.1	18.1				0.0	41.2	49.6	49.3	16.8	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1441						510			405	
Approach Delay, s/veh		27.4						44.7			24.8	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	72.4	37.6	12.4	25.2
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	29.2	5.1	7.9	16.9
Green Ext Time (p_c), s	11.5	1.7	0.1	2.9

Intersection Summary	
HCM 6th Ctrl Delay	30.7
HCM 6th LOS	C

Notes

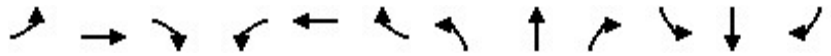
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



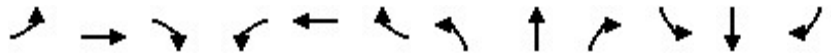
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1595	49	0	0	0	0	0	0	145	237	0
Future Volume (veh/h)	0	1595	49	0	0	0	0	0	0	145	237	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1644	51							149	244	0
Peak Hour Factor	0.97	0.97	0.97							0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2962	92							585	1117	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5251	158							1781	3572	0
Grp Volume(v), veh/h	0	1101	594							149	244	0
Grp Sat Flow(s),veh/h/ln	0	1702	1836							1781	1702	0
Q Serve(g_s), s	0.0	32.2	32.2							8.4	7.2	0.0
Cycle Q Clear(g_c), s	0.0	32.2	32.2							8.4	7.2	0.0
Prop In Lane	0.00		0.09							1.00		0.00
Lane Grp Cap(c), veh/h	0	1984	1070							585	1117	0
V/C Ratio(X)	0.00	0.55	0.56							0.25	0.22	0.00
Avail Cap(c_a), veh/h	0	1984	1070							585	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	31.5	31.5							36.7	36.2	0.0
Incr Delay (d2), s/veh	0.0	1.1	2.1							1.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.9	16.4							4.1	3.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	32.7	33.6							37.8	36.6	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1695									393	
Approach Delay, s/veh		33.0									37.0	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	34.2	10.4
Green Ext Time (p_c), s	5.4	1.0

Intersection Summary	
HCM 6th Ctrl Delay	33.8
HCM 6th LOS	C



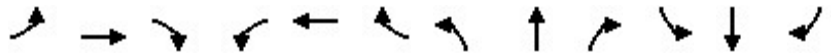
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	1919	0	0	0	0	0	103	213	0	0	0
Future Volume (veh/h)	73	1919	0	0	0	0	0	103	213	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	75	1978	0				0	106	220			
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	104	2917	0				0	599	494			
Arrive On Green	0.19	0.19	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	181	5253	0				0	1870	1465			
Grp Volume(v), veh/h	771	1282	0				0	106	220			
Grp Sat Flow(s),veh/h/ln	1861	1702	0				0	1777	1465			
Q Serve(g_s), s	42.8	38.4	0.0				0.0	4.6	12.9			
Cycle Q Clear(g_c), s	42.8	38.4	0.0				0.0	4.6	12.9			
Prop In Lane	0.10		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1068	1953	0				0	599	494			
V/C Ratio(X)	0.72	0.66	0.00				0.00	0.18	0.45			
Avail Cap(c_a), veh/h	1068	1953	0				0	599	494			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	36.4	34.6	0.0				0.0	25.7	28.4			
Incr Delay (d2), s/veh	4.2	1.7	0.0				0.0	0.6	2.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	22.5	17.9	0.0				0.0	2.1	4.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.6	36.3	0.0				0.0	26.3	31.3			
LnGrp LOS	D	D	A				A	C	C			
Approach Vol, veh/h		2053						326				
Approach Delay, s/veh		37.9						29.7				
Approach LOS		D						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		68.0						42.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		63.1						37.1				
Max Q Clear Time (g_c+I1), s		44.8						14.9				
Green Ext Time (p_c), s		13.7						2.2				
Intersection Summary												
HCM 6th Ctrl Delay			36.8									
HCM 6th LOS			D									



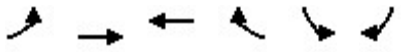
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2242	82	0	0	0	0	0	0	148	233	0
Future Volume (veh/h)	0	2242	82	0	0	0	0	0	0	148	233	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2288	84							151	238	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3542	129							374	746	0
Arrive On Green	0.00	0.23	0.23							0.07	0.07	0.00
Sat Flow, veh/h	0	5221	185							1781	3647	0
Grp Volume(v), veh/h	0	1537	835							151	238	0
Grp Sat Flow(s),veh/h/ln	0	1702	1834							1781	1777	0
Q Serve(g_s), s	0.0	44.9	45.3							8.9	7.0	0.0
Cycle Q Clear(g_c), s	0.0	44.9	45.3							8.9	7.0	0.0
Prop In Lane	0.00		0.10							1.00		0.00
Lane Grp Cap(c), veh/h	0	2386	1285							374	746	0
V/C Ratio(X)	0.00	0.64	0.65							0.40	0.32	0.00
Avail Cap(c_a), veh/h	0	2386	1285							374	746	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	29.9	30.1							44.6	43.7	0.0
Incr Delay (d2), s/veh	0.0	1.4	2.6							3.2	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	20.8	23.0							4.6	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.2	32.6							47.8	44.8	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		2372									389	
Approach Delay, s/veh		31.7									46.0	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	82.0	28.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	77.1	23.1
Max Q Clear Time (g_c+I1), s	47.3	10.9
Green Ext Time (p_c), s	22.8	1.6

Intersection Summary	
HCM 6th Ctrl Delay	33.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	2121	0	0	0	0	0	48	51	0	0	0
Future Volume (veh/h)	45	2121	0	0	0	0	0	48	51	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	47	2233	0				0	51	54			
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	73	3669	0				0	357	318			
Arrive On Green	0.23	0.23	0.00				0.00	0.20	0.20			
Sat Flow, veh/h	102	5335	0				0	1870	1585			
Grp Volume(v), veh/h	857	1423	0				0	51	54			
Grp Sat Flow(s),veh/h/ln	1865	1702	0				0	1777	1585			
Q Serve(g_s), s	45.6	40.8	0.0				0.0	2.6	3.1			
Cycle Q Clear(g_c), s	45.6	40.8	0.0				0.0	2.6	3.1			
Prop In Lane	0.05		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1324	2417	0				0	357	318			
V/C Ratio(X)	0.65	0.59	0.00				0.00	0.14	0.17			
Avail Cap(c_a), veh/h	1324	2417	0				0	357	318			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	29.7	27.8	0.0				0.0	36.2	36.4			
Incr Delay (d2), s/veh	2.5	1.1	0.0				0.0	0.8	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	23.7	18.9	0.0				0.0	1.2	1.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	28.9	0.0				0.0	37.0	37.5			
LnGrp LOS	C	C	A				A	D	D			
Approach Vol, veh/h		2280						105				
Approach Delay, s/veh		30.1						37.3				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		83.0						27.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		78.1						22.1				
Max Q Clear Time (g_c+I1), s		47.6						5.1				
Green Ext Time (p_c), s		22.3						0.5				
Intersection Summary												
HCM 6th Ctrl Delay			30.4									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	36	766	732	115	95	134
Future Volume (veh/h)	36	766	732	115	95	134
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	39	824	787	124	102	144
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	50	3988	3183	497	378	173
Arrive On Green	0.03	0.80	1.00	1.00	0.11	0.11
Sat Flow, veh/h	1781	5149	4497	677	3456	1585
Grp Volume(v), veh/h	39	824	602	309	102	144
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1687	1728	1585
Q Serve(g_s), s	2.6	4.7	0.0	0.0	3.2	10.5
Cycle Q Clear(g_c), s	2.6	4.7	0.0	0.0	3.2	10.5
Prop In Lane	1.00			0.40	1.00	1.00
Lane Grp Cap(c), veh/h	50	3988	2441	1239	378	173
V/C Ratio(X)	0.78	0.21	0.25	0.25	0.27	0.83
Avail Cap(c_a), veh/h	319	3988	2441	1239	884	406
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.98	0.98	1.00	1.00
Uniform Delay (d), s/veh	57.0	2.8	0.0	0.0	48.2	51.5
Incr Delay (d2), s/veh	8.9	0.1	0.2	0.5	0.1	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.0	0.1	0.2	1.4	9.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	65.9	2.9	0.2	0.5	48.4	55.4
LnGrp LOS	E	A	A	A	D	E
Approach Vol, veh/h		863	911		246	
Approach Delay, s/veh		5.8	0.3		52.5	
Approach LOS		A	A		D	

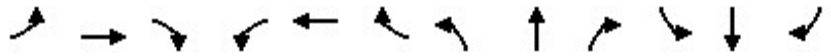
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		100.2		17.8	7.7	92.5
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 77		30.2	21.1	51.6
Max Q Clear Time (g_c+I1), s		6.7		12.5	4.6	2.0
Green Ext Time (p_c), s		18.3		0.4	0.0	17.2

Intersection Summary	
HCM 6th Ctrl Delay	9.0
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	822	23	32	877	18	11	0	21	9	0	9
Future Volume (veh/h)	16	822	23	32	877	18	11	0	21	9	0	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.88	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	847	24	33	904	0	11	0	22	9	0	9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	722	3466	98	63	1567		40	0	31	268	0	117
Arrive On Green	0.81	1.00	1.00	0.04	0.31	0.00	0.02	0.00	0.02	0.08	0.00	0.08
Sat Flow, veh/h	1781	4979	141	1781	4985	1585	1781	0	1403	3456	0	1505
Grp Volume(v), veh/h	16	565	306	33	904	0	11	0	22	9	0	9
Grp Sat Flow(s),veh/h/ln	1781	1662	1797	1781	1662	1585	1781	0	1403	1728	0	1505
Q Serve(g_s), s	0.2	0.0	0.0	2.1	17.9	0.0	0.7	0.0	1.8	0.3	0.0	0.7
Cycle Q Clear(g_c), s	0.2	0.0	0.0	2.1	17.9	0.0	0.7	0.0	1.8	0.3	0.0	0.7
Prop In Lane	1.00		0.08	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	722	2313	1251	63	1567		40	0	31	268	0	117
V/C Ratio(X)	0.02	0.24	0.24	0.53	0.58		0.28	0.00	0.70	0.03	0.00	0.08
Avail Cap(c_a), veh/h	722	2313	1251	168	1567		251	0	197	999	0	435
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.7	0.0	0.0	56.0	33.9	0.0	56.7	0.0	57.3	50.3	0.0	50.5
Incr Delay (d2), s/veh	0.0	0.2	0.5	2.5	1.6	0.0	1.4	0.0	10.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.2	1.0	7.2	0.0	0.3	0.0	0.7	0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.7	0.2	0.5	58.5	35.4	0.0	58.1	0.0	67.3	50.4	0.0	50.6
LnGrp LOS	A	A	A	E	D		E	A	E	D	A	D
Approach Vol, veh/h		887			937	A		33			18	
Approach Delay, s/veh		0.4			36.2			64.2			50.5	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.6	87.8		14.1	53.5	42.9		7.5
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.1	21.6		34.1	10.2	* 37		16.6
Max Q Clear Time (g_c+I1), s	4.1	2.0		2.7	2.2	19.9		3.8
Green Ext Time (p_c), s	0.0	8.8		0.0	0.0	8.6		0.0

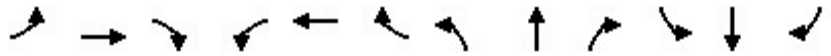
Intersection Summary	
HCM 6th Ctrl Delay	19.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	862	97	220	2356	206	101	36	180	463	4	9
Future Volume (veh/h)	52	862	97	220	2356	206	101	36	180	463	4	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	958	108	244	2618	229	112	40	0	514	4	10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	494	2776	952	303	2119	183	204	110		456	59	148
Arrive On Green	0.28	0.56	0.56	0.09	0.36	0.36	0.06	0.06	0.00	0.13	0.13	0.13
Sat Flow, veh/h	1781	4985	1542	3456	5912	512	3456	1870	1585	3563	463	1157
Grp Volume(v), veh/h	58	958	108	244	2080	767	112	40	0	514	0	14
Grp Sat Flow(s),veh/h/ln	1781	1662	1542	1728	1570	1713	1728	1870	1585	1781	0	1619
Q Serve(g_s), s	2.9	12.4	3.4	8.2	42.3	42.3	3.7	2.4	0.0	15.1	0.0	0.9
Cycle Q Clear(g_c), s	2.9	12.4	3.4	8.2	42.3	42.3	3.7	2.4	0.0	15.1	0.0	0.9
Prop In Lane	1.00		1.00	1.00		0.30	1.00		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	494	2776	952	303	1689	614	204	110		456	0	207
V/C Ratio(X)	0.12	0.35	0.11	0.81	1.23	1.25	0.55	0.36		1.13	0.00	0.07
Avail Cap(c_a), veh/h	494	2776	952	416	1689	614	1084	586		456	0	207
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.8	14.3	9.4	52.8	37.8	37.9	54.0	53.4	0.0	51.5	0.0	45.3
Incr Delay (d2), s/veh	0.0	0.3	0.2	5.6	109.7	125.0	0.9	0.7	0.0	81.8	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.4	1.3	3.7	32.5	38.0	1.6	1.2	0.0	11.8	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.9	14.7	9.6	58.4	147.6	162.8	54.9	54.1	0.0	133.3	0.0	45.4
LnGrp LOS	C	B	A	E	F	F	D	D		F	A	D
Approach Vol, veh/h		1124			3091			152	A		528	
Approach Delay, s/veh		15.1			144.3			54.7			131.0	
Approach LOS		B			F			D			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.7	71.4		20.0	38.4	47.7		11.9
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	14.3	31.8		15.1	4.0	* 42		37.0
Max Q Clear Time (g_c+I1), s	10.2	14.4		17.1	4.9	44.3		5.7
Green Ext Time (p_c), s	0.2	10.1		0.0	0.0	0.0		0.3

Intersection Summary	
HCM 6th Ctrl Delay	110.4
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

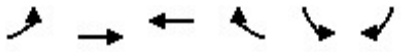
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	0	26	7	8	22	16	244	10	26	290	49
Future Volume (veh/h)	61	0	26	7	8	22	16	244	10	26	290	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	26	27	7	14	19	17	257	11	27	305	52
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	60	62	23	45	58	200	1038	44	207	915	153
Arrive On Green	0.07	0.07	0.07	0.04	0.04	0.04	0.11	0.30	0.30	0.12	0.30	0.30
Sat Flow, veh/h	1781	837	869	613	1226	1573	1781	3465	148	1781	3017	506
Grp Volume(v), veh/h	46	0	53	21	0	19	17	131	137	27	178	179
Grp Sat Flow(s),veh/h/ln	1781	0	1706	1840	0	1573	1781	1777	1835	1781	1777	1747
Q Serve(g_s), s	0.8	0.0	1.0	0.4	0.0	0.4	0.3	1.9	1.9	0.5	2.6	2.7
Cycle Q Clear(g_c), s	0.8	0.0	1.0	0.4	0.0	0.4	0.3	1.9	1.9	0.5	2.6	2.7
Prop In Lane	1.00		0.51	0.33		1.00	1.00		0.08	1.00		0.29
Lane Grp Cap(c), veh/h	128	0	122	68	0	58	200	532	550	207	539	529
V/C Ratio(X)	0.36	0.00	0.43	0.31	0.00	0.33	0.08	0.25	0.25	0.13	0.33	0.34
Avail Cap(c_a), veh/h	2118	0	2028	2187	0	1870	1324	2641	2728	2118	2641	2596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	15.0	15.8	0.0	15.8	13.4	8.9	8.9	13.3	9.1	9.1
Incr Delay (d2), s/veh	1.3	0.0	1.8	0.9	0.0	1.2	0.1	0.2	0.2	0.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.4	0.2	0.0	0.1	0.1	0.5	0.5	0.1	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.1	0.0	16.7	16.7	0.0	17.0	13.4	9.1	9.1	13.4	9.3	9.4
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		99			40			285			384	
Approach Delay, s/veh		16.5			16.8			9.4			9.6	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	14.1		6.4	7.8	14.2		5.2
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	40.0	50.0		40.0	25.0	50.0		40.0
Max Q Clear Time (g_c+I1), s	2.5	3.9		3.0	2.3	4.7		2.4
Green Ext Time (p_c), s	0.0	1.3		0.3	0.0	1.8		0.1

Intersection Summary	
HCM 6th Ctrl Delay	10.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	181	10	10	86	130	194
Future Volume (veh/h)	181	10	10	86	130	194
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	207	0	11	0	143	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	613	322	1006		259	
Arrive On Green	0.17	0.00	0.54	0.00	0.08	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	207	0	11	0	143	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	2.8	0.0	0.2	0.0	2.2	0.0
Cycle Q Clear(g_c), s	2.8	0.0	0.2	0.0	2.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	613	322	1006		259	
V/C Ratio(X)	0.34	0.00	0.01		0.55	
Avail Cap(c_a), veh/h	3193	1676	1006		2478	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	20.3	0.0	6.0	0.0	24.9	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.1	0.0	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.6	0.0	6.0	0.0	26.7	0.0
LnGrp LOS	C	A	A		C	
Approach Vol, veh/h		207	11	A	143	A
Approach Delay, s/veh		20.6	6.0		26.7	
Approach LOS		C	A		C	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	13.6		8.2		34.0
Change Period (Y+Rc), s	4.0		4.0		4.0
Max Green Setting (Gmax), s	50.0		40.0		30.0
Max Q Clear Time (g_c+I1), s	4.8		4.2		2.2
Green Ext Time (p_c), s	0.7		0.5		0.0

Intersection Summary	
HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

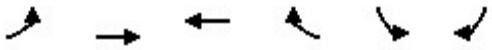
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	131	77	0	2	2
Future Vol, veh/h	13	131	77	0	2	2
Conflicting Peds, #/hr	6	0	0	6	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	154	91	0	2	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	97	0	-	0	204	53
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	107	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1494	-	-	-	766	1003
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	906	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1485	-	-	-	748	996
Mov Cap-2 Maneuver	-	-	-	-	748	-
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	901	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1485	-	-	-	854
HCM Lane V/C Ratio	0.01	-	-	-	0.006
HCM Control Delay (s)	7.4	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



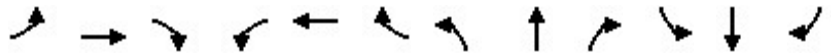
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	113	747	4826	0	0	122
Future Volume (veh/h)	113	747	4826	0	0	122
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	116	770	4975	0	0	126
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	144	4076	5174		331	152
Arrive On Green	0.08	0.82	0.70	0.00	0.00	0.10
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	116	770	4975	0	0	126
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	7.6	3.9	72.9	0.0	0.0	9.2
Cycle Q Clear(g_c), s	7.6	3.9	72.9	0.0	0.0	9.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	144	4076	5174		331	152
V/C Ratio(X)	0.81	0.19	0.96		0.00	0.83
Avail Cap(c_a), veh/h	319	4076	5174		723	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	53.3	2.3	16.3	0.0	0.0	52.4
Incr Delay (d2), s/veh	10.1	0.1	6.4	0.0	0.0	10.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.8	21.0	0.0	0.0	8.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	63.5	2.4	22.6	0.0	0.0	63.3
LnGrp LOS	E	A	C		A	E
Approach Vol, veh/h		886	4975	A	126	
Approach Delay, s/veh		10.4	22.6		63.3	
Approach LOS		B	C		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		101.8		16.2	13.9	87.9
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		83.1		24.7	21.1	57.6
Max Q Clear Time (g_c+I1), s		5.9		11.2	9.6	74.9
Green Ext Time (p_c), s		15.9		0.3	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



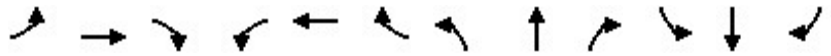
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	2772	22	56	3208	38	17	0	58	17	0	30
Future Volume (veh/h)	71	2772	22	56	3208	38	17	0	58	17	0	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	73	2858	23	58	3307	39	18	0	60	18	0	31
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	102	4925	1202	100	4869	57	122	0	90	104	0	100
Arrive On Green	0.06	0.78	0.78	0.06	1.00	1.00	0.06	0.00	0.06	0.06	0.00	0.06
Sat Flow, veh/h	1781	6281	1533	3456	6444	76	966	0	1420	1338	0	1578
Grp Volume(v), veh/h	73	2858	23	58	2414	932	18	0	60	18	0	31
Grp Sat Flow(s),veh/h/ln	1781	1570	1533	1728	1570	1809	966	0	1420	1338	0	1578
Q Serve(g_s), s	4.8	21.3	0.4	1.9	0.0	0.0	1.5	0.0	4.9	1.6	0.0	2.2
Cycle Q Clear(g_c), s	4.8	21.3	0.4	1.9	0.0	0.0	3.7	0.0	4.9	5.3	0.0	2.2
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	102	4925	1202	100	3559	1367	122	0	90	104	0	100
V/C Ratio(X)	0.71	0.58	0.02	0.58	0.68	0.68	0.15	0.00	0.67	0.17	0.00	0.31
Avail Cap(c_a), veh/h	168	4925	1202	618	3559	1367	323	0	297	299	0	330
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.7	5.0	2.8	54.9	0.0	0.0	54.6	0.0	54.1	56.1	0.0	52.8
Incr Delay (d2), s/veh	3.4	0.5	0.0	0.2	0.1	0.3	0.2	0.0	3.2	0.3	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	4.8	0.1	0.8	0.0	0.1	0.5	0.0	1.8	0.5	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.1	5.5	2.8	55.1	0.1	0.3	54.8	0.0	57.2	56.3	0.0	53.5
LnGrp LOS	E	A	A	E	A	A	D	A	E	E	A	D
Approach Vol, veh/h		2954			3404			78			49	
Approach Delay, s/veh		6.8			1.1			56.7			54.5	
Approach LOS		A			A			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.8	97.8		12.4	11.2	94.5		12.4
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	21.1	57.6		24.7	11.1	67.6		24.7
Max Q Clear Time (g_c+I1), s	3.9	23.3		7.3	6.8	2.0		6.9
Green Ext Time (p_c), s	0.1	33.9		0.1	0.0	64.9		0.1

Intersection Summary	
HCM 6th Ctrl Delay	4.8
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.



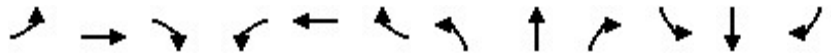
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	2668	1	8	2893	415	1	0	1	65	0	380
Future Volume (veh/h)	187	2668	1	8	2893	415	1	0	1	65	0	380
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	195	2779	1	8	3014	432	1	0	1	68	0	396
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	168	3040	1	60	2978	409	47	15	15	580	0	398
Arrive On Green	0.13	0.79	0.79	0.03	0.53	0.53	0.25	0.00	0.25	0.25	0.00	0.25
Sat Flow, veh/h	1781	5147	2	1781	5614	771	3	58	61	2743	0	1579
Grp Volume(v), veh/h	195	1794	986	8	2508	938	2	0	0	68	0	396
Grp Sat Flow(s),veh/h/ln	1781	1662	1826	1781	1570	1675	122	0	0	1371	0	1579
Q Serve(g_s), s	11.1	48.5	48.5	0.5	62.6	62.6	0.0	0.0	0.0	0.0	0.0	29.5
Cycle Q Clear(g_c), s	11.1	48.5	48.5	0.5	62.6	62.6	29.6	0.0	0.0	3.4	0.0	29.5
Prop In Lane	1.00		0.00	1.00		0.46	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	168	1963	1078	60	2499	888	76	0	0	580	0	398
V/C Ratio(X)	1.16	0.91	0.91	0.13	1.00	1.06	0.03	0.00	0.00	0.12	0.00	1.00
Avail Cap(c_a), veh/h	168	1963	1078	168	2499	888	76	0	0	580	0	398
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	0.56	0.56	0.56	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.6	10.4	10.4	55.3	27.7	27.7	36.3	0.0	0.0	34.3	0.0	44.1
Incr Delay (d2), s/veh	113.0	6.6	10.9	0.2	14.3	38.9	0.1	0.0	0.0	0.0	0.0	44.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	9.1	11.3	0.2	24.3	32.0	0.0	0.0	0.0	0.8	0.0	16.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	164.6	17.0	21.3	55.5	42.0	66.6	36.4	0.0	0.0	34.4	0.0	88.1
LnGrp LOS	F	B	C	E	F	F	D	A	A	C	A	F
Approach Vol, veh/h		2975			3454			2			464	
Approach Delay, s/veh		28.1			48.7			36.4			80.3	
Approach LOS		C			D			D			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	75.0		34.6	15.5	67.9		34.6				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.1	62.6		29.7	11.1	62.6		29.7				
Max Q Clear Time (g_c+I1), s	2.5	50.5		31.5	13.1	64.6		31.6				
Green Ext Time (p_c), s	0.0	12.0		0.0	0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	41.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	2684	11	27	3178	0	0	0	28	0	0	0
Future Volume (veh/h)	50	2684	11	27	3178	0	0	0	28	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	52	2767	11	28	3276	0						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	66	4320	17	42	4137	0						
Arrive On Green	0.04	0.84	0.84	0.02	0.83	0.00						
Sat Flow, veh/h	1781	5123	20	1781	5149	0						
Grp Volume(v), veh/h	52	1793	985	28	3276	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1821	1781	1662	0						
Q Serve(g_s), s	2.1	13.3	13.3	1.1	23.5	0.0						
Cycle Q Clear(g_c), s	2.1	13.3	13.3	1.1	23.5	0.0						
Prop In Lane	1.00		0.01	1.00		0.00						
Lane Grp Cap(c), veh/h	66	2802	1535	42	4137	0						
V/C Ratio(X)	0.79	0.64	0.64	0.66	0.79	0.00						
Avail Cap(c_a), veh/h	740	2802	1535	740	4142	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	34.5	1.9	1.9	35.0	3.0	0.0						
Incr Delay (d2), s/veh	7.5	0.9	1.6	6.4	1.5	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	1.0	0.3	0.7	0.5	0.6	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	2.8	3.6	41.3	4.5	0.0						
LnGrp LOS	D	A	A	D	A	A						
Approach Vol, veh/h		2830			3304							
Approach Delay, s/veh		3.8			4.8							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	6.1	66.1			7.1	65.1						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	30.6	60.0			30.0	60.0						
Max Q Clear Time (g_c+I1), s	3.1	15.3			4.1	25.5						
Green Ext Time (p_c), s	0.0	43.8			0.0	34.4						

Intersection Summary	
HCM 6th Ctrl Delay	4.4
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	32.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	265	0	0	1268	673
Future Vol, veh/h	0	265	0	0	1268	673
Conflicting Peds, #/hr	0	0	5	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	282	0	0	1349	716

Major/Minor	Minor2			Major2	
Conflicting Flow All	1712	1038		-	0
Stage 1	1712	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	133	~ 196		-	-
Stage 1	87	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	132	~ 195		-	-
Mov Cap-2 Maneuver	132	-		-	-
Stage 1	87	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	272.3	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	195	-	-
HCM Lane V/C Ratio	-	1.446	-	-
HCM Control Delay (s)	0	272.3	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	17.1	-	-

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

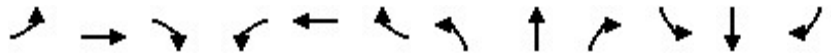
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	487	46	55	524	209	40	40	31	170	41	146
Future Volume (veh/h)	97	487	46	55	524	209	40	40	31	170	41	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	99	497	47	56	535	213	41	41	32	173	42	149
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	2161	655	72	2006	609	368	393	330	547	685	605
Arrive On Green	0.02	0.14	0.14	0.04	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	1781	5106	1548	1781	5106	1550	797	1020	856	1317	1777	1571
Grp Volume(v), veh/h	99	497	47	56	535	213	56	0	58	173	42	149
Grp Sat Flow(s),veh/h/ln	1781	1702	1548	1781	1702	1550	1133	0	1539	1317	1777	1571
Q Serve(g_s), s	5.6	8.8	2.7	3.2	7.2	9.9	2.0	0.0	2.4	9.8	1.5	6.6
Cycle Q Clear(g_c), s	5.6	8.8	2.7	3.2	7.2	9.9	8.6	0.0	2.4	12.3	1.5	6.6
Prop In Lane	1.00		1.00	1.00		1.00	0.73		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	126	2161	655	72	2006	609	498	0	593	547	685	605
V/C Ratio(X)	0.78	0.23	0.07	0.78	0.27	0.35	0.11	0.00	0.10	0.32	0.06	0.25
Avail Cap(c_a), veh/h	246	2161	655	194	2006	609	498	0	593	547	685	605
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	0.97	0.97	0.97	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.0	29.1	26.5	48.5	21.0	21.8	22.4	0.0	20.0	23.9	19.7	21.3
Incr Delay (d2), s/veh	3.9	0.2	0.2	6.3	0.3	1.5	0.5	0.0	0.3	1.0	0.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	3.7	1.0	1.5	2.8	3.6	1.0	0.0	0.9	3.2	0.6	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.9	29.3	26.7	54.8	21.3	23.3	22.9	0.0	20.3	24.9	19.8	21.9
LnGrp LOS	D	C	C	D	C	C	C	A	C	C	B	C
Approach Vol, veh/h		643			804			114			364	
Approach Delay, s/veh		32.8			24.2			21.6			23.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	49.3		44.2	11.6	46.2		44.2				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	11.1	* 37		39.3	14.1	33.2		39.3				
Max Q Clear Time (g_c+I1), s	5.2	10.8		14.3	7.6	11.9		10.6				
Green Ext Time (p_c), s	0.0	5.6		4.2	0.0	9.0		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		26.7
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	366	0	0	455	269	0	0	0	256	0	36
Future Volume (veh/h)	24	366	0	0	455	269	0	0	0	256	0	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	402	0	0	500	0	0	0	0	318	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	2671	0	2	2445		0	2	2	466	248	0
Arrive On Green	0.02	0.75	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3514	1870	0
Grp Volume(v), veh/h	26	402	0	0	500	0	0	0	0	318	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1757	1870	0
Q Serve(g_s), s	1.5	3.2	0.0	0.0	11.6	0.0	0.0	0.0	0.0	8.8	0.0	0.0
Cycle Q Clear(g_c), s	1.5	3.2	0.0	0.0	11.6	0.0	0.0	0.0	0.0	8.8	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	36	2671	0	2	2445		0	2	2	466	248	0
V/C Ratio(X)	0.71	0.15	0.00	0.00	0.20		0.00	0.00	0.00	0.68	0.00	0.00
Avail Cap(c_a), veh/h	176	2671	0	176	2445		0	182	154	1278	680	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.90	0.00	0.00	0.00	0.00	0.87	0.00	0.00
Uniform Delay (d), s/veh	49.7	3.5	0.0	0.0	16.8	0.0	0.0	0.0	0.0	42.2	0.0	0.0
Incr Delay (d2), s/veh	9.2	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.8	0.0	0.0	5.1	0.0	0.0	0.0	0.0	3.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.9	3.7	0.0	0.0	17.0	0.0	0.0	0.0	0.0	42.8	0.0	0.0
LnGrp LOS	E	A	A	A	B		A	A	A	D	A	A
Approach Vol, veh/h		428			500	A		0			318	
Approach Delay, s/veh		7.0			17.0			0.0			42.8	
Approach LOS		A			B						D	

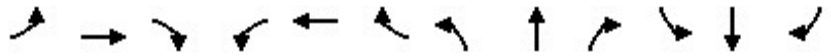
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	82.6		19.4	6.5	76.1		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.1	* 25		37.1	10.1	23.8		9.9				
Max Q Clear Time (g_c+I1), s	10.0	5.2		10.8	3.5	13.6		0.0				
Green Ext Time (p_c), s	0.0	5.6		0.6	0.0	3.6		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



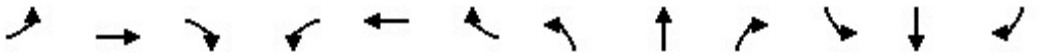
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	261	152	34	231	133	171	701	36	146	786	108
Future Volume (veh/h)	245	261	152	34	231	133	171	701	36	146	786	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	255	272	158	35	241	139	178	730	38	152	819	112
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	282	550	308	52	427	279	236	1685	88	208	1715	748
Arrive On Green	0.16	0.25	0.25	0.03	0.12	0.12	0.07	0.49	0.49	0.06	0.48	0.48
Sat Flow, veh/h	1781	2169	1215	1781	3554	1530	3456	3434	179	3456	3554	1551
Grp Volume(v), veh/h	255	221	209	35	241	139	178	378	390	152	819	112
Grp Sat Flow(s),veh/h/ln	1781	1777	1607	1781	1777	1530	1728	1777	1836	1728	1777	1551
Q Serve(g_s), s	16.3	12.3	12.9	2.3	7.4	6.2	5.9	15.9	16.0	5.0	18.0	2.4
Cycle Q Clear(g_c), s	16.3	12.3	12.9	2.3	7.4	6.2	5.9	15.9	16.0	5.0	18.0	2.4
Prop In Lane	1.00		0.76	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	282	451	408	52	427	279	236	872	901	208	1715	748
V/C Ratio(X)	0.90	0.49	0.51	0.67	0.56	0.50	0.75	0.43	0.43	0.73	0.48	0.15
Avail Cap(c_a), veh/h	324	662	599	101	888	478	465	872	901	295	1715	748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.0	36.9	37.1	55.8	48.2	21.0	53.1	19.1	19.1	53.6	20.2	4.5
Incr Delay (d2), s/veh	23.8	0.3	0.4	5.5	0.4	0.5	1.8	1.6	1.5	2.5	1.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	5.4	5.1	1.1	3.3	2.6	2.6	6.9	7.1	2.3	7.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.7	37.2	37.5	61.2	48.6	21.5	54.9	20.7	20.6	56.1	21.1	4.9
LnGrp LOS	E	D	D	E	D	C	D	C	C	E	C	A
Approach Vol, veh/h		685			415			946			1083	
Approach Delay, s/veh		50.2			40.6			27.1			24.4	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	62.2	7.8	34.6	12.3	61.3	23.6	18.8
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	7.0	* 37	6.6	43.2	15.6	31.3	21.1	* 29
Max Q Clear Time (g_c+I1), s	7.0	18.0	4.3	14.9	7.9	20.0	18.3	9.4
Green Ext Time (p_c), s	0.0	1.7	0.0	1.0	0.1	2.0	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	33.0
HCM 6th LOS	C

Notes

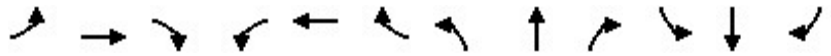
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	525	148	228	222	72	167	168	559	118	220	83
Future Volume (veh/h)	74	525	148	228	222	72	167	168	559	118	220	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.92	1.00		0.83
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	565	159	245	239	77	180	181	601	127	237	89
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	943	591	313	558	455	210	1250	657	155	1141	422
Arrive On Green	0.06	0.27	0.27	0.09	0.30	0.30	0.12	0.35	0.35	0.09	0.32	0.32
Sat Flow, veh/h	1781	3554	1520	3456	1870	1526	1781	3554	1458	1781	3554	1315
Grp Volume(v), veh/h	80	565	159	245	239	77	180	181	601	127	237	89
Grp Sat Flow(s),veh/h/ln	1781	1777	1520	1728	1870	1526	1781	1777	1458	1781	1777	1315
Q Serve(g_s), s	5.1	15.9	8.2	7.9	11.7	4.3	11.3	4.0	40.2	8.0	5.5	5.6
Cycle Q Clear(g_c), s	5.1	15.9	8.2	7.9	11.7	4.3	11.3	4.0	40.2	8.0	5.5	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	943	591	313	558	455	210	1250	657	155	1141	422
V/C Ratio(X)	0.78	0.60	0.27	0.78	0.43	0.17	0.86	0.14	0.92	0.82	0.21	0.21
Avail Cap(c_a), veh/h	468	1244	719	908	655	534	468	1250	657	468	1244	461
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.1	36.6	24.2	50.8	32.2	29.6	49.4	25.3	30.2	51.2	28.2	28.2
Incr Delay (d2), s/veh	4.7	0.7	0.3	1.6	0.3	0.1	3.8	0.1	17.6	4.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	7.0	3.0	3.5	5.4	1.6	5.2	1.7	18.3	3.7	2.4	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.8	37.4	24.5	52.5	32.5	29.7	53.2	25.3	47.8	55.2	28.2	28.3
LnGrp LOS	E	D	C	D	C	C	D	C	D	E	C	C
Approach Vol, veh/h		804			561			962			453	
Approach Delay, s/veh		36.9			40.8			44.6			35.8	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.7	36.2	18.9	43.4	12.0	40.0	15.4	46.9
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	9.9	17.9	13.3	7.6	7.1	13.7	10.0	42.2
Green Ext Time (p_c), s	0.4	5.4	0.2	1.3	0.1	1.1	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	40.2
HCM 6th LOS	D



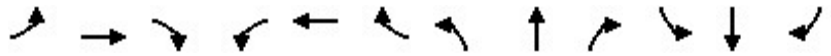
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	0	123	65	0	73	26	634	26	68	521	16
Future Volume (veh/h)	75	0	123	65	0	73	26	634	26	68	521	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	0.99		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	0	140	74	0	83	30	720	30	77	592	18
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	227	42	268	526	0	532	49	1693	70	98	1855	56
Arrive On Green	0.29	0.00	0.29	0.29	0.00	0.29	0.03	0.34	0.34	0.06	0.36	0.36
Sat Flow, veh/h	414	146	921	1276	0	1531	1781	5026	209	1781	5091	154
Grp Volume(v), veh/h	225	0	0	74	0	83	30	487	263	77	395	215
Grp Sat Flow(s),veh/h/ln	1481	0	0	1276	0	1531	1781	1702	1830	1781	1702	1841
Q Serve(g_s), s	2.4	0.0	0.0	0.0	0.0	1.7	0.8	5.1	5.2	2.0	3.9	3.9
Cycle Q Clear(g_c), s	5.6	0.0	0.0	1.9	0.0	1.7	0.8	5.1	5.2	2.0	3.9	3.9
Prop In Lane	0.38		0.62	1.00		1.00	1.00		0.11	1.00		0.08
Lane Grp Cap(c), veh/h	537	0	0	526	0	532	49	1147	617	98	1240	671
V/C Ratio(X)	0.42	0.00	0.00	0.14	0.00	0.16	0.61	0.42	0.43	0.78	0.32	0.32
Avail Cap(c_a), veh/h	1357	0	0	1232	0	1410	1154	4410	2371	1154	4410	2385
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.6	0.0	0.0	12.3	0.0	10.5	22.3	11.9	11.9	21.6	10.6	10.6
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.1	4.5	0.3	0.6	5.1	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.5	0.0	0.5	0.4	1.7	1.8	0.9	1.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.7	0.0	0.0	12.4	0.0	10.5	26.7	12.2	12.5	26.7	10.8	10.9
LnGrp LOS	B	A	A	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		225			157			780			687	
Approach Delay, s/veh		13.7			11.4			12.9			12.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.0	21.0		18.4	5.7	22.3		18.4
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	4.0	7.2		7.6	2.8	5.9		3.9
Green Ext Time (p_c), s	0.1	8.0		1.0	0.0	5.3		0.4

Intersection Summary	
HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	20	188	242	59	200	200	574	23	35	1247	71
Future Volume (veh/h)	154	20	188	242	59	200	200	574	23	35	1247	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.83	1.00		0.86	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	162	21	198	255	62	211	211	604	24	37	1313	75
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	185	306	215	277	403	293	239	1771	771	48	1359	77
Arrive On Green	0.10	0.16	0.16	0.16	0.22	0.22	0.13	0.50	0.50	0.03	0.40	0.40
Sat Flow, veh/h	1781	1870	1312	1781	1870	1361	1781	3554	1547	1781	3416	195
Grp Volume(v), veh/h	162	21	198	255	62	211	211	604	24	37	682	706
Grp Sat Flow(s),veh/h/ln	1781	1870	1312	1781	1870	1361	1781	1777	1547	1781	1777	1834
Q Serve(g_s), s	13.5	1.4	22.4	21.2	4.1	21.7	17.5	15.5	1.2	3.1	56.5	56.8
Cycle Q Clear(g_c), s	13.5	1.4	22.4	21.2	4.1	21.7	17.5	15.5	1.2	3.1	56.5	56.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	185	306	215	277	403	293	239	1771	771	48	707	730
V/C Ratio(X)	0.87	0.07	0.92	0.92	0.15	0.72	0.88	0.34	0.03	0.77	0.96	0.97
Avail Cap(c_a), veh/h	355	373	261	355	403	293	355	1771	771	355	708	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.5	53.3	62.0	62.6	48.0	54.9	64.1	22.8	19.3	72.8	44.3	44.4
Incr Delay (d2), s/veh	5.0	0.0	29.8	22.1	0.1	7.2	18.6	0.1	0.0	9.4	25.7	25.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.7	9.3	11.4	1.9	8.1	9.2	6.6	0.4	1.6	29.7	30.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.5	53.3	91.8	84.7	48.0	62.1	82.6	23.0	19.3	82.2	70.0	70.3
LnGrp LOS	E	D	F	F	D	E	F	C	B	F	E	E
Approach Vol, veh/h		381			528			839			1425	
Approach Delay, s/veh		81.0			71.4			37.9			70.5	
Approach LOS		F			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	83.8	27.9	29.5	24.6	68.6	20.1	37.3
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	15.1	17.5	23.2	24.4	19.5	58.8	15.5	23.7
Green Ext Time (p_c), s	0.0	6.1	0.2	0.3	0.7	1.1	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	63.3
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

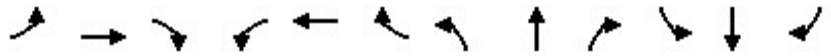
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	250	28	198	72	0	0	0	0	533	89	33
Future Volume (veh/h)	0	250	28	198	72	0	0	0	0	533	89	33
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	269	30	213	77	0				642	0	35
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	267	532	234	374	714	0				937	0	654
Arrive On Green	0.00	0.15	0.15	0.21	0.21	0.00				0.26	0.00	0.26
Sat Flow, veh/h	1781	3554	1564	1781	3572	0				3563	0	1583
Grp Volume(v), veh/h	0	269	30	213	77	0				642	0	35
Grp Sat Flow(s),veh/h/ln	1781	1777	1564	1781	1702	0				1781	0	1583
Q Serve(g_s), s	0.0	2.7	0.6	4.1	0.7	0.0				6.2	0.0	0.5
Cycle Q Clear(g_c), s	0.0	2.7	0.6	4.1	0.7	0.0				6.2	0.0	0.5
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	267	532	234	374	714	0				937	0	654
V/C Ratio(X)	0.00	0.51	0.13	0.57	0.11	0.00				0.69	0.00	0.05
Avail Cap(c_a), veh/h	2784	5553	2444	2784	5319	0				3247	0	1680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.0	14.2	13.6	12.3	0.0				12.7	0.0	6.8
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.5	0.1	0.0				0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.8	0.2	1.3	0.2	0.0				2.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.3	14.2	15.2	12.3	0.0				13.1	0.0	6.8
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		299			290						677	
Approach Delay, s/veh		15.2			14.4						12.7	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		9.7		16.3		12.4
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		4.7		8.2		6.1
Green Ext Time (p_c), s		1.1		1.3		1.9

Intersection Summary	
HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	753	0	0	245	267	22	15	92	37	0	248
Future Volume (veh/h)	84	753	0	0	245	267	22	15	92	37	0	248
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	92	827	0	0	269	293	24	16	101	41	0	273
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	124	1453	0	0	476	425	203	25	157	50	0	332
Arrive On Green	0.07	0.41	0.00	0.00	0.27	0.27	0.11	0.11	0.11	0.24	0.00	0.24
Sat Flow, veh/h	1781	3647	0	0	1870	1585	1781	219	1381	206	0	1375
Grp Volume(v), veh/h	92	827	0	0	269	293	24	0	117	314	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1600	1581	0	0
Q Serve(g_s), s	3.2	11.3	0.0	0.0	8.2	10.4	0.8	0.0	4.4	11.8	0.0	0.0
Cycle Q Clear(g_c), s	3.2	11.3	0.0	0.0	8.2	10.4	0.8	0.0	4.4	11.8	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.86	0.13		0.87
Lane Grp Cap(c), veh/h	124	1453	0	0	476	425	203	0	182	382	0	0
V/C Ratio(X)	0.74	0.57	0.00	0.00	0.56	0.69	0.12	0.00	0.64	0.82	0.00	0.00
Avail Cap(c_a), veh/h	850	3391	0	0	1696	1513	1133	0	1018	1006	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.7	14.3	0.0	0.0	19.8	20.7	25.0	0.0	26.6	22.6	0.0	0.0
Incr Delay (d2), s/veh	10.2	0.1	0.0	0.0	1.3	2.4	0.1	0.0	1.4	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.7	0.0	0.0	3.1	3.6	0.3	0.0	1.7	4.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.9	14.4	0.0	0.0	21.1	23.1	25.1	0.0	28.0	24.3	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	C	C	A	A
Approach Vol, veh/h		919			562			141			314	
Approach Delay, s/veh		16.9			22.1			27.5			24.3	
Approach LOS		B			C			C			C	

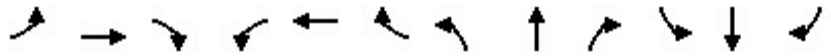
Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	30.1	19.2	8.9	21.3	13.6
Change Period (Y+Rc), s	* 4.4	4.0	4.5	4.4	6.4
Max Green Setting (Gmax), s	* 60	40.0	30.0	60.0	40.0
Max Q Clear Time (g_c+I1), s	13.3	13.8	5.2	12.4	6.4
Green Ext Time (p_c), s	3.7	1.4	0.3	4.4	0.5

Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



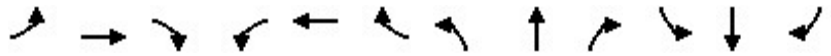
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	765	117	257	360	0	0	0	0	889	413	174
Future Volume (veh/h)	0	765	117	257	360	0	0	0	0	889	413	174
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	805	123	271	379	0				936	435	183
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1488	650	356	2040	0				1102	579	487
Arrive On Green	0.00	0.42	0.42	0.14	0.76	0.00				0.31	0.31	0.31
Sat Flow, veh/h	0	3647	1553	3456	3647	0				3563	1870	1576
Grp Volume(v), veh/h	0	805	123	271	379	0				936	435	183
Grp Sat Flow(s),veh/h/ln	0	1777	1553	1728	1777	0				1781	1870	1576
Q Serve(g_s), s	0.0	14.3	4.2	6.3	2.5	0.0				20.7	17.6	7.6
Cycle Q Clear(g_c), s	0.0	14.3	4.2	6.3	2.5	0.0				20.7	17.6	7.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1488	650	356	2040	0				1102	579	487
V/C Ratio(X)	0.00	0.54	0.19	0.76	0.19	0.00				0.85	0.75	0.38
Avail Cap(c_a), veh/h	0	1488	650	703	2040	0				1361	715	602
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.84	0.84	0.97	0.97	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	18.4	15.4	35.2	4.5	0.0				27.2	26.1	22.7
Incr Delay (d2), s/veh	0.0	1.2	0.5	1.2	0.2	0.0				3.7	2.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.4	1.4	2.5	0.8	0.0				9.0	7.9	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.5	16.0	36.5	4.7	0.0				30.9	28.7	22.8
LnGrp LOS	A	B	B	D	A	A				C	C	C
Approach Vol, veh/h		928			650						1554	
Approach Delay, s/veh		19.1			18.0						29.3	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.1	40.1		30.9		53.1
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	17.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.3	16.3		22.7		4.5
Green Ext Time (p_c), s	0.3	2.3		3.3		2.7

Intersection Summary	
HCM 6th Ctrl Delay	23.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

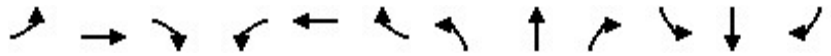


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	289	1352	0	0	494	471	115	158	46	0	0	0
Future Volume (veh/h)	289	1352	0	0	494	471	115	158	46	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	304	1423	0	0	520	496	121	166	48			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1267	2699	0	0	1189	530	218	332	93			
Arrive On Green	0.73	1.00	0.00	0.00	0.33	0.33	0.12	0.12	0.12			
Sat Flow, veh/h	3456	3647	0	0	3647	1585	1762	2677	748			
Grp Volume(v), veh/h	304	1423	0	0	520	496	122	103	109			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	1782	1702	1704			
Q Serve(g_s), s	2.4	0.0	0.0	0.0	9.6	25.5	5.4	4.8	5.0			
Cycle Q Clear(g_c), s	2.4	0.0	0.0	0.0	9.6	25.5	5.4	4.8	5.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		0.44			
Lane Grp Cap(c), veh/h	1267	2699	0	0	1189	530	221	211	211			
V/C Ratio(X)	0.24	0.53	0.00	0.00	0.44	0.94	0.55	0.49	0.52			
Avail Cap(c_a), veh/h	1267	2699	0	0	1189	530	596	569	570			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.62	0.62	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	7.4	0.0	0.0	0.0	21.8	27.1	34.6	34.3	34.4			
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.0	1.2	26.0	0.8	0.7	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.8	0.2	0.0	0.0	3.8	12.4	2.4	2.0	2.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.5	0.5	0.0	0.0	23.0	53.0	35.4	35.0	35.2			
LnGrp LOS	A	A	A	A	C	D	D	C	D			
Approach Vol, veh/h		1727			1016			335				
Approach Delay, s/veh		1.7			37.6			35.2				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.7			35.7	33.0		15.3				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			4.4	27.5		7.4				
Green Ext Time (p_c), s		17.0			0.7	0.4		1.2				

Intersection Summary	
HCM 6th Ctrl Delay	17.2
HCM 6th LOS	B

Notes

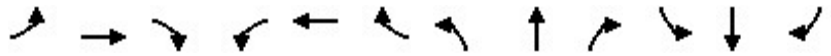
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	24	44	21	1194	25	0	0	0
Future Volume (veh/h)	0	0	0	0	24	44	21	1194	25	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.99			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	25	46	22	1257	26			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	33	60	117	3250	67			
Arrive On Green				0.00	0.06	0.06	0.66	0.66	0.66			
Sat Flow, veh/h				0	590	1085	29	4961	102			
Grp Volume(v), veh/h				0	0	71	478	396	431			
Grp Sat Flow(s),veh/h/ln				0	0	1675	1861	1549	1682			
Q Serve(g_s), s				0.0	0.0	1.6	0.0	4.5	4.5			
Cycle Q Clear(g_c), s				0.0	0.0	1.6	4.5	4.5	4.5			
Prop In Lane				0.00		0.65	0.05		0.06			
Lane Grp Cap(c), veh/h				0	0	93	1318	1015	1102			
V/C Ratio(X)				0.00	0.00	0.77	0.36	0.39	0.39			
Avail Cap(c_a), veh/h				0	0	1747	2994	2423	2632			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	17.9	3.1	3.1	3.1			
Incr Delay (d2), s/veh				0.0	0.0	4.9	0.2	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.7	0.6	0.5	0.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	22.7	3.3	3.4	3.4			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					71			1305				
Approach Delay, s/veh					22.7			3.4				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	30.7							7.6				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	6.5							3.6				
Green Ext Time (p_c), s	18.6							0.3				

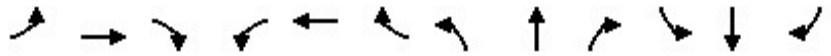
Intersection Summary												
HCM 6th Ctrl Delay			4.4									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	207	88	253	208	84	179	371	77	157	984	58
Future Volume (veh/h)	50	207	88	253	208	84	179	371	77	157	984	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	220	94	269	221	89	190	395	82	167	1047	62
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	288	243	305	363	146	225	1577	317	201	1760	104
Arrive On Green	0.04	0.15	0.15	0.17	0.29	0.29	0.13	0.37	0.37	0.11	0.36	0.36
Sat Flow, veh/h	1781	1870	1579	1781	1267	510	1781	4258	857	1781	4928	292
Grp Volume(v), veh/h	53	220	94	269	0	310	190	313	164	167	723	386
Grp Sat Flow(s),veh/h/ln	1781	1870	1579	1781	0	1777	1781	1702	1711	1781	1702	1816
Q Serve(g_s), s	2.9	11.2	5.3	14.6	0.0	14.9	10.3	6.3	6.6	9.1	17.2	17.2
Cycle Q Clear(g_c), s	2.9	11.2	5.3	14.6	0.0	14.9	10.3	6.3	6.6	9.1	17.2	17.2
Prop In Lane	1.00		1.00	1.00		0.29	1.00		0.50	1.00		0.16
Lane Grp Cap(c), veh/h	69	288	243	305	0	509	225	1261	634	201	1216	648
V/C Ratio(X)	0.77	0.77	0.39	0.88	0.00	0.61	0.85	0.25	0.26	0.83	0.59	0.60
Avail Cap(c_a), veh/h	540	756	638	540	0	718	540	2064	1037	540	2064	1101
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.1	40.2	37.7	40.1	0.0	30.5	42.3	21.6	21.7	43.0	26.0	26.0
Incr Delay (d2), s/veh	6.7	1.6	0.4	3.4	0.0	1.2	3.4	0.2	0.4	3.4	0.8	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	5.3	2.1	6.7	0.0	6.5	4.7	2.5	2.6	4.1	6.8	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.8	41.8	38.1	43.4	0.0	31.7	45.7	21.8	22.1	46.4	26.8	27.5
LnGrp LOS	D	D	D	D	A	C	D	C	C	D	C	C
Approach Vol, veh/h		367			579			667			1276	
Approach Delay, s/veh		42.6			37.2			28.7			29.6	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.6	42.0	21.3	20.1	16.9	40.6	8.2	33.2
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	11.1	8.6	16.6	13.2	12.3	19.2	4.9	16.9
Green Ext Time (p_c), s	0.2	6.1	0.3	1.0	0.2	16.2	0.1	2.0

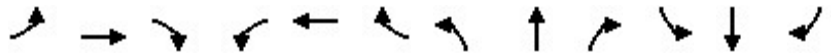
Intersection Summary	
HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	227	301	82	168	0	0	0	0	223	1973	310
Future Volume (veh/h)	0	227	301	82	168	0	0	0	0	223	1973	310
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	244	324	88	181	0				240	2122	333
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	460	389	164	441	0				1101	2760	423
Arrive On Green	0.00	0.25	0.25	0.25	0.25	0.00				0.62	0.62	0.62
Sat Flow, veh/h	0	1870	1581	399	1879	0				1781	4466	684
Grp Volume(v), veh/h	0	244	324	116	153	0				240	1605	850
Grp Sat Flow(s),veh/h/ln	0	1870	1581	575	1617	0				1781	1702	1747
Q Serve(g_s), s	0.0	10.8	18.6	9.8	7.5	0.0				5.7	32.6	34.6
Cycle Q Clear(g_c), s	0.0	10.8	18.6	20.7	7.5	0.0				5.7	32.6	34.6
Prop In Lane	0.00		1.00	0.76		0.00				1.00		0.39
Lane Grp Cap(c), veh/h	0	460	389	208	398	0				1101	2103	1079
V/C Ratio(X)	0.00	0.53	0.83	0.56	0.38	0.00				0.22	0.76	0.79
Avail Cap(c_a), veh/h	0	587	496	274	507	0				1118	2136	1096
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	31.2	34.2	38.5	30.0	0.0				8.1	13.2	13.6
Incr Delay (d2), s/veh	0.0	0.4	7.6	1.7	0.5	0.0				0.2	1.9	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.9	7.9	2.7	3.0	0.0				2.1	11.6	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.6	41.7	40.3	30.5	0.0				8.2	15.1	17.9
LnGrp LOS	A	C	D	D	C	A				A	B	B
Approach Vol, veh/h		568			269						2695	
Approach Delay, s/veh		37.4			34.7						15.4	
Approach LOS		D			C						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		30.2		65.4		30.2
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		20.6		36.6		22.7
Green Ext Time (p_c), s		1.2		22.5		0.9

Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C



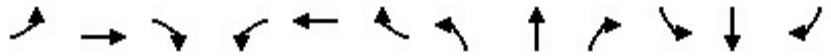
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	47	248	0	22	13	230	1274	47	0	0	0
Future Volume (veh/h)	167	47	248	0	22	13	230	1274	47	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	176	49	261	0	23	14	242	1341	49			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	394	83	1209	0	263	160	933	1831	67			
Arrive On Green	0.24	0.24	0.24	0.00	0.24	0.24	0.52	0.52	0.52			
Sat Flow, veh/h	1061	344	1569	0	1089	663	1781	3495	128			
Grp Volume(v), veh/h	225	0	261	0	0	37	242	681	709			
Grp Sat Flow(s),veh/h/ln	1405	0	1569	0	0	1751	1781	1777	1846			
Q Serve(g_s), s	6.1	0.0	0.0	0.0	0.0	0.8	3.5	13.7	13.8			
Cycle Q Clear(g_c), s	6.9	0.0	0.0	0.0	0.0	0.8	3.5	13.7	13.8			
Prop In Lane	0.78		1.00	0.00		0.38	1.00		0.07			
Lane Grp Cap(c), veh/h	477	0	1209	0	0	422	933	931	967			
V/C Ratio(X)	0.47	0.00	0.22	0.00	0.00	0.09	0.26	0.73	0.73			
Avail Cap(c_a), veh/h	1068	0	1845	0	0	1133	1133	1130	1174			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	16.1	0.0	1.5	0.0	0.0	13.6	6.1	8.5	8.5			
Incr Delay (d2), s/veh	0.7	0.0	0.1	0.0	0.0	0.0	0.1	2.0	1.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.0	0.0	3.4	0.0	0.0	0.3	0.9	4.1	4.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	0.0	1.6	0.0	0.0	13.7	6.2	10.5	10.5			
LnGrp LOS	B	A	A	A	A	B	A	B	B			
Approach Vol, veh/h		486			37			1632				
Approach Delay, s/veh		8.7			13.7			9.8				
Approach LOS		A			B			A				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	28.8	17.6	17.6
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	15.8	8.9	2.8
Green Ext Time (p_c), s	8.5	2.3	0.1

Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	24	36	18	3	10	7	548	198	212	1233	10
Future Volume (veh/h)	5	24	36	18	3	10	7	548	198	212	1233	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	28	42	21	3	12	8	637	230	247	1434	12
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	438	152	228	389	74	294	15	1966	606	383	2545	21
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.01	0.38	0.38	0.11	0.49	0.49
Sat Flow, veh/h	1384	671	1006	1319	324	1297	1781	5106	1574	3456	5222	44
Grp Volume(v), veh/h	6	0	70	21	0	15	8	637	230	247	935	511
Grp Sat Flow(s),veh/h/ln	1384	0	1677	1319	0	1621	1781	1702	1574	1728	1702	1862
Q Serve(g_s), s	0.2	0.0	1.8	0.7	0.0	0.4	0.2	4.7	5.7	3.7	10.4	10.4
Cycle Q Clear(g_c), s	0.6	0.0	1.8	2.5	0.0	0.4	0.2	4.7	5.7	3.7	10.4	10.4
Prop In Lane	1.00		0.60	1.00		0.80	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	438	0	380	389	0	368	15	1966	606	383	1659	908
V/C Ratio(X)	0.01	0.00	0.18	0.05	0.00	0.04	0.54	0.32	0.38	0.64	0.56	0.56
Avail Cap(c_a), veh/h	1155	0	1249	1072	0	1207	995	5705	1758	1930	3803	2080
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	0.0	16.8	17.8	0.0	16.2	26.5	11.6	11.9	22.9	9.7	9.7
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.0	10.6	0.2	0.7	0.7	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.7	0.2	0.0	0.1	0.1	1.5	1.8	1.4	3.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	16.8	17.8	0.0	16.2	37.2	11.8	12.6	23.5	10.0	10.3
LnGrp LOS	B	A	B	B	A	B	D	B	B	C	B	B
Approach Vol, veh/h		76			36			875			1693	
Approach Delay, s/veh		16.8			17.1			12.2			12.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.4	26.4		17.0	4.8	31.9		17.0
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	5.7	7.7		3.8	2.2	12.4		4.5
Green Ext Time (p_c), s	0.4	11.2		0.3	0.0	13.8		0.1

Intersection Summary	
HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

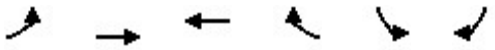
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3110	12	0	3266	2	0	0	1	0	0	6
Future Vol, veh/h	0	3110	12	0	3266	2	0	0	1	0	0	6
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	3173	12	0	3333	2	0	0	1	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1594	-	-	1668
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	82	0	0	73
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	82	-	-	73
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	49.5	58.8
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	82	-	-	-	-	73
HCM Lane V/C Ratio	0.012	-	-	-	-	0.084
HCM Control Delay (s)	49.5	-	-	-	-	58.8
HCM Lane LOS	E	-	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	-	0.3



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1160	1994	1475	136	86	9
Future Volume (veh/h)	1160	1994	1475	136	86	9
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1208	2077	1536	0	90	9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	1130	4217	2401		116	103
Arrive On Green	0.33	0.85	0.48	0.00	0.06	0.06
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1208	2077	1536	0	90	9
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	38.6	13.0	27.2	0.0	5.9	0.6
Cycle Q Clear(g_c), s	38.6	13.0	27.2	0.0	5.9	0.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1130	4217	2401		116	103
V/C Ratio(X)	1.07	0.49	0.64		0.78	0.09
Avail Cap(c_a), veh/h	1130	4217	2401		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.83	0.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	2.4	22.9	0.0	54.3	51.9
Incr Delay (d2), s/veh	47.1	0.4	1.1	0.0	4.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.9	1.9	10.2	0.0	2.7	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	86.8	2.8	24.0	0.0	58.5	52.0
LnGrp LOS	F	A	C		E	D
Approach Vol, veh/h		3285	1536	A	99	
Approach Delay, s/veh		33.7	24.0		57.9	
Approach LOS		C	C		E	

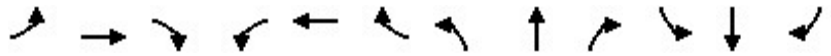
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		105.1		12.9	43.0	62.1
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	38.6	* 35
Max Q Clear Time (g_c+I1), s		15.0		7.9	40.6	29.2
Green Ext Time (p_c), s		56.9		0.1	0.0	5.2

Intersection Summary	
HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	276	1269	88	102	620	109	85	291	144	201	744	495
Future Volume (veh/h)	276	1269	88	102	620	109	85	291	144	201	744	495
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	321	1476	102	119	721	127	99	338	167	234	865	576
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	345	1579	109	199	1184	208	121	466	214	244	1051	629
Arrive On Green	0.19	0.47	0.47	0.04	0.13	0.13	0.07	0.14	0.14	0.14	0.21	0.21
Sat Flow, veh/h	1781	3370	232	1781	3019	532	1781	3406	1566	1781	5106	1566
Grp Volume(v), veh/h	321	775	803	119	424	424	99	338	167	234	865	576
Grp Sat Flow(s),veh/h/ln	1781	1777	1825	1781	1777	1774	1781	1702	1568	1781	1702	1566
Q Serve(g_s), s	24.8	57.5	58.5	9.2	31.6	31.6	7.7	13.3	14.4	18.3	22.7	28.8
Cycle Q Clear(g_c), s	24.8	57.5	58.5	9.2	31.6	31.6	7.7	13.3	14.4	18.3	22.7	28.8
Prop In Lane	1.00		0.13	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	345	833	855	199	697	696	121	466	215	244	1051	629
V/C Ratio(X)	0.93	0.93	0.94	0.60	0.61	0.61	0.82	0.72	0.78	0.96	0.82	0.92
Avail Cap(c_a), veh/h	382	833	855	199	697	696	244	625	288	244	1051	629
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	0.97	0.97	0.97	0.90	0.90	0.90
Uniform Delay (d), s/veh	55.5	35.1	35.3	64.3	50.8	50.8	64.4	57.9	58.4	60.0	53.1	39.9
Incr Delay (d2), s/veh	27.7	18.3	19.2	11.6	3.6	3.6	4.8	2.9	9.6	42.7	5.1	17.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.6	28.0	29.4	5.0	15.8	15.8	3.6	5.9	6.3	11.1	10.1	21.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.2	53.3	54.5	76.0	54.4	54.4	69.2	60.8	67.9	102.7	58.2	56.8
LnGrp LOS	F	D	D	E	D	D	E	E	E	F	E	E
Approach Vol, veh/h		1899			967			604			1675	
Approach Delay, s/veh		58.9			57.1			64.2			64.0	
Approach LOS		E			E			E			E	

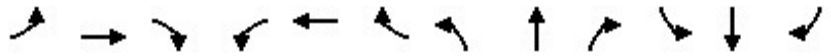
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	24.2	21.4	70.8	13.9	33.8	31.5	60.7
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	20.3	16.4	11.2	60.5	9.7	30.8	26.8	33.6
Green Ext Time (p_c), s	0.0	2.3	0.0	4.3	0.1	0.0	0.3	3.6

Intersection Summary	
HCM 6th Ctrl Delay	60.8
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1382	153	37	173	0	0	0	0	291	655	686
Future Volume (veh/h)	0	1382	153	37	173	0	0	0	0	291	655	686
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1470	163	39	184	0				310	697	730
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1617	178	64	2021	0				552	1360	543
Arrive On Green	0.00	0.17	0.17	0.04	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3321	355	1781	3647	0				1597	3934	1570
Grp Volume(v), veh/h	0	803	830	39	184	0				347	660	730
Grp Sat Flow(s),veh/h/ln	0	1777	1805	1781	1777	0				1790	1870	1570
Q Serve(g_s), s	0.0	62.1	63.3	3.0	3.3	0.0				22.1	19.6	48.4
Cycle Q Clear(g_c), s	0.0	62.1	63.3	3.0	3.3	0.0				22.1	19.6	48.4
Prop In Lane	0.00		0.20	1.00		0.00				0.89		1.00
Lane Grp Cap(c), veh/h	0	890	905	64	2021	0				619	1293	543
V/C Ratio(X)	0.00	0.90	0.92	0.61	0.09	0.00				0.56	0.51	1.35
Avail Cap(c_a), veh/h	0	890	905	313	2021	0				619	1293	543
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.25	0.25	0.78	0.78	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	55.1	55.6	66.5	13.7	0.0				37.2	36.4	45.8
Incr Delay (d2), s/veh	0.0	4.3	4.9	2.7	0.1	0.0				3.7	1.4	167.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	30.7	31.9	1.4	1.3	0.0				10.4	9.4	44.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	59.3	60.4	69.2	13.8	0.0				40.8	37.8	213.1
LnGrp LOS	A	E	E	E	B	A				D	D	F
Approach Vol, veh/h		1633			223						1737	
Approach Delay, s/veh		59.9			23.5						112.1	
Approach LOS		E			C						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.4	76.8		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	5.0	65.3		50.4		5.3
Green Ext Time (p_c), s	0.0	0.0		0.0		0.4

Intersection Summary	
HCM 6th Ctrl Delay	82.9
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	743	898	0	0	177	158	42	244	122	0	0	0
Future Volume (veh/h)	743	898	0	0	177	158	42	244	122	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	799	966	0	0	190	170	45	262	131			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1609	1383	0	0	389	328	70	430	201			
Arrive On Green	0.47	0.74	0.00	0.00	0.21	0.21	0.14	0.14	0.14			
Sat Flow, veh/h	3456	1870	0	0	1921	1542	506	3115	1455			
Grp Volume(v), veh/h	799	966	0	0	184	176	164	143	131			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1593	1845	1777	1455			
Q Serve(g_s), s	12.9	22.3	0.0	0.0	7.3	7.8	6.7	6.0	6.8			
Cycle Q Clear(g_c), s	12.9	22.3	0.0	0.0	7.3	7.8	6.7	6.0	6.8			
Prop In Lane	1.00		0.00	0.00		0.97	0.27		1.00			
Lane Grp Cap(c), veh/h	1609	1383	0	0	378	339	255	245	201			
V/C Ratio(X)	0.50	0.70	0.00	0.00	0.49	0.52	0.64	0.58	0.65			
Avail Cap(c_a), veh/h	1609	1383	0	0	580	520	394	380	311			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.27	0.27	0.00	0.00	1.00	1.00	0.93	0.93	0.93			
Uniform Delay (d), s/veh	14.9	5.6	0.0	0.0	27.7	27.9	32.6	32.3	32.7			
Incr Delay (d2), s/veh	0.1	0.8	0.0	0.0	0.4	0.5	0.9	0.8	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.5	5.2	0.0	0.0	2.9	2.8	3.0	2.6	2.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.9	6.4	0.0	0.0	28.0	28.3	33.6	33.1	33.9			
LnGrp LOS	B	A	A	A	C	C	C	C	C			
Approach Vol, veh/h		1765			360			438				
Approach Delay, s/veh		10.3			28.2			33.5				
Approach LOS		B			C			C				

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		64.1			42.1	21.9		15.9				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		24.3			14.9	9.8		8.8				
Green Ext Time (p_c), s		5.0			1.9	1.2		1.0				

Intersection Summary												
HCM 6th Ctrl Delay			16.8									
HCM 6th LOS			B									

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

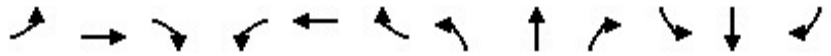
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	185	974	608	0	0	2179
Future Volume (veh/h)	185	974	608	0	0	2179
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	193	0	633	0	0	2270
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	225		2044	0	596	4929
Arrive On Green	0.13	0.00	0.41	0.00	0.00	0.78
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	193	0	633	0	0	2270
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	11.7	0.0	9.4	0.0	0.0	13.4
Cycle Q Clear(g_c), s	11.7	0.0	9.4	0.0	0.0	13.4
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	225		2044	0	596	4929
V/C Ratio(X)	0.86		0.31	0.00	0.00	0.46
Avail Cap(c_a), veh/h	487		2044	0	730	4929
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.00	0.85	0.00	0.00	0.84
Uniform Delay (d), s/veh	47.1	0.0	21.9	0.0	0.0	4.0
Incr Delay (d2), s/veh	3.2	0.0	0.1	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	3.5	0.0	0.0	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.3	0.0	22.0	0.0	0.0	4.3
LnGrp LOS	D		C	A	A	A
Approach Vol, veh/h	193	A	633			2270
Approach Delay, s/veh	50.3		22.0			4.3
Approach LOS	D		C			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	41.2	50.0				91.2	18.8
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	45.1	20.6				45.1	30.1
Max Q Clear Time (g_c+I1), s	10.0	11.4				15.4	13.7
Green Ext Time (p_c), s	0.0	3.5				24.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	10.8
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



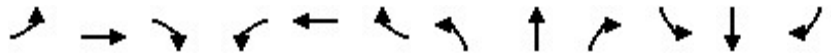
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	176	1021	102	123	401	0	0	858	55
Future Volume (veh/h)	0	0	0	176	1021	102	123	401	0	0	858	55
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				185	1075	107	129	422	0	0	903	58
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				389	2418	247	155	1629	0	0	849	54
Arrive On Green				0.19	0.19	0.19	0.17	0.64	0.00	0.00	0.17	0.17
Sat Flow, veh/h				678	4216	431	1781	5274	0	0	5059	313
Grp Volume(v), veh/h				501	423	444	129	422	0	0	628	333
Grp Sat Flow(s),veh/h/ln				1836	1702	1786	1781	1702	0	0	1702	1799
Q Serve(g_s), s				26.7	24.1	24.1	7.7	3.9	0.0	0.0	19.1	19.1
Cycle Q Clear(g_c), s				26.7	24.1	24.1	7.7	3.9	0.0	0.0	19.1	19.1
Prop In Lane				0.37		0.24	1.00		0.00	0.00		0.17
Lane Grp Cap(c), veh/h				1053	976	1025	155	1629	0	0	591	312
V/C Ratio(X)				0.48	0.43	0.43	0.83	0.26	0.00	0.00	1.06	1.07
Avail Cap(c_a), veh/h				1053	976	1025	155	1629	0	0	591	312
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.89	0.89	0.89	0.65	0.65	0.00	0.00	0.49	0.49
Uniform Delay (d), s/veh				29.8	28.8	28.8	44.6	14.3	0.0	0.0	45.5	45.5
Incr Delay (d2), s/veh				1.4	1.2	1.2	20.0	0.1	0.0	0.0	44.1	54.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				13.5	11.3	11.8	4.0	1.4	0.0	0.0	11.5	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				31.2	30.0	30.0	64.6	14.3	0.0	0.0	89.5	100.2
LnGrp LOS				C	C	C	E	B	A	A	F	F
Approach Vol, veh/h					1367			551			961	
Approach Delay, s/veh					30.4			26.1			93.2	
Approach LOS					C			C			F	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	15.5	25.5	69.0	41.0
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	9.6	* 19	63.1	35.1
Max Q Clear Time (g_c+I1), s	9.7	21.1	28.7	5.9
Green Ext Time (p_c), s	0.0	0.0	8.7	3.2

Intersection Summary	
HCM 6th Ctrl Delay	50.6
HCM 6th LOS	D

Notes

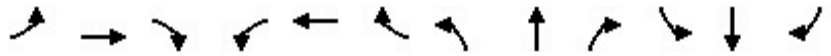
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	259	1252	0	0	0	0	0	498	72
Future Volume (veh/h)	0	0	0	259	1252	0	0	0	0	0	498	72
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				270	1304	0				0	519	75
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				600	3115	0				0	891	126
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				845	4556	0				0	4664	637
Grp Volume(v), veh/h				584	990	0				0	390	204
Grp Sat Flow(s),veh/h/ln				1828	1702	0				0	1702	1729
Q Serve(g_s), s				30.1	27.1	0.0				0.0	11.4	11.8
Cycle Q Clear(g_c), s				30.1	27.1	0.0				0.0	11.4	11.8
Prop In Lane				0.46		0.00				0.00		0.37
Lane Grp Cap(c), veh/h				1298	2417	0				0	675	343
V/C Ratio(X)				0.45	0.41	0.00				0.00	0.58	0.59
Avail Cap(c_a), veh/h				1298	2417	0				0	675	343
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				23.7	22.6	0.0				0.0	39.9	40.1
Incr Delay (d2), s/veh				1.1	0.5	0.0				0.0	3.6	7.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				15.1	12.5	0.0				0.0	5.1	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				24.9	23.1	0.0				0.0	43.5	47.5
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					1574						594	
Approach Delay, s/veh					23.8						44.9	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.7		83.3						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.8		78.1						
Max Q Clear Time (g_c+I1), s				13.8		32.1						
Green Ext Time (p_c), s				0.7		2.3						

Intersection Summary												
HCM 6th Ctrl Delay			29.5									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1429	100	91	191	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1429	100	91	191	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	1473	103	94	197	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3415	239	225	510	0			
Arrive On Green				0.00	0.23	0.23	0.07	0.07	0.00			
Sat Flow, veh/h				0	5041	341	1101	2585	0			
Grp Volume(v), veh/h				0	1029	547	155	136	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1809	1815	1777	0			
Q Serve(g_s), s				0.0	28.4	28.4	9.0	8.1	0.0			
Cycle Q Clear(g_c), s				0.0	28.4	28.4	9.0	8.1	0.0			
Prop In Lane				0.00		0.19	0.61		0.00			
Lane Grp Cap(c), veh/h				0	2386	1268	371	363	0			
V/C Ratio(X)				0.00	0.43	0.43	0.42	0.37	0.00			
Avail Cap(c_a), veh/h				0	2386	1268	371	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	23.6	23.6	45.0	44.6	0.0			
Incr Delay (d2), s/veh				0.0	0.6	1.1	3.4	2.9	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	13.1	14.1	4.7	4.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	24.1	24.6	48.4	47.5	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					1576			291				
Approach Delay, s/veh					24.3			48.0				
Approach LOS					C			D				

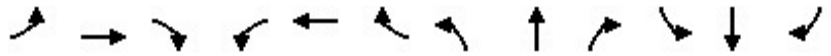
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						30.4		11.0				
Green Ext Time (p_c), s						16.8		1.3				

Intersection Summary		
HCM 6th Ctrl Delay	28.0	
HCM 6th LOS	C	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	238	1518	0	0	0	0	0	520	53
Future Volume (veh/h)	0	0	0	238	1518	0	0	0	0	0	520	53
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				253	1615	0				0	553	56
Peak Hour Factor				0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				468	3205	0				0	733	320
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				668	4742	0				0	3647	1553
Grp Volume(v), veh/h				696	1172	0				0	553	56
Grp Sat Flow(s),veh/h/ln				1837	1702	0				0	1777	1553
Q Serve(g_s), s				36.6	32.8	0.0				0.0	16.1	3.3
Cycle Q Clear(g_c), s				36.6	32.8	0.0				0.0	16.1	3.3
Prop In Lane				0.36		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1288	2386	0				0	733	320
V/C Ratio(X)				0.54	0.49	0.00				0.00	0.75	0.17
Avail Cap(c_a), veh/h				1288	2386	0				0	733	320
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				26.7	25.3	0.0				0.0	41.0	35.9
Incr Delay (d2), s/veh				1.6	0.7	0.0				0.0	7.1	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				18.5	15.1	0.0				0.0	7.8	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				28.3	26.0	0.0				0.0	48.1	37.1
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					1868						609	
Approach Delay, s/veh					26.9						47.1	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				27.6		82.4						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				22.7		77.1						
Max Q Clear Time (g_c+I1), s				18.1		38.6						
Green Ext Time (p_c), s				1.7		20.2						

Intersection Summary												
HCM 6th Ctrl Delay			31.8									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1731	66	42	95	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1731	66	42	95	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	1822	69	44	100	0			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3677	139	184	453	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5217	191	1040	2649	0			
Grp Volume(v), veh/h				0	1228	663	77	67	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1836	1818	1777	0			
Q Serve(g_s), s				0.0	16.9	16.9	4.0	3.5	0.0			
Cycle Q Clear(g_c), s				0.0	16.9	16.9	4.0	3.5	0.0			
Prop In Lane				0.00		0.10	0.57		0.00			
Lane Grp Cap(c), veh/h				0	2479	1337	322	315	0			
V/C Ratio(X)				0.00	0.50	0.50	0.24	0.21	0.00			
Avail Cap(c_a), veh/h				0	2479	1337	322	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	6.4	6.4	38.9	38.7	0.0			
Incr Delay (d2), s/veh				0.0	0.7	1.3	1.7	1.5	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	5.5	6.1	2.0	1.7	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	7.1	7.7	40.6	40.2	0.0			
LnGrp LOS				A	A	A	D	D	A			
Approach Vol, veh/h					1891			144				
Approach Delay, s/veh					7.3			40.4				
Approach LOS					A			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						18.9		6.0				
Green Ext Time (p_c), s						25.0		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

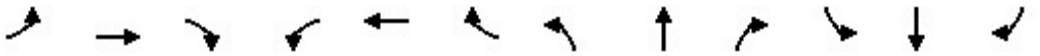
Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	176	650	3	103	0	0	0	25
Future Vol, veh/h	0	0	0	0	176	650	3	103	0	0	0	25
Conflicting Peds, #/hr	0	0	7	7	0	0	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	183	677	3	107	0	0	0	26

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	92	860	-	-	-	430
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	92	860	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	882	292	0	0	0	573
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	905	371	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	842	292	-	-	-	573
Mov Cap-2 Maneuver	-	-	-	842	292	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	864	371	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	24.3	11.6
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	292	-	-	573
HCM Lane V/C Ratio	0.367	-	-	0.045
HCM Control Delay (s)	24.3	-	-	11.6
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.6	-	-	0.1



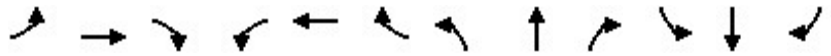
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	598	141	1220	1178	0
Future Volume (veh/h)	0	0	0	0	0	0	0	598	141	1220	1178	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.83	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	610	144	1245	1202	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	933	247	3645	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.19	0.19	0.49	0.64	0.00
Sat Flow, veh/h		0					0	5149	1318	5023	1826	0
Grp Volume(v), veh/h		0.0					0	610	144	1245	1202	0
Grp Sat Flow(s),veh/h/ln							0	1662	1318	1674	1826	0
Q Serve(g_s), s							0.0	12.5	11.0	16.8	46.9	0.0
Cycle Q Clear(g_c), s							0.0	12.5	11.0	16.8	46.9	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	933	247	3645	1740	0
V/C Ratio(X)							0.00	0.65	0.58	0.34	0.69	0.00
Avail Cap(c_a), veh/h							0	1205	319	3645	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	0.67	0.67	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.86	0.86	0.00
Uniform Delay (d), s/veh							0.0	41.4	40.8	12.1	9.4	0.0
Incr Delay (d2), s/veh							0.0	2.1	5.6	0.0	2.0	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	5.1	3.8	6.6	14.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	43.5	46.4	12.1	11.4	0.0
LnGrp LOS							A	D	D	B	B	A
Approach Vol, veh/h								754			2447	
Approach Delay, s/veh								44.0			11.8	
Approach LOS								D			B	

Timer - Assigned Phs	1	2			6							
Phs Duration (G+Y+Rc), s	84.2	25.8			110.0							
Change Period (Y+Rc), s	4.4	* 5.2			5.2							
Max Green Setting (Gmax), s	40.0	* 27			40.0							
Max Q Clear Time (g_c+I1), s	18.8	14.5			48.9							
Green Ext Time (p_c), s	5.1	6.1			0.0							

Intersection Summary			
HCM 6th Ctrl Delay		19.4	
HCM 6th LOS		B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



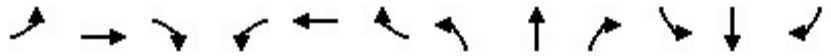
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1314	43	0	0	0	0	422	239	214	858	0
Future Volume (veh/h)	59	1314	43	0	0	0	0	422	239	214	858	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.93	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	60	1341	44				0	431	244	218	876	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	111	2640	822				0	704	305	244	1960	0
Arrive On Green	0.17	0.17	0.17				0.00	0.21	0.21	0.27	0.77	0.00
Sat Flow, veh/h	212	5051	1573				0	3572	1477	1781	5274	0
Grp Volume(v), veh/h	526	875	44				0	431	244	218	876	0
Grp Sat Flow(s),veh/h/ln	1860	1702	1573				0	1702	1477	1781	1702	0
Q Serve(g_s), s	28.4	25.6	2.6				0.0	12.6	17.3	12.9	6.7	0.0
Cycle Q Clear(g_c), s	28.4	25.6	2.6				0.0	12.6	17.3	12.9	6.7	0.0
Prop In Lane	0.11		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	972	1779	822				0	704	305	244	1960	0
V/C Ratio(X)	0.54	0.49	0.05				0.00	0.61	0.80	0.89	0.45	0.00
Avail Cap(c_a), veh/h	972	1779	822				0	916	397	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.71	0.71	0.71				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	33.5	32.3	22.8				0.0	39.6	41.5	39.1	8.6	0.0
Incr Delay (d2), s/veh	1.5	0.7	0.1				0.0	1.0	8.9	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.5	11.8	1.0				0.0	5.3	6.9	4.9	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.0	33.0	22.9				0.0	40.6	50.4	41.2	8.7	0.0
LnGrp LOS	D	C	C				A	D	D	D	A	A
Approach Vol, veh/h		1445						675			1094	
Approach Delay, s/veh		33.4						44.1			15.1	
Approach LOS		C						D			B	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	62.4	47.6	19.5	28.1
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	30.4	8.7	14.9	19.3
Green Ext Time (p_c), s	10.8	5.5	0.1	3.5

Intersection Summary	
HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C

Notes

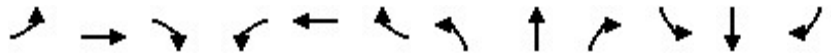
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



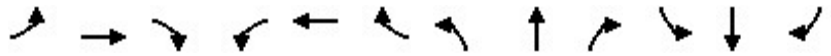
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1778	46	0	0	0	0	0	0	276	499	0
Future Volume (veh/h)	0	1778	46	0	0	0	0	0	0	276	499	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1954	51							303	548	0
Peak Hour Factor	0.91	0.91	0.91							0.91	0.91	0.91
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2980	78							568	1135	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5282	133							1729	3627	0
Grp Volume(v), veh/h	0	1300	705							313	538	0
Grp Sat Flow(s),veh/h/ln	0	1702	1843							1784	1702	0
Q Serve(g_s), s	0.0	38.8	38.9							18.2	16.4	0.0
Cycle Q Clear(g_c), s	0.0	38.8	38.9							18.2	16.4	0.0
Prop In Lane	0.00		0.07							0.97		0.00
Lane Grp Cap(c), veh/h	0	1984	1074							585	1117	0
V/C Ratio(X)	0.00	0.66	0.66							0.53	0.48	0.00
Avail Cap(c_a), veh/h	0	1984	1074							585	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	34.2	34.3							41.1	40.2	0.0
Incr Delay (d2), s/veh	0.0	1.7	3.1							3.5	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.1	20.1							9.3	7.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	35.9	37.4							44.5	41.7	0.0
LnGrp LOS	A	D	D							D	D	A
Approach Vol, veh/h		2005									851	
Approach Delay, s/veh		36.4									42.8	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	40.9	20.2
Green Ext Time (p_c), s	6.7	2.2

Intersection Summary	
HCM 6th Ctrl Delay	38.3
HCM 6th LOS	D



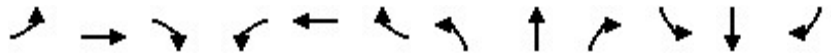
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	2255	0	0	0	0	0	202	244	0	0	0
Future Volume (veh/h)	72	2255	0	0	0	0	0	202	244	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	79	2478	0				0	222	268			
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	88	2933	0				0	599	512			
Arrive On Green	0.19	0.19	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	153	5282	0				0	1870	1517			
Grp Volume(v), veh/h	962	1595	0				0	222	268			
Grp Sat Flow(s),veh/h/ln	1863	1702	0				0	1777	1517			
Q Serve(g_s), s	55.5	49.4	0.0				0.0	10.4	15.6			
Cycle Q Clear(g_c), s	55.5	49.4	0.0				0.0	10.4	15.6			
Prop In Lane	0.08		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1069	1953	0				0	599	512			
V/C Ratio(X)	0.90	0.82	0.00				0.00	0.37	0.52			
Avail Cap(c_a), veh/h	1069	1953	0				0	599	512			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	41.5	39.1	0.0				0.0	27.6	29.3			
Incr Delay (d2), s/veh	12.0	3.9	0.0				0.0	1.8	3.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	31.2	23.5	0.0				0.0	4.8	6.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	43.0	0.0				0.0	29.4	33.1			
LnGrp LOS	D	D	A				A	C	C			
Approach Vol, veh/h		2557						490				
Approach Delay, s/veh		46.9						31.4				
Approach LOS		D						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		68.0						42.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		63.1						37.1				
Max Q Clear Time (g_c+I1), s		57.5						17.6				
Green Ext Time (p_c), s		5.3						3.2				
Intersection Summary												
HCM 6th Ctrl Delay			44.4									
HCM 6th LOS			D									



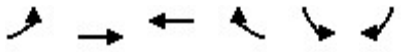
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2732	70	0	0	0	0	0	0	347	404	0
Future Volume (veh/h)	0	2732	70	0	0	0	0	0	0	347	404	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2970	76							377	439	0
Peak Hour Factor	0.92	0.92	0.92							0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3355	85							455	908	0
Arrive On Green	0.00	0.22	0.22							0.08	0.08	0.00
Sat Flow, veh/h	0	5288	130							1781	3647	0
Grp Volume(v), veh/h	0	1966	1080							377	439	0
Grp Sat Flow(s),veh/h/ln	0	1702	1845							1781	1777	0
Q Serve(g_s), s	0.0	61.5	62.6							22.9	13.0	0.0
Cycle Q Clear(g_c), s	0.0	61.5	62.6							22.9	13.0	0.0
Prop In Lane	0.00		0.07							1.00		0.00
Lane Grp Cap(c), veh/h	0	2231	1209							455	908	0
V/C Ratio(X)	0.00	0.88	0.89							0.83	0.48	0.00
Avail Cap(c_a), veh/h	0	2231	1209							455	908	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	39.0	39.4							48.0	43.4	0.0
Incr Delay (d2), s/veh	0.0	5.4	10.3							15.9	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	29.6	34.2							13.0	6.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	44.4	49.6							63.8	45.3	0.0
LnGrp LOS	A	D	D							E	D	A
Approach Vol, veh/h		3046									816	
Approach Delay, s/veh		46.2									53.9	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	77.0	33.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	72.1	28.1
Max Q Clear Time (g_c+I1), s	64.6	24.9
Green Ext Time (p_c), s	7.3	1.4

Intersection Summary	
HCM 6th Ctrl Delay	47.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	2699	0	0	0	0	0	99	77	0	0	0
Future Volume (veh/h)	46	2699	0	0	0	0	0	99	77	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	54	3175	0				0	116	91			
Peak Hour Factor	0.85	0.85	0.85				0.85	0.85	0.85			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	59	3683	0				0	395	286			
Arrive On Green	0.23	0.23	0.00				0.00	0.20	0.20			
Sat Flow, veh/h	83	5356	0				0	2060	1424			
Grp Volume(v), veh/h	1216	2013	0				0	104	103			
Grp Sat Flow(s),veh/h/ln	1866	1702	0				0	1777	1614			
Q Serve(g_s), s	69.9	61.9	0.0				0.0	5.5	6.0			
Cycle Q Clear(g_c), s	69.9	61.9	0.0				0.0	5.5	6.0			
Prop In Lane	0.04		0.00				0.00		0.88			
Lane Grp Cap(c), veh/h	1325	2417	0				0	357	324			
V/C Ratio(X)	0.92	0.83	0.00				0.00	0.29	0.32			
Avail Cap(c_a), veh/h	1325	2417	0				0	357	324			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	39.0	35.9	0.0				0.0	37.3	37.5			
Incr Delay (d2), s/veh	11.5	3.5	0.0				0.0	2.1	2.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	39.1	29.3	0.0				0.0	2.6	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.5	39.5	0.0				0.0	39.4	40.1			
LnGrp LOS	D	D	A				A	D	D			
Approach Vol, veh/h		3229						207				
Approach Delay, s/veh		43.6						39.7				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		83.0						27.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		78.1						22.1				
Max Q Clear Time (g_c+I1), s		71.9						8.0				
Green Ext Time (p_c), s		6.1						1.0				
Intersection Summary												
HCM 6th Ctrl Delay			43.4									
HCM 6th LOS			D									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	19	1028	892	33	141	114
Future Volume (veh/h)	19	1028	892	33	141	114
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	21	1117	970	36	153	124
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	30	4046	3737	139	337	155
Arrive On Green	0.02	0.81	1.00	1.00	0.10	0.10
Sat Flow, veh/h	1781	5149	5098	183	3456	1585
Grp Volume(v), veh/h	21	1117	653	353	153	124
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1793	1728	1585
Q Serve(g_s), s	1.4	6.4	0.0	0.0	4.9	9.0
Cycle Q Clear(g_c), s	1.4	6.4	0.0	0.0	4.9	9.0
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	30	4046	2518	1358	337	155
V/C Ratio(X)	0.70	0.28	0.26	0.26	0.45	0.80
Avail Cap(c_a), veh/h	319	4046	2518	1358	884	406
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.95	0.95	1.00	1.00
Uniform Delay (d), s/veh	57.7	2.7	0.0	0.0	50.3	52.1
Incr Delay (d2), s/veh	9.7	0.2	0.2	0.4	0.4	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.3	0.1	0.2	2.2	7.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.4	2.9	0.2	0.4	50.6	55.8
LnGrp LOS	E	A	A	A	D	E
Approach Vol, veh/h		1138	1006		277	
Approach Delay, s/veh		4.0	0.3		52.9	
Approach LOS		A	A		D	

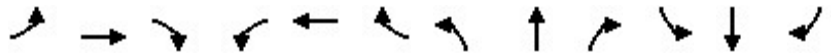
Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	101.6	16.4	6.4	95.2
Change Period (Y+Rc), s	* 5.8	4.9	4.4	5.8
Max Green Setting (Gmax), s	* 77	30.2	21.1	51.6
Max Q Clear Time (g_c+I1), s	8.4	11.0	3.4	2.0
Green Ext Time (p_c), s	28.4	0.5	0.0	19.4

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1077	18	17	884	11	0	13	27	89	0	16
Future Volume (veh/h)	65	1077	18	17	884	11	0	13	27	89	0	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	1238	21	20	1016	0	0	15	31	102	0	18
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	727	3535	60	60	1567		63	19	39	214	0	98
Arrive On Green	0.82	1.00	1.00	0.03	0.31	0.00	0.00	0.04	0.04	0.06	0.00	0.06
Sat Flow, veh/h	1781	5048	86	1781	4985	1585	1781	541	1117	3456	0	1577
Grp Volume(v), veh/h	75	815	444	20	1016	0	0	0	46	102	0	18
Grp Sat Flow(s),veh/h/ln	1781	1662	1810	1781	1662	1585	1781	0	1658	1728	0	1577
Q Serve(g_s), s	1.0	0.0	0.0	1.3	20.7	0.0	0.0	0.0	3.2	3.4	0.0	1.3
Cycle Q Clear(g_c), s	1.0	0.0	0.0	1.3	20.7	0.0	0.0	0.0	3.2	3.4	0.0	1.3
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	727	2327	1268	60	1567		63	0	58	214	0	98
V/C Ratio(X)	0.10	0.35	0.35	0.33	0.65		0.00	0.00	0.79	0.48	0.00	0.18
Avail Cap(c_a), veh/h	727	2327	1268	168	1567		251	0	233	999	0	456
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.5	0.0	0.0	55.7	34.8	0.0	0.0	0.0	56.5	53.5	0.0	52.5
Incr Delay (d2), s/veh	0.0	0.4	0.7	1.2	2.1	0.0	0.0	0.0	8.6	0.6	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.3	0.6	8.3	0.0	0.0	0.0	1.5	1.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.5	0.4	0.7	56.9	36.9	0.0	0.0	0.0	65.1	54.1	0.0	52.8
LnGrp LOS	A	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		1334			1036	A		46			120	
Approach Delay, s/veh		0.9			37.3			65.1			53.9	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	88.3		12.2	53.8	42.9		9.0
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.1	21.6		34.1	10.2	* 37		16.6
Max Q Clear Time (g_c+I1), s	3.3	2.0		5.4	3.0	22.7		5.2
Green Ext Time (p_c), s	0.0	12.5		0.2	0.0	8.4		0.1

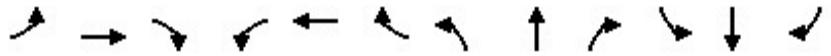
Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1404	130	284	1705	126	144	26	332	420	3	5
Future Volume (veh/h)	6	1404	130	284	1705	126	144	26	332	420	3	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	1510	140	305	1833	135	155	28	0	452	3	5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	486	2698	959	310	2103	155	220	119		486	84	140
Arrive On Green	0.27	0.54	0.54	0.09	0.35	0.35	0.06	0.06	0.00	0.14	0.14	0.14
Sat Flow, veh/h	1781	4985	1584	3456	6007	442	3456	1870	1585	3563	614	1023
Grp Volume(v), veh/h	6	1510	140	305	1437	531	155	28	0	452	0	8
Grp Sat Flow(s),veh/h/ln	1781	1662	1584	1728	1570	1739	1728	1870	1585	1781	0	1637
Q Serve(g_s), s	0.3	23.5	4.5	10.4	33.7	33.7	5.2	1.7	0.0	14.8	0.0	0.5
Cycle Q Clear(g_c), s	0.3	23.5	4.5	10.4	33.7	33.7	5.2	1.7	0.0	14.8	0.0	0.5
Prop In Lane	1.00		1.00	1.00		0.25	1.00		1.00	1.00		0.63
Lane Grp Cap(c), veh/h	486	2698	959	310	1649	609	220	119		486	0	223
V/C Ratio(X)	0.01	0.56	0.15	0.98	0.87	0.87	0.70	0.23		0.93	0.00	0.04
Avail Cap(c_a), veh/h	486	2698	959	310	1649	609	1084	586		486	0	223
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.3	17.8	10.1	53.6	35.9	35.9	54.1	52.5	0.0	50.4	0.0	44.2
Incr Delay (d2), s/veh	0.0	0.8	0.3	46.0	6.7	15.8	1.5	0.4	0.0	24.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	8.5	1.8	6.4	13.2	16.2	2.3	0.8	0.0	8.2	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.3	18.6	10.4	99.6	42.5	51.7	55.7	52.9	0.0	75.0	0.0	44.3
LnGrp LOS	C	B	B	F	D	D	E	D		E	A	D
Approach Vol, veh/h		1656			2273			183	A		460	
Approach Delay, s/veh		18.0			52.3			55.2			74.4	
Approach LOS		B			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.0	69.6		21.0	37.9	46.7		12.4
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	10.6	34.4		16.1	4.0	* 41		37.0
Max Q Clear Time (g_c+I1), s	12.4	25.5		16.8	2.3	35.7		7.2
Green Ext Time (p_c), s	0.0	7.7		0.0	0.0	5.4		0.4

Intersection Summary	
HCM 6th Ctrl Delay	42.2
HCM 6th LOS	D

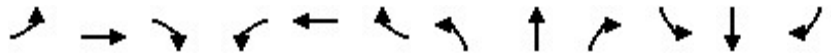
Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



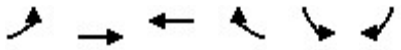
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	0	41	5	0	20	22	373	14	14	394	65
Future Volume (veh/h)	83	0	41	5	0	20	22	373	14	14	394	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	31	44	5	12	13	23	397	15	15	419	69
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	59	84	16	38	44	201	1099	41	202	962	157
Arrive On Green	0.09	0.09	0.09	0.03	0.03	0.03	0.11	0.32	0.32	0.11	0.32	0.32
Sat Flow, veh/h	1781	685	973	542	1301	1539	1781	3489	131	1781	3047	498
Grp Volume(v), veh/h	66	0	75	17	0	13	23	202	210	15	243	245
Grp Sat Flow(s),veh/h/ln	1781	0	1658	1843	0	1539	1781	1777	1843	1781	1777	1768
Q Serve(g_s), s	1.2	0.0	1.5	0.3	0.0	0.3	0.4	3.1	3.1	0.3	3.8	3.9
Cycle Q Clear(g_c), s	1.2	0.0	1.5	0.3	0.0	0.3	0.4	3.1	3.1	0.3	3.8	3.9
Prop In Lane	1.00		0.59	0.29		1.00	1.00		0.07	1.00		0.28
Lane Grp Cap(c), veh/h	153	0	142	53	0	44	201	560	581	202	561	559
V/C Ratio(X)	0.43	0.00	0.53	0.32	0.00	0.29	0.11	0.36	0.36	0.07	0.43	0.44
Avail Cap(c_a), veh/h	2034	0	1893	2104	0	1756	1271	2536	2631	2034	2536	2524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	0.0	15.3	16.7	0.0	16.7	14.0	9.3	9.3	13.9	9.5	9.5
Incr Delay (d2), s/veh	1.4	0.0	2.2	1.3	0.0	1.3	0.1	0.3	0.3	0.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.6	0.1	0.0	0.1	0.1	0.9	0.9	0.1	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	0.0	17.6	17.9	0.0	18.0	14.1	9.6	9.6	13.9	9.9	9.9
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		141			30			435			503	
Approach Delay, s/veh		17.1			18.0			9.8			10.0	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	15.0		7.0	7.9	15.1		5.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	50.0		40.0	25.0	50.0		40.0
Max Q Clear Time (g_c+I1), s	2.3	5.1		3.5	2.4	5.9		2.3
Green Ext Time (p_c), s	0.0	2.0		0.5	0.0	2.5		0.1

Intersection Summary	
HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	253	17	9	149	169	273
Future Volume (veh/h)	253	17	9	149	169	273
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	292	0	10	0	186	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	617	324	981		320	
Arrive On Green	0.17	0.00	0.52	0.00	0.09	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	292	0	10	0	186	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	4.2	0.0	0.1	0.0	3.0	0.0
Cycle Q Clear(g_c), s	4.2	0.0	0.1	0.0	3.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	617	324	981		320	
V/C Ratio(X)	0.47	0.00	0.01		0.58	
Avail Cap(c_a), veh/h	3114	1635	981		2417	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	21.3	0.0	6.5	0.0	24.9	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.0	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	0.0	1.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.9	0.0	6.5	0.0	26.6	0.0
LnGrp LOS	C	A	A		C	
Approach Vol, veh/h		292	10	A	186	A
Approach Delay, s/veh		21.9	6.5		26.6	
Approach LOS		C	A		C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		13.9		9.3		34.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		50.0		40.0		30.0
Max Q Clear Time (g_c+I1), s		6.2		5.0		2.1
Green Ext Time (p_c), s		1.0		0.6		0.0

Intersection Summary		
HCM 6th Ctrl Delay		23.3
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

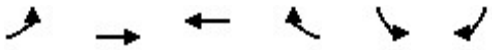
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	188	154	10	1	2
Future Vol, veh/h	9	188	154	10	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	219	179	12	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	191	0	-	0	315	96
Stage 1	-	-	-	-	185	-
Stage 2	-	-	-	-	130	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1380	-	-	-	653	942
Stage 1	-	-	-	-	828	-
Stage 2	-	-	-	-	882	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1380	-	-	-	648	942
Mov Cap-2 Maneuver	-	-	-	-	648	-
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	882	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1380	-	-	-	818
HCM Lane V/C Ratio	0.008	-	-	-	0.004
HCM Control Delay (s)	7.6	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



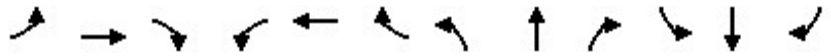
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	64	1620	3925	1	1	167
Future Volume (veh/h)	64	1620	3925	1	1	167
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	68	1723	4176	0	1	178
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	88	3907	5153		449	206
Arrive On Green	0.05	0.78	0.70	0.00	0.13	0.13
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	68	1723	4176	0	1	178
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	4.5	13.5	46.4	0.0	0.0	13.0
Cycle Q Clear(g_c), s	4.5	13.5	46.4	0.0	0.0	13.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	88	3907	5153		449	206
V/C Ratio(X)	0.77	0.44	0.81		0.00	0.86
Avail Cap(c_a), veh/h	319	3907	5153		723	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	55.4	4.2	12.5	0.0	44.7	50.3
Incr Delay (d2), s/veh	13.1	0.4	1.5	0.0	0.0	12.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.2	12.6	0.0	0.0	11.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	68.5	4.6	13.9	0.0	44.7	63.0
LnGrp LOS	E	A	B		D	E
Approach Vol, veh/h		1791	4176	A	179	
Approach Delay, s/veh		7.0	13.9		62.9	
Approach LOS		A	B		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		97.8		20.2	10.2	87.5
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		83.1		24.7	21.1	57.6
Max Q Clear Time (g_c+I1), s		15.5		15.0	6.5	48.4
Green Ext Time (p_c), s		48.6		0.4	0.1	9.2

Intersection Summary	
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



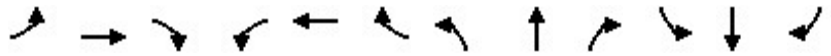
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	3020	14	28	2431	12	13	0	37	30	0	23
Future Volume (veh/h)	43	3020	14	28	2431	12	13	0	37	30	0	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.92		0.92	0.93		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	3247	15	30	2614	13	14	0	40	32	0	25
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	76	4260	1074	73	4269	21	269	0	231	255	0	257
Arrive On Green	0.04	0.68	0.68	0.04	1.00	1.00	0.18	0.00	0.18	0.18	0.00	0.18
Sat Flow, veh/h	1781	6281	1584	3456	6499	32	1175	0	1308	1267	0	1453
Grp Volume(v), veh/h	46	3247	15	30	1895	732	14	0	40	32	0	25
Grp Sat Flow(s),veh/h/ln	1781	1570	1584	1728	1570	1820	1175	0	1308	1267	0	1453
Q Serve(g_s), s	3.0	40.6	0.4	1.0	0.0	0.0	1.1	0.0	3.1	2.6	0.0	1.7
Cycle Q Clear(g_c), s	3.0	40.6	0.4	1.0	0.0	0.0	2.8	0.0	3.1	5.4	0.0	1.7
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	76	4260	1074	73	3095	1196	269	0	231	255	0	257
V/C Ratio(X)	0.61	0.76	0.01	0.41	0.61	0.61	0.05	0.00	0.17	0.13	0.00	0.10
Avail Cap(c_a), veh/h	168	4260	1074	618	3095	1196	310	0	274	296	0	304
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.68	0.68	0.68	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.5	12.7	6.2	55.8	0.0	0.0	41.8	0.0	41.2	43.4	0.0	40.7
Incr Delay (d2), s/veh	2.9	1.3	0.0	0.9	0.6	1.6	0.0	0.0	0.1	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	12.1	0.1	0.4	0.2	0.5	0.4	0.0	1.0	0.8	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.4	14.0	6.2	56.7	0.6	1.6	41.9	0.0	41.4	43.5	0.0	40.7
LnGrp LOS	E	B	A	E	A	A	D	A	D	D	A	D
Approach Vol, veh/h		3308			2657			54			57	
Approach Delay, s/veh		14.6			1.5			41.5			42.3	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.9	85.3		25.8	9.4	82.8		25.8
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	21.1	57.6		24.7	11.1	67.6		24.7
Max Q Clear Time (g_c+I1), s	3.0	42.6		7.4	5.0	2.0		5.1
Green Ext Time (p_c), s	0.0	14.9		0.1	0.0	61.3		0.1

Intersection Summary	
HCM 6th Ctrl Delay	9.4
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.



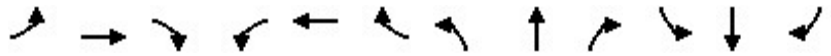
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	2977	0	11	2138	353	0	0	0	116	0	279
Future Volume (veh/h)	118	2977	0	11	2138	353	0	0	0	116	0	279
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	3167	0	12	2274	376	0	0	0	123	0	297
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	151	3152	0	60	3184	521	0	393	0	846	0	332
Arrive On Green	0.11	0.84	0.00	0.03	0.58	0.58	0.00	0.00	0.00	0.21	0.00	0.21
Sat Flow, veh/h	1781	5149	0	1781	5478	897	0	1870	0	3446	0	1581
Grp Volume(v), veh/h	126	3167	0	12	1952	698	0	0	0	123	0	297
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1664	0	1870	0	1723	0	1581
Q Serve(g_s), s	8.2	74.6	0.0	0.8	35.0	35.7	0.0	0.0	0.0	3.5	0.0	21.6
Cycle Q Clear(g_c), s	8.2	74.6	0.0	0.8	35.0	35.7	0.0	0.0	0.0	3.5	0.0	21.6
Prop In Lane	1.00		0.00	1.00		0.54	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	3152	0	60	2738	967	0	393	0	846	0	332
V/C Ratio(X)	0.83	1.00	0.00	0.20	0.71	0.72	0.00	0.00	0.00	0.15	0.00	0.89
Avail Cap(c_a), veh/h	168	3152	0	168	2738	967	0	471	0	989	0	398
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.00	0.80	0.80	0.80	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.5	9.4	0.0	55.4	17.7	17.8	0.0	0.0	0.0	38.2	0.0	45.3
Incr Delay (d2), s/veh	18.6	14.8	0.0	0.5	1.3	3.7	0.0	0.0	0.0	0.0	0.0	17.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	9.6	0.0	0.3	11.6	13.2	0.0	0.0	0.0	1.5	0.0	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.1	24.2	0.0	55.9	19.0	21.6	0.0	0.0	0.0	38.2	0.0	63.1
LnGrp LOS	E	F	A	E	B	C	A	A	A	D	A	E
Approach Vol, veh/h		3293			2662			0			420	
Approach Delay, s/veh		25.9			19.8			0.0			55.8	
Approach LOS		C			B						E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	79.9		29.7	14.4	73.9		29.7				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.1	62.6		29.7	11.1	62.6		29.7				
Max Q Clear Time (g_c+I1), s	2.8	76.6		23.6	10.2	37.7		0.0				
Green Ext Time (p_c), s	0.0	0.0		0.9	0.0	24.1		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	25.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	3075	2	14	2366	0	0	0	18	0	0	0
Future Volume (veh/h)	37	3075	2	14	2366	0	0	0	18	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	39	3203	2	15	2465	0						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	54	4369	3	26	4154	0						
Arrive On Green	0.03	0.85	0.85	0.01	0.83	0.00						
Sat Flow, veh/h	1781	5145	3	1781	5149	0						
Grp Volume(v), veh/h	39	2068	1137	15	2465	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1825	1781	1662	0						
Q Serve(g_s), s	1.5	17.5	17.5	0.6	11.5	0.0						
Cycle Q Clear(g_c), s	1.5	17.5	17.5	0.6	11.5	0.0						
Prop In Lane	1.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	54	2822	1550	26	4154	0						
V/C Ratio(X)	0.72	0.73	0.73	0.58	0.59	0.00						
Avail Cap(c_a), veh/h	759	2832	1555	759	4247	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	33.8	2.1	2.1	34.5	1.9	0.0						
Incr Delay (d2), s/veh	6.6	1.5	2.6	7.5	0.5	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.7	0.6	1.1	0.3	0.2	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.5	3.6	4.7	42.0	2.5	0.0						
LnGrp LOS	D	A	A	D	A	A						
Approach Vol, veh/h		3244			2480							
Approach Delay, s/veh		4.4			2.7							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	5.4	65.0			6.5	63.9						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	30.6	60.0			30.0	60.0						
Max Q Clear Time (g_c+I1), s	2.6	19.5			3.5	13.5						
Green Ext Time (p_c), s	0.0	40.3			0.0	44.8						
Intersection Summary												
HCM 6th Ctrl Delay			3.7									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	178.6

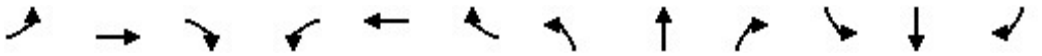
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	415	0	0	2136	391
Future Vol, veh/h	0	415	0	0	2136	391
Conflicting Peds, #/hr	0	3	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	441	0	0	2272	416

Major/Minor	Minor2			Major2	
Conflicting Flow All	2480	1347		-	0
Stage 1	2480	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	51	~ 121		-	-
Stage 1	28	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	51	~ 121		-	-
Mov Cap-2 Maneuver	51	-		-	-
Stage 1	28	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, $	1266.3	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	121	-	-
HCM Lane V/C Ratio	-	3.649	-	-
HCM Control Delay (s)	$	1266.3	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	43.8	-	-

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



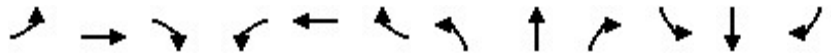
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	667	28	19	679	329	34	58	40	210	28	150
Future Volume (veh/h)	104	667	28	19	679	329	34	58	40	210	28	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.99		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	749	31	21	763	370	38	65	45	236	31	169
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	1163	357	630	2612	807	193	329	245	364	496	436
Arrive On Green	0.05	0.15	0.15	0.35	0.51	0.51	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1781	5106	1568	1781	5106	1578	524	1178	877	1267	1777	1560
Grp Volume(v), veh/h	117	749	31	21	763	370	70	0	78	236	31	169
Grp Sat Flow(s),veh/h/ln	1781	1702	1568	1781	1702	1578	1065	0	1514	1267	1777	1560
Q Serve(g_s), s	7.8	16.5	2.0	0.9	10.3	18.0	2.7	0.0	4.7	20.9	1.5	10.5
Cycle Q Clear(g_c), s	7.8	16.5	2.0	0.9	10.3	18.0	13.2	0.0	4.7	25.6	1.5	10.5
Prop In Lane	1.00		1.00	1.00		1.00	0.54		0.58	1.00		1.00
Lane Grp Cap(c), veh/h	144	1163	357	630	2612	807	344	0	423	364	496	436
V/C Ratio(X)	0.81	0.64	0.09	0.03	0.29	0.46	0.20	0.00	0.18	0.65	0.06	0.39
Avail Cap(c_a), veh/h	313	1974	606	630	2612	807	553	0	647	552	760	667
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	0.97	0.97	0.97	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	46.3	40.1	25.4	16.8	18.7	36.1	0.0	32.8	42.6	31.7	34.9
Incr Delay (d2), s/veh	4.0	2.7	0.5	0.0	0.3	1.8	0.1	0.0	0.1	5.5	0.2	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	7.4	0.8	0.4	3.9	6.6	1.7	0.0	1.7	7.1	0.7	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.9	48.9	40.6	25.4	17.1	20.5	36.2	0.0	32.9	48.1	31.9	36.6
LnGrp LOS	E	D	D	C	B	C	D	A	C	D	C	D
Approach Vol, veh/h		897			1154			148			436	
Approach Delay, s/veh		50.1			18.3			34.5			42.5	
Approach LOS		D			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	48.5	33.0		38.4	14.1	67.5		38.4				
Change Period (Y+Rc), s	6.1	* 5.7		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	7.3	* 46		51.3	21.1	32.2		51.3				
Max Q Clear Time (g_c+I1), s	2.9	18.5		27.6	9.8	20.0		15.2				
Green Ext Time (p_c), s	0.0	8.8		5.0	0.1	8.7		0.6				

Intersection Summary		
HCM 6th Ctrl Delay	34.0	
HCM 6th LOS	C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	501	1	0	475	392	1	0	0	287	0	33
Future Volume (veh/h)	50	501	1	0	475	392	1	0	0	287	0	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	551	1	0	522	0	1	0	0	349	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	983	2	861	2260		19	0	17	489	257	0
Arrive On Green	0.04	0.19	0.19	0.00	0.21	0.00	0.01	0.00	0.00	0.14	0.00	0.00
Sat Flow, veh/h	1781	5263	10	1781	3554	1585	1781	0	1585	3563	1870	0
Grp Volume(v), veh/h	55	356	196	0	522	0	1	0	0	349	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1869	1781	1777	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	3.7	11.4	11.4	0.0	14.6	0.0	0.1	0.0	0.0	11.2	0.0	0.0
Cycle Q Clear(g_c), s	3.7	11.4	11.4	0.0	14.6	0.0	0.1	0.0	0.0	11.2	0.0	0.0
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	71	636	349	861	2260		19	0	17	489	257	0
V/C Ratio(X)	0.77	0.56	0.56	0.00	0.23		0.05	0.00	0.00	0.71	0.00	0.00
Avail Cap(c_a), veh/h	224	1166	640	861	2260		157	0	140	1101	578	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.97	0.00	1.00	0.00	0.00	0.91	0.00	0.00
Uniform Delay (d), s/veh	57.1	44.3	44.3	0.0	23.0	0.0	58.7	0.0	0.0	49.5	0.0	0.0
Incr Delay (d2), s/veh	6.5	3.5	6.4	0.0	0.2	0.0	0.4	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	5.0	5.8	0.0	7.0	0.0	0.0	0.0	0.0	5.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.6	47.9	50.7	0.0	23.3	0.0	59.1	0.0	0.0	50.2	0.0	0.0
LnGrp LOS	E	D	D	A	C		E	A	A	D	A	A
Approach Vol, veh/h		607			522	A		1			349	
Approach Delay, s/veh		50.2			23.3			59.1			50.2	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	63.9	27.5		22.4	9.2	82.2		6.2				
Change Period (Y+Rc), s	5.9	* 5.1		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.3	* 41		37.1	15.1	36.1		10.6				
Max Q Clear Time (g_c+I1), s	10.6	13.4		13.2	5.7	16.6		2.1				
Green Ext Time (p_c), s	0.0	9.0		0.6	0.0	5.6		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	40.7
HCM 6th LOS	D

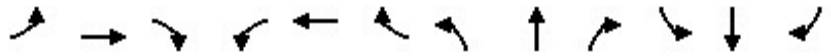
Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	249	127	30	366	179	198	868	27	117	801	183
Future Volume (veh/h)	282	249	127	30	366	179	198	868	27	117	801	183
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	300	265	135	32	389	190	211	923	29	124	852	195
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	701	346	44	523	303	257	1731	54	168	1658	735
Arrive On Green	0.18	0.31	0.31	0.02	0.15	0.15	0.07	0.49	0.49	0.05	0.47	0.47
Sat Flow, veh/h	1781	2293	1131	1781	3554	1537	3456	3516	110	3456	3554	1576
Grp Volume(v), veh/h	300	203	197	32	389	190	211	466	486	124	852	195
Grp Sat Flow(s),veh/h/ln	1781	1777	1647	1781	1777	1537	1728	1777	1850	1728	1777	1576
Q Serve(g_s), s	24.9	13.5	14.1	2.7	15.7	11.2	9.0	27.1	27.1	5.3	25.2	6.0
Cycle Q Clear(g_c), s	24.9	13.5	14.1	2.7	15.7	11.2	9.0	27.1	27.1	5.3	25.2	6.0
Prop In Lane	1.00		0.69	1.00		1.00	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	321	543	504	44	523	303	257	875	911	168	1658	735
V/C Ratio(X)	0.94	0.37	0.39	0.73	0.74	0.63	0.82	0.53	0.53	0.74	0.51	0.27
Avail Cap(c_a), veh/h	387	668	619	82	734	395	544	875	911	258	1658	735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.6	40.8	41.0	72.7	61.3	27.8	68.4	26.2	26.2	70.4	28.1	6.9
Incr Delay (d2), s/veh	25.5	0.2	0.2	8.2	1.3	0.8	2.5	2.3	2.2	2.4	1.1	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.6	6.0	5.8	1.3	7.2	4.2	4.1	12.1	12.6	2.4	11.1	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.1	41.0	41.2	80.8	62.6	28.5	70.9	28.5	28.4	72.8	29.2	7.8
LnGrp LOS	F	D	D	F	E	C	E	C	C	E	C	A
Approach Vol, veh/h		700			611			1163			1171	
Approach Delay, s/veh		60.4			52.9			36.2			30.2	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	79.2	8.1	51.1	15.5	75.3	32.2	27.0
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	11.3	* 57	6.9	56.4	23.6	43.8	32.6	* 31
Max Q Clear Time (g_c+I1), s	17.3	29.1	4.7	16.1	11.0	27.2	26.9	17.7
Green Ext Time (p_c), s	0.0	2.2	0.0	0.9	0.1	2.4	0.1	1.0

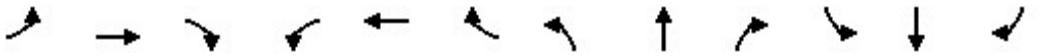
Intersection Summary	
HCM 6th Ctrl Delay	41.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

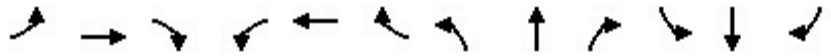
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	201	95	209	175	75	100	127	172	81	108	71
Future Volume (veh/h)	35	201	95	209	175	75	100	127	172	81	108	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	214	101	222	186	80	106	135	183	86	115	76
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	1312	660	308	807	634	136	763	471	112	714	308
Arrive On Green	0.03	0.37	0.37	0.09	0.43	0.43	0.08	0.21	0.21	0.06	0.20	0.20
Sat Flow, veh/h	1781	3554	1461	3456	1870	1471	1781	3554	1536	1781	3554	1534
Grp Volume(v), veh/h	37	214	101	222	186	80	106	135	183	86	115	76
Grp Sat Flow(s),veh/h/ln	1781	1777	1461	1728	1870	1471	1781	1777	1536	1781	1777	1534
Q Serve(g_s), s	1.8	3.6	3.6	5.5	5.6	2.9	5.2	2.7	8.3	4.2	2.4	3.7
Cycle Q Clear(g_c), s	1.8	3.6	3.6	5.5	5.6	2.9	5.2	2.7	8.3	4.2	2.4	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	48	1312	660	308	807	634	136	763	471	112	714	308
V/C Ratio(X)	0.77	0.16	0.15	0.72	0.23	0.13	0.78	0.18	0.39	0.77	0.16	0.25
Avail Cap(c_a), veh/h	604	1606	781	1171	845	665	604	1606	836	604	1606	693
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	18.7	14.6	39.2	15.9	15.1	40.1	28.4	24.3	40.9	29.2	29.7
Incr Delay (d2), s/veh	9.2	0.1	0.1	1.2	0.1	0.0	3.6	0.1	0.5	4.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.5	1.2	2.4	2.3	0.9	2.4	1.2	3.0	1.9	1.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.0	18.8	14.7	40.4	16.0	15.2	43.8	28.5	24.9	45.0	29.2	29.9
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		352			488			424			277	
Approach Delay, s/veh		21.1			27.0			30.7			34.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	38.6	12.2	24.5	7.8	44.1	10.9	25.7
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	7.5	5.6	7.2	5.7	3.8	7.6	6.2	10.3
Green Ext Time (p_c), s	0.4	2.2	0.1	0.6	0.0	0.9	0.1	1.5

Intersection Summary	
HCM 6th Ctrl Delay	28.0
HCM 6th LOS	C



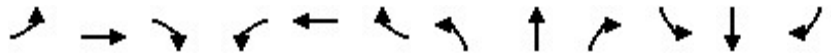
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	8	22	0	37	77	308	26	70	298	32
Future Volume (veh/h)	9	0	8	22	0	37	77	308	26	70	298	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	0	9	24	0	40	84	335	28	76	324	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	261	43	125	461	0	368	116	1542	126	108	1483	156
Arrive On Green	0.18	0.00	0.18	0.18	0.00	0.18	0.06	0.32	0.32	0.06	0.32	0.32
Sat Flow, veh/h	546	245	712	1393	0	1547	1781	4794	393	1781	4674	493
Grp Volume(v), veh/h	19	0	0	24	0	40	84	236	127	76	234	125
Grp Sat Flow(s),veh/h/ln	1504	0	0	1393	0	1547	1781	1702	1783	1781	1702	1763
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	0.7	1.5	1.7	1.7	1.4	1.7	1.7
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.4	0.0	0.7	1.5	1.7	1.7	1.4	1.7	1.7
Prop In Lane	0.53		0.47	1.00		1.00	1.00		0.22	1.00		0.28
Lane Grp Cap(c), veh/h	429	0	0	461	0	368	116	1095	574	108	1080	559
V/C Ratio(X)	0.04	0.00	0.00	0.05	0.00	0.11	0.73	0.22	0.22	0.70	0.22	0.22
Avail Cap(c_a), veh/h	1898	0	0	1873	0	1958	1608	6145	3219	1608	6145	3182
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.4	0.0	0.0	11.5	0.0	10.0	15.2	8.2	8.2	15.3	8.3	8.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.1	0.3	3.1	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.2	0.6	0.4	0.5	0.6	0.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.4	0.0	0.0	11.5	0.0	10.0	18.5	8.3	8.5	18.4	8.4	8.6
LnGrp LOS	B	A	A	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		19			64			447			435	
Approach Delay, s/veh		11.4			10.6			10.3			10.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.4	16.1		10.7	6.6	15.9		10.7
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.0	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.4	3.7		2.3	3.5	3.7		2.7
Green Ext Time (p_c), s	0.1	3.5		0.0	0.1	3.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	10	27	40	49	13	334	628	110	41	431	190
Future Volume (veh/h)	18	10	27	40	49	13	334	628	110	41	431	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.75	1.00		0.75	1.00		0.94	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	11	29	43	53	14	359	675	118	44	463	204
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	488	311	55	484	308	394	1683	704	57	684	298
Arrive On Green	0.03	0.26	0.26	0.03	0.26	0.26	0.22	0.47	0.47	0.03	0.29	0.29
Sat Flow, veh/h	1781	1870	1192	1781	1870	1188	1781	3554	1486	1781	2334	1016
Grp Volume(v), veh/h	19	11	29	43	53	14	359	675	118	44	351	316
Grp Sat Flow(s),veh/h/ln	1781	1870	1192	1781	1870	1188	1781	1777	1486	1781	1777	1572
Q Serve(g_s), s	1.2	0.5	2.1	2.8	2.5	1.0	22.8	14.3	5.3	2.8	20.2	20.6
Cycle Q Clear(g_c), s	1.2	0.5	2.1	2.8	2.5	1.0	22.8	14.3	5.3	2.8	20.2	20.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.65
Lane Grp Cap(c), veh/h	59	488	311	55	484	308	394	1683	704	57	521	461
V/C Ratio(X)	0.32	0.02	0.09	0.77	0.11	0.05	0.91	0.40	0.17	0.77	0.67	0.69
Avail Cap(c_a), veh/h	462	488	311	462	485	308	462	1842	770	462	921	815
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.7	31.8	32.4	55.7	32.7	32.2	44.0	19.8	17.4	55.6	36.0	36.2
Incr Delay (d2), s/veh	1.1	0.0	0.0	8.3	0.0	0.0	21.3	0.2	0.1	8.1	4.2	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.2	0.6	1.4	1.1	0.3	12.3	5.9	1.8	1.4	9.3	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.8	31.8	32.4	64.0	32.7	32.2	65.2	20.0	17.6	63.7	40.2	41.1
LnGrp LOS	E	C	C	E	C	C	E	B	B	E	D	D
Approach Vol, veh/h		59			110			1152			711	
Approach Delay, s/veh		39.8			44.9			33.8			42.0	
Approach LOS		D			D			C			D	

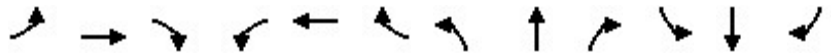
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	63.5	8.0	35.1	30.0	42.6	8.2	34.9
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	4.8	16.3	4.8	4.1	24.8	22.6	3.2	4.5
Green Ext Time (p_c), s	0.0	7.6	0.0	0.1	0.8	11.2	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	37.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



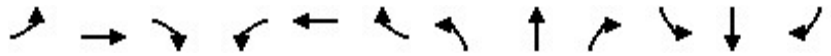
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	236	18	143	133	0	0	0	0	192	24	35
Future Volume (veh/h)	0	236	18	143	133	0	0	0	0	192	24	35
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	259	20	157	146	0				230	0	38
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	273	545	240	335	640	0				944	0	656
Arrive On Green	0.00	0.15	0.15	0.19	0.19	0.00				0.26	0.00	0.26
Sat Flow, veh/h	1781	3554	1564	1781	3572	0				3563	0	1557
Grp Volume(v), veh/h	0	259	20	157	146	0				230	0	38
Grp Sat Flow(s),veh/h/ln	1781	1777	1564	1781	1702	0				1781	0	1557
Q Serve(g_s), s	0.0	2.5	0.4	2.9	1.3	0.0				1.9	0.0	0.5
Cycle Q Clear(g_c), s	0.0	2.5	0.4	2.9	1.3	0.0				1.9	0.0	0.5
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	273	545	240	335	640	0				944	0	656
V/C Ratio(X)	0.00	0.48	0.08	0.47	0.23	0.00				0.24	0.00	0.06
Avail Cap(c_a), veh/h	2901	5788	2548	2901	5544	0				3385	0	1722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.2	13.4	13.3	12.7	0.0				10.6	0.0	6.4
Incr Delay (d2), s/veh	0.0	0.2	0.1	1.1	0.2	0.0				0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.1	0.9	0.4	0.0				0.6	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.5	13.4	14.5	12.9	0.0				10.7	0.0	6.4
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		279			303						268	
Approach Delay, s/veh		14.4			13.7						10.1	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		9.6		16.0		11.2
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		4.5		3.9		4.9
Green Ext Time (p_c), s		1.0		0.5		2.0

Intersection Summary	
HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	289	0	0	259	324	32	6	72	21	0	283
Future Volume (veh/h)	87	289	0	0	259	324	32	6	72	21	0	283
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	97	321	0	0	288	360	36	7	80	23	0	314
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	130	1611	0	0	566	500	166	12	134	27	0	370
Arrive On Green	0.07	0.45	0.00	0.00	0.32	0.32	0.09	0.09	0.09	0.25	0.00	0.25
Sat Flow, veh/h	1781	3647	0	0	1870	1570	1781	125	1434	108	0	1480
Grp Volume(v), veh/h	97	321	0	0	288	360	36	0	87	337	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1570	1781	0	1560	1588	0	0
Q Serve(g_s), s	3.9	4.0	0.0	0.0	9.6	14.8	1.4	0.0	3.9	14.7	0.0	0.0
Cycle Q Clear(g_c), s	3.9	4.0	0.0	0.0	9.6	14.8	1.4	0.0	3.9	14.7	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.92	0.07		0.93
Lane Grp Cap(c), veh/h	130	1611	0	0	566	500	166	0	145	397	0	0
V/C Ratio(X)	0.75	0.20	0.00	0.00	0.51	0.72	0.22	0.00	0.60	0.85	0.00	0.00
Avail Cap(c_a), veh/h	734	2929	0	0	1464	1294	979	0	857	873	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	33.1	12.0	0.0	0.0	20.2	21.9	30.5	0.0	31.7	26.0	0.0	0.0
Incr Delay (d2), s/veh	9.9	0.0	0.0	0.0	0.9	2.4	0.2	0.0	1.5	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	1.3	0.0	0.0	3.6	5.1	0.6	0.0	1.5	5.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.0	12.0	0.0	0.0	21.0	24.3	30.8	0.0	33.2	28.0	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	C	C	A	A
Approach Vol, veh/h		418			648			123			337	
Approach Delay, s/veh		19.2			22.8			32.5			28.0	
Approach LOS		B			C			C			C	

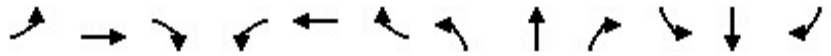
Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	37.4	22.2	9.8	27.6	13.2
Change Period (Y+Rc), s	* 4.4	4.0	4.5	4.4	6.4
Max Green Setting (Gmax), s	* 60	40.0	30.0	60.0	40.0
Max Q Clear Time (g_c+I1), s	6.0	16.7	5.9	16.8	5.9
Green Ext Time (p_c), s	1.3	1.5	0.3	5.3	0.4

Intersection Summary	
HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



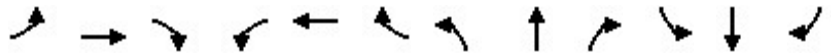
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	314	145	302	404	0	0	0	0	384	242	190
Future Volume (veh/h)	0	314	145	302	404	0	0	0	0	384	242	190
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	320	148	308	412	0				392	247	194
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1904	846	388	2489	0				652	342	283
Arrive On Green	0.00	0.54	0.54	0.22	1.00	0.00				0.18	0.18	0.18
Sat Flow, veh/h	0	3647	1579	3456	3647	0				3563	1870	1546
Grp Volume(v), veh/h	0	320	148	308	412	0				392	247	194
Grp Sat Flow(s),veh/h/ln	0	1777	1579	1728	1777	0				1781	1870	1546
Q Serve(g_s), s	0.0	3.9	4.0	7.1	0.0	0.0				8.5	10.4	9.8
Cycle Q Clear(g_c), s	0.0	3.9	4.0	7.1	0.0	0.0				8.5	10.4	9.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1904	846	388	2489	0				652	342	283
V/C Ratio(X)	0.00	0.17	0.17	0.79	0.17	0.00				0.60	0.72	0.69
Avail Cap(c_a), veh/h	0	1904	846	703	2489	0				1361	715	591
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.99	0.99	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.9	10.0	31.7	0.0	0.0				31.5	32.3	32.1
Incr Delay (d2), s/veh	0.0	0.2	0.4	1.4	0.1	0.0				0.3	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.3	1.3	2.6	0.0	0.0				3.6	4.7	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.1	10.4	33.0	0.1	0.0				31.8	33.4	33.2
LnGrp LOS	A	B	B	C	A	A				C	C	C
Approach Vol, veh/h		468			720						833	
Approach Delay, s/veh		10.2			14.2						32.6	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.8	49.9		20.3		63.7
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.4	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	9.1	6.0		12.4		2.0
Green Ext Time (p_c), s	0.4	2.4		2.0		3.0

Intersection Summary	
HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

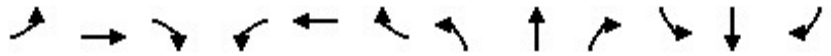


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	522	0	0	570	555	128	268	22	0	0	0
Future Volume (veh/h)	187	522	0	0	570	555	128	268	22	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	189	527	0	0	576	561	129	271	22			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1234	2665	0	0	1189	519	202	468	38			
Arrive On Green	0.71	1.00	0.00	0.00	0.33	0.33	0.13	0.13	0.13			
Sat Flow, veh/h	3456	3647	0	0	3647	1553	1514	3508	285			
Grp Volume(v), veh/h	189	527	0	0	576	561	153	129	140			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1553	1795	1702	1809			
Q Serve(g_s), s	1.5	0.0	0.0	0.0	10.8	28.1	6.8	6.0	6.1			
Cycle Q Clear(g_c), s	1.5	0.0	0.0	0.0	10.8	28.1	6.8	6.0	6.1			
Prop In Lane	1.00		0.00	0.00		1.00	0.84		0.16			
Lane Grp Cap(c), veh/h	1234	2665	0	0	1189	519	240	227	241			
V/C Ratio(X)	0.15	0.20	0.00	0.00	0.48	1.08	0.64	0.57	0.58			
Avail Cap(c_a), veh/h	1234	2665	0	0	1189	519	600	569	605			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	7.9	0.0	0.0	0.0	22.2	28.0	34.5	34.1	34.2			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.4	62.8	1.1	0.8	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.0	0.0	4.3	18.4	3.0	2.5	2.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.0	0.2	0.0	0.0	23.6	90.8	35.5	35.0	35.0			
LnGrp LOS	A	A	A	A	C	F	D	C	C			
Approach Vol, veh/h		716			1137			422				
Approach Delay, s/veh		2.2			56.7			35.2				
Approach LOS		A			E			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		67.9			34.9	33.0		16.1				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			3.5	30.1		8.8				
Green Ext Time (p_c), s		4.3			0.4	0.0		1.5				

Intersection Summary	
HCM 6th Ctrl Delay	35.6
HCM 6th LOS	D

Notes

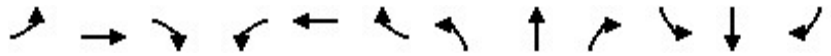
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	17	44	13	866	19	0	0	0
Future Volume (veh/h)	0	0	0	0	17	44	13	866	19	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	22	56	17	1110	24			
Peak Hour Factor				0.78	0.78	0.78	0.78	0.78	0.78			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	30	78	122	3043	65			
Arrive On Green				0.00	0.07	0.07	0.61	0.61	0.61			
Sat Flow, veh/h				0	465	1185	23	4962	106			
Grp Volume(v), veh/h				0	0	78	422	350	379			
Grp Sat Flow(s),veh/h/ln				0	0	1650	1863	1549	1680			
Q Serve(g_s), s				0.0	0.0	1.6	0.0	3.9	3.9			
Cycle Q Clear(g_c), s				0.0	0.0	1.6	3.9	3.9	3.9			
Prop In Lane				0.00		0.72	0.04		0.06			
Lane Grp Cap(c), veh/h				0	0	108	1251	950	1030			
V/C Ratio(X)				0.00	0.00	0.72	0.34	0.37	0.37			
Avail Cap(c_a), veh/h				0	0	1910	3325	2689	2916			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	15.8	3.3	3.3	3.3			
Incr Delay (d2), s/veh				0.0	0.0	3.4	0.2	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.6	0.5	0.5	0.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	19.2	3.6	3.7	3.7			
LnGrp LOS				A	A	B	A	A	A			
Approach Vol, veh/h					78			1151				
Approach Delay, s/veh					19.2			3.6				
Approach LOS					B			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	26.8							7.8				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	5.9							3.6				
Green Ext Time (p_c), s	15.3							0.3				

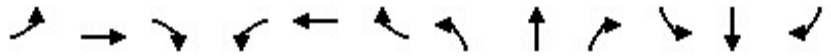
Intersection Summary												
HCM 6th Ctrl Delay			4.6									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	135	69	332	464	60	222	235	61	60	251	94
Future Volume (veh/h)	61	135	69	332	464	60	222	235	61	60	251	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	145	74	357	499	65	239	253	66	65	270	101
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	86	351	295	404	593	77	285	1159	285	84	641	222
Arrive On Green	0.05	0.19	0.19	0.23	0.37	0.37	0.16	0.29	0.29	0.05	0.17	0.17
Sat Flow, veh/h	1781	1870	1572	1781	1620	211	1781	4064	999	1781	3712	1283
Grp Volume(v), veh/h	66	145	74	357	0	564	239	209	110	65	246	125
Grp Sat Flow(s),veh/h/ln	1781	1870	1572	1781	0	1831	1781	1702	1659	1781	1702	1592
Q Serve(g_s), s	2.7	5.1	3.0	14.5	0.0	21.2	9.8	3.5	3.8	2.7	4.8	5.3
Cycle Q Clear(g_c), s	2.7	5.1	3.0	14.5	0.0	21.2	9.8	3.5	3.8	2.7	4.8	5.3
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.60	1.00		0.81
Lane Grp Cap(c), veh/h	86	351	295	404	0	671	285	971	473	84	588	275
V/C Ratio(X)	0.77	0.41	0.25	0.88	0.00	0.84	0.84	0.22	0.23	0.77	0.42	0.46
Avail Cap(c_a), veh/h	712	997	839	712	0	977	712	2723	1327	712	2723	1273
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	26.8	26.0	28.0	0.0	21.8	30.6	20.4	20.5	35.3	27.7	27.9
Incr Delay (d2), s/veh	5.4	0.3	0.2	2.6	0.0	4.5	2.6	0.2	0.5	5.5	0.8	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.3	1.1	6.3	0.0	9.4	4.2	1.3	1.4	1.3	1.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.7	27.1	26.1	30.7	0.0	26.3	33.1	20.6	21.0	40.9	28.5	30.0
LnGrp LOS	D	C	C	C	A	C	C	C	C	D	C	C
Approach Vol, veh/h		285			921			558			436	
Approach Delay, s/veh		30.0			28.0			26.1			30.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	26.7	21.4	19.0	16.4	18.3	8.0	32.4
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	4.7	5.8	16.5	7.1	11.8	7.3	4.7	23.2
Green Ext Time (p_c), s	0.1	3.9	0.5	0.7	0.3	4.5	0.1	3.7

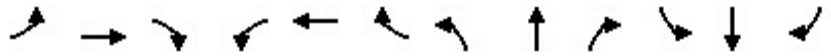
Intersection Summary	
HCM 6th Ctrl Delay	28.3
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	92	180	136	269	0	0	0	0	87	1392	574
Future Volume (veh/h)	0	92	180	136	269	0	0	0	0	87	1392	574
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	105	205	155	306	0				99	1582	652
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	473	401	244	486	0				1087	2184	864
Arrive On Green	0.00	0.25	0.25	0.25	0.25	0.00				0.61	0.61	0.61
Sat Flow, veh/h	0	1870	1585	711	2010	0				1781	3579	1416
Grp Volume(v), veh/h	0	105	205	220	241	0				99	1501	733
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1019	1617	0				1781	1702	1591
Q Serve(g_s), s	0.0	4.2	10.5	16.2	12.4	0.0				2.2	29.2	31.6
Cycle Q Clear(g_c), s	0.0	4.2	10.5	20.4	12.4	0.0				2.2	29.2	31.6
Prop In Lane	0.00		1.00	0.71		0.00				1.00		0.89
Lane Grp Cap(c), veh/h	0	473	401	322	409	0				1087	2078	971
V/C Ratio(X)	0.00	0.22	0.51	0.68	0.59	0.00				0.09	0.72	0.75
Avail Cap(c_a), veh/h	0	591	501	400	511	0				1126	2151	1006
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	28.1	30.4	36.0	31.2	0.0				7.6	12.9	13.4
Incr Delay (d2), s/veh	0.0	0.1	0.4	2.9	1.0	0.0				0.1	1.4	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.9	4.1	5.1	4.9	0.0				0.8	10.3	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.2	30.8	38.9	32.2	0.0				7.7	14.3	17.0
LnGrp LOS	A	C	C	D	C	A				A	B	B
Approach Vol, veh/h		310			461						2333	
Approach Delay, s/veh		29.9			35.4						14.9	
Approach LOS		C			D						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		30.7		64.2		30.7
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		12.5		33.6		22.4
Green Ext Time (p_c), s		0.7		24.4		1.6

Intersection Summary		
HCM 6th Ctrl Delay	19.4	
HCM 6th LOS	B	



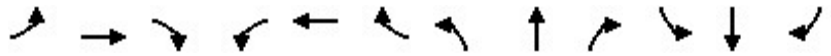
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	17	82	0	33	22	367	933	21	0	0	0
Future Volume (veh/h)	81	17	82	0	33	22	367	933	21	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	85	18	86	0	35	23	386	982	22			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	347	52	1046	0	159	105	906	1807	40			
Arrive On Green	0.15	0.15	0.15	0.00	0.15	0.15	0.51	0.51	0.51			
Sat Flow, veh/h	938	342	1569	0	1045	686	1781	3551	80			
Grp Volume(v), veh/h	103	0	86	0	0	58	386	491	513			
Grp Sat Flow(s),veh/h/ln	1280	0	1569	0	0	1731	1781	1777	1853			
Q Serve(g_s), s	1.7	0.0	0.0	0.0	0.0	0.9	4.4	6.0	6.0			
Cycle Q Clear(g_c), s	2.6	0.0	0.0	0.0	0.0	0.9	4.4	6.0	6.0			
Prop In Lane	0.83		1.00	0.00		0.40	1.00		0.04			
Lane Grp Cap(c), veh/h	399	0	1046	0	0	264	906	904	943			
V/C Ratio(X)	0.26	0.00	0.08	0.00	0.00	0.22	0.43	0.54	0.54			
Avail Cap(c_a), veh/h	1498	0	2270	0	0	1614	1633	1629	1699			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	12.8	0.0	2.0	0.0	0.0	12.0	5.0	5.4	5.4			
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.0	0.2	0.3	0.5	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.8	0.0	0.0	0.3	0.8	1.1	1.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	0.0	2.0	0.0	0.0	12.1	5.3	5.9	5.9			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		189			58			1390				
Approach Delay, s/veh		8.1			12.1			5.7				
Approach LOS		A			B			A				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	20.9	11.3	11.3
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	8.0	4.6	2.9
Green Ext Time (p_c), s	8.3	0.9	0.2

Intersection Summary	
HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	12	22	127	7	7	26	490	124	101	597	5
Future Volume (veh/h)	5	12	22	127	7	7	26	490	124	101	597	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	13	24	140	8	8	29	538	136	111	656	5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	469	141	261	449	206	206	47	2038	621	217	2276	17
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.03	0.40	0.40	0.06	0.44	0.44
Sat Flow, veh/h	1392	587	1084	1366	856	856	1781	5106	1557	3456	5226	40
Grp Volume(v), veh/h	5	0	37	140	0	16	29	538	136	111	427	234
Grp Sat Flow(s),veh/h/ln	1392	0	1671	1366	0	1712	1781	1702	1557	1728	1702	1862
Q Serve(g_s), s	0.1	0.0	0.9	4.4	0.0	0.4	0.8	3.5	2.9	1.6	4.1	4.1
Cycle Q Clear(g_c), s	0.5	0.0	0.9	5.3	0.0	0.4	0.8	3.5	2.9	1.6	4.1	4.1
Prop In Lane	1.00		0.65	1.00		0.50	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	469	0	402	449	0	412	47	2038	621	217	1482	811
V/C Ratio(X)	0.01	0.00	0.09	0.31	0.00	0.04	0.61	0.26	0.22	0.51	0.29	0.29
Avail Cap(c_a), veh/h	1245	0	1334	1211	0	1367	1066	6114	1864	2069	4076	2229
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	0.0	14.8	16.8	0.0	14.6	24.1	10.1	9.9	22.7	9.1	9.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0	4.7	0.1	0.3	0.7	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	1.3	0.0	0.1	0.4	1.1	0.8	0.6	1.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.8	0.0	14.8	17.0	0.0	14.6	28.9	10.2	10.2	23.4	9.2	9.3
LnGrp LOS	B	A	B	B	A	B	C	B	B	C	A	A
Approach Vol, veh/h		42			156			703			772	
Approach Delay, s/veh		14.8			16.7			11.0			11.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.5	25.7		16.9	5.7	27.5		16.9
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	3.6	5.5		2.9	2.8	6.1		7.3
Green Ext Time (p_c), s	0.2	8.4		0.1	0.0	4.7		0.3

Intersection Summary	
HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

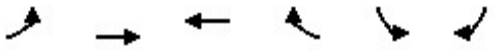
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2156	10	0	2354	0	3
Future Vol, veh/h	2156	10	0	2354	0	3
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	2	2	5	2	2
Mvmt Flow	2369	11	0	2587	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1190
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	155
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	155
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	28.7
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	155	-	-	-
HCM Lane V/C Ratio	0.021	-	-	-
HCM Control Delay (s)	28.7	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	857	1437	2092	56	28	53
Future Volume (veh/h)	857	1437	2092	56	28	53
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	974	1633	2377	0	32	60
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	867	4280	2843		93	83
Arrive On Green	0.25	0.86	0.57	0.00	0.05	0.05
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	974	1633	2377	0	32	60
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	29.6	8.1	46.2	0.0	2.0	4.4
Cycle Q Clear(g_c), s	29.6	8.1	46.2	0.0	2.0	4.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	867	4280	2843		93	83
V/C Ratio(X)	1.12	0.38	0.84		0.34	0.72
Avail Cap(c_a), veh/h	867	4280	2843		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.46	0.00	1.00	1.00
Uniform Delay (d), s/veh	44.2	1.8	20.8	0.0	53.9	55.1
Incr Delay (d2), s/veh	70.5	0.3	1.5	0.0	0.8	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.6	1.0	16.3	0.0	0.9	3.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	114.7	2.0	22.3	0.0	54.7	59.4
LnGrp LOS	F	A	C		D	E
Approach Vol, veh/h		2607	2377	A	92	
Approach Delay, s/veh		44.1	22.3		57.8	
Approach LOS		D	C		E	

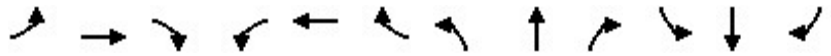
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		106.6		11.4	34.0	72.6
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	29.6	* 44
Max Q Clear Time (g_c+I1), s		10.1		6.4	31.6	48.2
Green Ext Time (p_c), s		50.8		0.1	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		34.1
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	293	681	61	48	985	50	127	245	68	42	139	506
Future Volume (veh/h)	293	681	61	48	985	50	127	245	68	42	139	506
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.95	1.00		0.89
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	315	732	66	52	1059	54	137	263	73	45	149	544
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	340	1542	139	155	1276	65	160	1061	274	58	1065	598
Arrive On Green	0.19	0.47	0.47	0.12	0.49	0.49	0.09	0.27	0.27	0.03	0.21	0.21
Sat Flow, veh/h	1781	3292	297	1781	3440	175	1781	3990	1032	1781	5106	1417
Grp Volume(v), veh/h	315	395	403	52	547	566	137	222	114	45	149	544
Grp Sat Flow(s),veh/h/ln	1781	1777	1812	1781	1777	1838	1781	1702	1617	1781	1702	1417
Q Serve(g_s), s	24.3	21.3	21.3	3.8	37.0	37.0	10.6	7.2	7.8	3.5	3.3	29.2
Cycle Q Clear(g_c), s	24.3	21.3	21.3	3.8	37.0	37.0	10.6	7.2	7.8	3.5	3.3	29.2
Prop In Lane	1.00		0.16	1.00		0.10	1.00		0.64	1.00		1.00
Lane Grp Cap(c), veh/h	340	833	849	155	659	682	160	905	430	58	1065	598
V/C Ratio(X)	0.93	0.47	0.47	0.33	0.83	0.83	0.85	0.24	0.27	0.77	0.14	0.91
Avail Cap(c_a), veh/h	382	833	849	155	659	682	198	905	430	244	1065	598
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	0.98	0.98	0.98	0.96	0.96	0.96
Uniform Delay (d), s/veh	55.7	25.4	25.4	58.2	31.7	31.7	62.8	40.4	40.6	67.2	45.2	40.5
Incr Delay (d2), s/veh	27.0	1.9	1.9	5.1	10.4	10.2	21.1	0.2	0.4	7.6	0.1	17.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.3	9.2	9.4	1.9	16.0	16.5	5.7	3.0	3.2	1.7	1.4	20.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.7	27.4	27.3	63.3	42.1	41.8	83.8	40.5	41.0	74.8	45.2	58.4
LnGrp LOS	F	C	C	E	D	D	F	D	D	E	D	E
Approach Vol, veh/h		1113			1165			473			738	
Approach Delay, s/veh		43.0			42.9			53.2			56.7	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	42.2	18.0	70.8	17.0	34.2	31.1	57.7
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.3	* 26	9.8	* 66	15.6	29.2	30.0	45.6
Max Q Clear Time (g_c+I1), s	5.5	9.8	5.8	23.3	12.6	31.2	26.3	39.0
Green Ext Time (p_c), s	0.0	2.0	0.0	7.9	0.0	0.0	0.3	3.3

Intersection Summary	
HCM 6th Ctrl Delay	47.3
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	688	72	28	177	0	0	0	0	179	212	928
Future Volume (veh/h)	0	688	72	28	177	0	0	0	0	179	212	928
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	773	81	31	199	0				201	238	1043
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1287	135	56	1635	0				809	1699	707
Arrive On Green	0.00	0.79	0.79	0.03	0.46	0.00				0.45	0.45	0.45
Sat Flow, veh/h	0	3334	339	1781	3647	0				1781	3741	1556
Grp Volume(v), veh/h	0	424	430	31	199	0				201	238	1043
Grp Sat Flow(s),veh/h/ln	0	1777	1803	1781	1777	0				1781	1870	1556
Q Serve(g_s), s	0.0	13.1	13.2	2.4	4.5	0.0				9.7	5.2	63.6
Cycle Q Clear(g_c), s	0.0	13.1	13.2	2.4	4.5	0.0				9.7	5.2	63.6
Prop In Lane	0.00		0.19	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	706	716	56	1635	0				809	1699	707
V/C Ratio(X)	0.00	0.60	0.60	0.55	0.12	0.00				0.25	0.14	1.48
Avail Cap(c_a), veh/h	0	706	716	97	1635	0				809	1699	707
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.93	0.93	0.83	0.83	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.0	10.0	66.8	21.6	0.0				23.5	22.3	38.2
Incr Delay (d2), s/veh	0.0	3.5	3.5	2.6	0.1	0.0				0.7	0.2	221.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.9	3.9	1.1	1.9	0.0				4.4	2.4	67.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.5	13.5	69.4	21.7	0.0				24.2	22.4	259.7
LnGrp LOS	A	B	B	E	C	A				C	C	F
Approach Vol, veh/h		854			230						1482	
Approach Delay, s/veh		13.5			28.2						189.7	
Approach LOS		B			C						F	

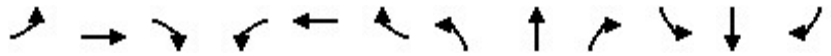
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.8	62.2		69.0		71.0
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	7.6	* 54		63.6		64.4
Max Q Clear Time (g_c+I1), s	4.4	15.2		65.6		6.5
Green Ext Time (p_c), s	0.0	1.6		0.0		0.4

Intersection Summary		
HCM 6th Ctrl Delay		116.6
HCM 6th LOS		F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	614	342	0	0	179	138	45	104	35	0	0	0
Future Volume (veh/h)	614	342	0	0	179	138	45	104	35	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	653	364	0	0	190	147	48	111	37			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1356	1481	0	0	659	481	88	220	132			
Arrive On Green	0.39	0.79	0.00	0.00	0.34	0.34	0.09	0.09	0.09			
Sat Flow, veh/h	3456	1870	0	0	2043	1422	1029	2567	1539			
Grp Volume(v), veh/h	653	364	0	0	172	165	85	74	37			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1595	1819	1777	1539			
Q Serve(g_s), s	11.3	4.0	0.0	0.0	5.7	6.1	3.6	3.2	1.8			
Cycle Q Clear(g_c), s	11.3	4.0	0.0	0.0	5.7	6.1	3.6	3.2	1.8			
Prop In Lane	1.00		0.00	0.00		0.89	0.57		1.00			
Lane Grp Cap(c), veh/h	1356	1481	0	0	601	539	156	153	132			
V/C Ratio(X)	0.48	0.25	0.00	0.00	0.29	0.31	0.54	0.49	0.28			
Avail Cap(c_a), veh/h	1356	1481	0	0	601	539	480	469	406			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.79	0.79	0.00	0.00	1.00	1.00	0.97	0.97	0.97			
Uniform Delay (d), s/veh	18.2	2.2	0.0	0.0	19.4	19.6	35.1	34.9	34.2			
Incr Delay (d2), s/veh	0.2	0.3	0.0	0.0	0.1	0.1	1.1	0.9	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.1	0.7	0.0	0.0	2.2	2.1	1.6	1.4	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.4	2.5	0.0	0.0	19.5	19.7	36.1	35.7	34.7			
LnGrp LOS	B	A	A	A	B	B	D	D	C			
Approach Vol, veh/h		1017			337			196				
Approach Delay, s/veh		12.7			19.6			35.7				
Approach LOS		B			B			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.2			36.3	31.9		11.8				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		49.1			23.6	* 21		21.1				
Max Q Clear Time (g_c+I1), s		6.0			13.3	8.1		5.6				
Green Ext Time (p_c), s		1.3			1.9	1.0		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

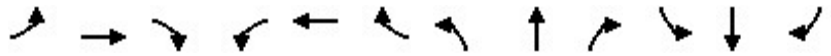
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	99	1681	509	0	0	1434
Future Volume (veh/h)	99	1681	509	0	0	1434
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	106	0	547	0	0	1542
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	156		3181	0	259	5173
Arrive On Green	0.09	0.00	0.64	0.00	0.00	0.82
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	106	0	547	0	0	1542
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	6.4	0.0	4.9	0.0	0.0	6.3
Cycle Q Clear(g_c), s	6.4	0.0	4.9	0.0	0.0	6.3
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	156		3181	0	259	5173
V/C Ratio(X)	0.68		0.17	0.00	0.00	0.30
Avail Cap(c_a), veh/h	486		3181	0	742	5173
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.00	0.87	0.00	0.00	0.93
Uniform Delay (d), s/veh	48.7	0.0	8.1	0.0	0.0	2.3
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	1.5	0.0	0.0	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.0	0.0	8.1	0.0	0.0	2.4
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	106	A	547			1542
Approach Delay, s/veh	50.0		8.1			2.4
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	20.4	75.1				95.5	14.5
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	15.8	20.0				70.2	30.0
Max Q Clear Time (g_c+I1), s	10.3	6.9				8.3	8.4
Green Ext Time (p_c), s	0.0	3.8				21.9	0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



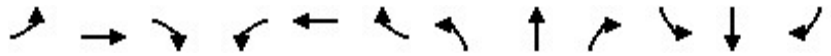
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	241	1677	131	111	278	0	0	176	25
Future Volume (veh/h)	0	0	0	241	1677	131	111	278	0	0	176	25
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.88
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				256	1784	139	118	296	0	0	187	27
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				320	2380	190	147	1441	0	0	632	86
Arrive On Green				0.18	0.18	0.18	0.17	0.56	0.00	0.00	0.14	0.14
Sat Flow, veh/h				591	4400	351	1781	5274	0	0	4631	605
Grp Volume(v), veh/h				797	668	713	118	296	0	0	140	74
Grp Sat Flow(s),veh/h/ln				1841	1702	1799	1781	1702	0	0	1702	1664
Q Serve(g_s), s				45.7	40.8	41.2	7.0	3.1	0.0	0.0	4.0	4.4
Cycle Q Clear(g_c), s				45.7	40.8	41.2	7.0	3.1	0.0	0.0	4.0	4.4
Prop In Lane				0.32		0.19	1.00		0.00	0.00		0.36
Lane Grp Cap(c), veh/h				996	921	973	147	1441	0	0	482	236
V/C Ratio(X)				0.80	0.73	0.73	0.80	0.21	0.00	0.00	0.29	0.32
Avail Cap(c_a), veh/h				996	921	973	253	1796	0	0	532	260
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.67	0.67	0.67	0.68	0.68	0.00	0.00	0.96	0.96
Uniform Delay (d), s/veh				39.5	37.5	37.7	45.1	17.9	0.0	0.0	42.3	42.4
Incr Delay (d2), s/veh				4.6	3.4	3.3	2.6	0.1	0.0	0.0	0.2	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				23.7	19.4	20.7	3.0	1.2	0.0	0.0	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				44.1	40.9	41.0	47.7	17.9	0.0	0.0	42.5	42.9
LnGrp LOS				D	D	D	D	B	A	A	D	D
Approach Vol, veh/h					2179			414			214	
Approach Delay, s/veh					42.1			26.4			42.6	
Approach LOS					D			C			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	15.0	22.0	65.4	37.0
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	15.6	* 17	59.5	38.7
Max Q Clear Time (g_c+I1), s	9.0	6.4	47.7	5.1
Green Ext Time (p_c), s	0.1	0.7	8.8	2.3

Intersection Summary	
HCM 6th Ctrl Delay	39.8
HCM 6th LOS	D

Notes

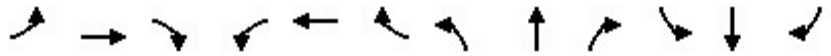
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	273	2015	0	0	0	0	0	172	57
Future Volume (veh/h)	0	0	0	273	2015	0	0	0	0	0	172	57
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				287	2121	0				0	181	60
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				420	3337	0				0	736	221
Arrive On Green				0.24	0.24	0.00				0.00	0.19	0.19
Sat Flow, veh/h				586	4827	0				0	4007	1154
Grp Volume(v), veh/h				901	1507	0				0	158	83
Grp Sat Flow(s),veh/h/ln				1841	1702	0				0	1702	1589
Q Serve(g_s), s				49.0	43.5	0.0				0.0	4.3	4.9
Cycle Q Clear(g_c), s				49.0	43.5	0.0				0.0	4.3	4.9
Prop In Lane				0.32		0.00				0.00		0.73
Lane Grp Cap(c), veh/h				1319	2439	0				0	653	305
V/C Ratio(X)				0.68	0.62	0.00				0.00	0.24	0.27
Avail Cap(c_a), veh/h				1319	2439	0				0	653	305
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				30.6	28.5	0.0				0.0	37.7	37.9
Incr Delay (d2), s/veh				2.9	1.2	0.0				0.0	0.9	2.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				25.1	20.1	0.0				0.0	1.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				33.5	29.7	0.0				0.0	38.6	40.1
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2408						241	
Approach Delay, s/veh					31.1						39.1	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.0		84.0						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.1		78.8						
Max Q Clear Time (g_c+I1), s				6.9		51.0						
Green Ext Time (p_c), s				0.3		4.4						

Intersection Summary												
HCM 6th Ctrl Delay			31.9									
HCM 6th LOS			C									



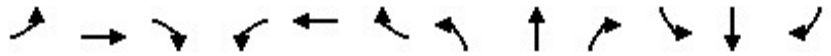
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2214	122	71	95	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2214	122	71	95	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2355	130	76	101	0			
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3577	195	265	389	0			
Arrive On Green				0.00	0.24	0.24	0.18	0.18	0.00			
Sat Flow, veh/h				0	5117	270	1448	2220	0			
Grp Volume(v), veh/h				0	1612	873	94	83	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1816	1798	1777	0			
Q Serve(g_s), s				0.0	47.0	47.8	5.0	4.4	0.0			
Cycle Q Clear(g_c), s				0.0	47.0	47.8	5.0	4.4	0.0			
Prop In Lane				0.00		0.15	0.81		0.00			
Lane Grp Cap(c), veh/h				0	2460	1312	329	325	0			
V/C Ratio(X)				0.00	0.66	0.67	0.29	0.25	0.00			
Avail Cap(c_a), veh/h				0	2460	1312	329	325	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	29.5	29.8	38.8	38.5	0.0			
Incr Delay (d2), s/veh				0.0	1.4	2.7	2.2	1.9	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	21.8	24.1	2.4	2.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	30.9	32.5	41.0	40.4	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2485			177				
Approach Delay, s/veh					31.5			40.7				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.0		25.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						79.5		20.1				
Max Q Clear Time (g_c+I1), s						49.8		7.0				
Green Ext Time (p_c), s						23.7		0.7				

Intersection Summary	
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	334	2365	0	0	0	0	0	218	39
Future Volume (veh/h)	0	0	0	334	2365	0	0	0	0	0	218	39
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				341	2413	0				0	222	40
Peak Hour Factor				0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				425	3251	0				0	733	312
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				606	4806	0				0	3647	1514
Grp Volume(v), veh/h				1035	1719	0				0	222	40
Grp Sat Flow(s),veh/h/ln				1840	1702	0				0	1777	1514
Q Serve(g_s), s				58.4	51.3	0.0				0.0	5.8	2.4
Cycle Q Clear(g_c), s				58.4	51.3	0.0				0.0	5.8	2.4
Prop In Lane				0.33		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1290	2386	0				0	733	312
V/C Ratio(X)				0.80	0.72	0.00				0.00	0.30	0.13
Avail Cap(c_a), veh/h				1290	2386	0				0	733	312
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				35.1	32.3	0.0				0.0	37.0	35.6
Incr Delay (d2), s/veh				5.3	1.9	0.0				0.0	1.1	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				30.5	23.9	0.0				0.0	2.7	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				40.4	34.3	0.0				0.0	38.0	36.4
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					2754						262	
Approach Delay, s/veh					36.6						37.8	
Approach LOS					D						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				27.6		82.4						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				22.7		77.1						
Max Q Clear Time (g_c+I1), s				7.8		60.4						
Green Ext Time (p_c), s				1.3		15.3						

Intersection Summary												
HCM 6th Ctrl Delay			36.7									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2654	83	49	47	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2654	83	49	47	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2736	86	51	48	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3720	116	299	319	0			
Arrive On Green				0.00	0.73	0.73	0.17	0.17	0.00			
Sat Flow, veh/h				0	5252	158	1721	1933	0			
Grp Volume(v), veh/h				0	1823	999	53	46	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1838	1784	1777	0			
Q Serve(g_s), s				0.0	34.0	35.2	2.8	2.4	0.0			
Cycle Q Clear(g_c), s				0.0	34.0	35.2	2.8	2.4	0.0			
Prop In Lane				0.00		0.09	0.96		0.00			
Lane Grp Cap(c), veh/h				0	2491	1345	310	309	0			
V/C Ratio(X)				0.00	0.73	0.74	0.17	0.15	0.00			
Avail Cap(c_a), veh/h				0	2491	1345	310	309	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	8.5	8.7	38.7	38.6	0.0			
Incr Delay (d2), s/veh				0.0	1.9	3.7	1.2	1.0	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	11.1	13.0	1.3	1.2	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	10.5	12.4	39.9	39.6	0.0			
LnGrp LOS				A	B	B	D	D	A			
Approach Vol, veh/h					2822			99				
Approach Delay, s/veh					11.1			39.8				
Approach LOS					B			D				

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						86.0		24.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.5		19.1				
Max Q Clear Time (g_c+I1), s						37.2		4.8				
Green Ext Time (p_c), s						36.2		0.4				

Intersection Summary		
HCM 6th Ctrl Delay	12.1	
HCM 6th LOS	B	

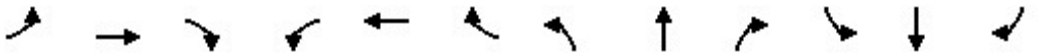
Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	133	476	1	99	0	0	0	17
Future Vol, veh/h	0	0	0	0	133	476	1	99	0	0	0	17
Conflicting Peds, #/hr	5	0	2	2	0	5	21	0	0	0	0	21
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	137	491	1	102	0	0	0	18

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	90	633	-	-	-	340
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	90	633	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	885	395	0	0	0	656
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	907	472	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	861	393	-	-	-	653
Mov Cap-2 Maneuver	-	-	-	861	393	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	883	470	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	17.3	10.7
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	393	-	-	653
HCM Lane V/C Ratio	0.26	-	-	0.027
HCM Control Delay (s)	17.3	-	-	10.7
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1	-	-	0.1



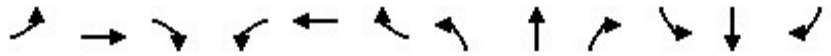
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	503	83	1003	600	0
Future Volume (veh/h)	0	0	0	0	0	0	0	503	83	1003	600	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	572	94	1140	682	0
Peak Hour Factor	0.88	0.88	0.88				0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1435	448	3138	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.29	0.29	0.83	1.00	0.00
Sat Flow, veh/h		0					0	5149	1555	5023	1826	0
Grp Volume(v), veh/h		0.0					0	572	94	1140	682	0
Grp Sat Flow(s),veh/h/ln							0	1662	1555	1674	1826	0
Q Serve(g_s), s							0.0	10.2	5.0	6.0	0.0	0.0
Cycle Q Clear(g_c), s							0.0	10.2	5.0	6.0	0.0	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1435	448	3138	1740	0
V/C Ratio(X)							0.00	0.40	0.21	0.36	0.39	0.00
Avail Cap(c_a), veh/h							0	1435	448	3138	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.95	0.95	0.00
Uniform Delay (d), s/veh							0.0	31.5	29.7	4.0	0.0	0.0
Incr Delay (d2), s/veh							0.0	0.5	0.6	0.1	0.6	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	4.0	1.9	1.5	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	32.0	30.3	4.1	0.6	0.0
LnGrp LOS							A	C	C	A	A	A
Approach Vol, veh/h								666			1822	
Approach Delay, s/veh								31.7			2.8	
Approach LOS								C			A	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	73.1	36.9				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				49.0						
Max Q Clear Time (g_c+I1), s	8.0	12.2				2.0						
Green Ext Time (p_c), s	4.9	6.1				6.7						

Intersection Summary		
HCM 6th Ctrl Delay		10.5
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



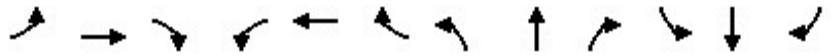
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	961	61	0	0	0	0	329	194	89	313	0
Future Volume (veh/h)	54	961	61	0	0	0	0	329	194	89	313	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	59	1056	67				0	362	213	98	344	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	161	3061	948				0	620	277	128	1501	0
Arrive On Green	0.20	0.20	0.20				0.00	0.18	0.18	0.14	0.59	0.00
Sat Flow, veh/h	262	4999	1549				0	3572	1521	1781	5274	0
Grp Volume(v), veh/h	418	697	67				0	362	213	98	344	0
Grp Sat Flow(s),veh/h/ln	1857	1702	1549				0	1702	1521	1781	1702	0
Q Serve(g_s), s	21.3	19.3	3.9				0.0	10.7	14.7	5.8	3.5	0.0
Cycle Q Clear(g_c), s	21.3	19.3	3.9				0.0	10.7	14.7	5.8	3.5	0.0
Prop In Lane	0.14		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1137	2085	948				0	620	277	128	1501	0
V/C Ratio(X)	0.37	0.33	0.07				0.00	0.58	0.77	0.77	0.23	0.00
Avail Cap(c_a), veh/h	1137	2085	948				0	931	416	350	2581	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.77	0.77	0.77				0.00	1.00	1.00	0.92	0.92	0.00
Uniform Delay (d), s/veh	25.5	24.7	18.5				0.0	41.2	42.8	46.2	16.7	0.0
Incr Delay (d2), s/veh	0.7	0.3	0.1				0.0	1.0	5.4	3.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	8.9	1.4				0.0	4.5	5.8	2.5	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.2	25.0	18.7				0.0	42.2	48.2	49.5	16.8	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1182						575			442	
Approach Delay, s/veh		25.1						44.4			24.0	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	72.3	37.7	12.3	25.4
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	44.1	55.6	21.6	* 30
Max Q Clear Time (g_c+I1), s	23.3	5.5	7.8	16.7
Green Ext Time (p_c), s	11.2	1.9	0.1	3.4

Intersection Summary	
HCM 6th Ctrl Delay	29.9
HCM 6th LOS	C

Notes

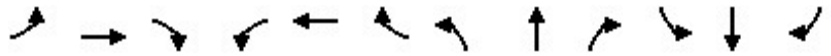
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



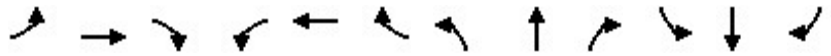
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1217	32	0	0	0	0	0	0	144	312	0
Future Volume (veh/h)	0	1217	32	0	0	0	0	0	0	144	312	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1309	34							155	335	0
Peak Hour Factor	0.93	0.93	0.93							0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2748	71							572	1371	0
Arrive On Green	0.00	0.18	0.18							0.12	0.12	0.00
Sat Flow, veh/h	0	5284	133							1530	3837	0
Grp Volume(v), veh/h	0	871	472							182	308	0
Grp Sat Flow(s),veh/h/ln	0	1702	1844							1794	1702	0
Q Serve(g_s), s	0.0	25.3	25.3							10.1	9.0	0.0
Cycle Q Clear(g_c), s	0.0	25.3	25.3							10.1	9.0	0.0
Prop In Lane	0.00		0.07							0.85		0.00
Lane Grp Cap(c), veh/h	0	1829	991							670	1272	0
V/C Ratio(X)	0.00	0.48	0.48							0.27	0.24	0.00
Avail Cap(c_a), veh/h	0	1829	991							670	1272	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	31.3	31.3							34.6	34.1	0.0
Incr Delay (d2), s/veh	0.0	0.9	1.6							1.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.7	12.9							5.1	4.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	32.2	33.0							35.6	34.6	0.0
LnGrp LOS	A	C	C							D	C	A
Approach Vol, veh/h		1343									490	
Approach Delay, s/veh		32.5									35.0	
Approach LOS		C									C	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	64.0	46.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	59.1	41.1
Max Q Clear Time (g_c+I1), s	27.3	12.1
Green Ext Time (p_c), s	3.9	1.3

Intersection Summary	
HCM 6th Ctrl Delay	33.2
HCM 6th LOS	C



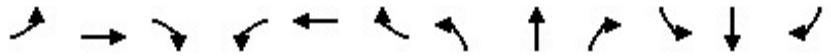
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1524	0	0	0	0	0	97	200	0	0	0
Future Volume (veh/h)	50	1524	0	0	0	0	0	97	200	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.94			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	54	1639	0				0	104	215			
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	92	2977	0				0	583	490			
Arrive On Green	0.19	0.19	0.00				0.00	0.33	0.33			
Sat Flow, veh/h	158	5277	0				0	1870	1494			
Grp Volume(v), veh/h	636	1057	0				0	104	215			
Grp Sat Flow(s),veh/h/ln	1862	1702	0				0	1777	1494			
Q Serve(g_s), s	34.2	30.7	0.0				0.0	4.6	12.4			
Cycle Q Clear(g_c), s	34.2	30.7	0.0				0.0	4.6	12.4			
Prop In Lane	0.08		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1085	1984	0				0	583	490			
V/C Ratio(X)	0.59	0.53	0.00				0.00	0.18	0.44			
Avail Cap(c_a), veh/h	1085	1984	0				0	583	490			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	32.3	31.0	0.0				0.0	26.4	29.0			
Incr Delay (d2), s/veh	2.3	1.0	0.0				0.0	0.7	2.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.7	14.3	0.0				0.0	2.1	4.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	32.0	0.0				0.0	27.0	31.8			
LnGrp LOS	C	C	A				A	C	C			
Approach Vol, veh/h		1693						319				
Approach Delay, s/veh		33.0						30.3				
Approach LOS		C						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		69.0						41.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		64.1						36.1				
Max Q Clear Time (g_c+I1), s		36.2						14.4				
Green Ext Time (p_c), s		14.9						2.1				
Intersection Summary												
HCM 6th Ctrl Delay			32.6									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1815	67	0	0	0	0	0	0	205	347	0
Future Volume (veh/h)	0	1815	67	0	0	0	0	0	0	205	347	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1852	68							209	354	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2991	110							568	1134	0
Arrive On Green	0.00	0.20	0.20							0.11	0.11	0.00
Sat Flow, veh/h	0	5223	185							1781	3647	0
Grp Volume(v), veh/h	0	1247	673							209	354	0
Grp Sat Flow(s),veh/h/ln	0	1702	1836							1781	1777	0
Q Serve(g_s), s	0.0	36.9	36.9							12.0	10.1	0.0
Cycle Q Clear(g_c), s	0.0	36.9	36.9							12.0	10.1	0.0
Prop In Lane	0.00		0.10							1.00		0.00
Lane Grp Cap(c), veh/h	0	2015	1086							568	1134	0
V/C Ratio(X)	0.00	0.62	0.62							0.37	0.31	0.00
Avail Cap(c_a), veh/h	0	2015	1086							568	1134	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	32.9	32.9							38.9	38.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	2.7							1.8	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.2	18.9							6.0	5.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	34.3	35.6							40.7	38.8	0.0
LnGrp LOS	A	C	D							D	D	A
Approach Vol, veh/h		1920									563	
Approach Delay, s/veh		34.8									39.5	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	70.0	40.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	65.1	35.1
Max Q Clear Time (g_c+I1), s	38.9	14.0
Green Ext Time (p_c), s	16.6	3.0

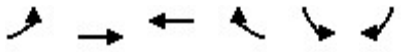
Intersection Summary	
HCM 6th Ctrl Delay	35.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	1721	0	0	0	0	0	59	63	0	0	0
Future Volume (veh/h)	61	1721	0	0	0	0	0	59	63	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	66	1871	0				0	64	68			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	114	3434	0				0	422	376			
Arrive On Green	0.22	0.22	0.00				0.00	0.24	0.24			
Sat Flow, veh/h	169	5265	0				0	1870	1585			
Grp Volume(v), veh/h	727	1210	0				0	64	68			
Grp Sat Flow(s),veh/h/ln	1862	1702	0				0	1777	1585			
Q Serve(g_s), s	38.4	34.4	0.0				0.0	3.1	3.8			
Cycle Q Clear(g_c), s	38.4	34.4	0.0				0.0	3.1	3.8			
Prop In Lane	0.09		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1254	2293	0				0	422	376			
V/C Ratio(X)	0.58	0.53	0.00				0.00	0.15	0.18			
Avail Cap(c_a), veh/h	1254	2293	0				0	422	376			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	28.9	27.4	0.0				0.0	33.2	33.4			
Incr Delay (d2), s/veh	2.0	0.9	0.0				0.0	0.8	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.7	15.9	0.0				0.0	1.5	1.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.8	28.2	0.0				0.0	34.0	34.5			
LnGrp LOS	C	C	A				A	C	C			
Approach Vol, veh/h		1937						132				
Approach Delay, s/veh		29.2						34.2				
Approach LOS		C						C				

Timer - Assigned Phs	2	8
Phs Duration (G+Y+Rc), s	79.0	31.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	74.1	26.1
Max Q Clear Time (g_c+I1), s	40.4	5.8
Green Ext Time (p_c), s	19.7	0.7

Intersection Summary	
HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	42	748	929	15	63	147
Future Volume (veh/h)	42	748	929	15	63	147
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	44	779	968	16	66	153
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	57	3961	3663	61	396	182
Arrive On Green	0.02	0.53	1.00	1.00	0.11	0.11
Sat Flow, veh/h	1781	5149	5213	83	3456	1585
Grp Volume(v), veh/h	44	779	637	347	66	153
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1809	1728	1585
Q Serve(g_s), s	2.9	9.6	0.0	0.0	2.0	11.2
Cycle Q Clear(g_c), s	2.9	9.6	0.0	0.0	2.0	11.2
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	57	3961	2411	1312	396	182
V/C Ratio(X)	0.78	0.20	0.26	0.26	0.17	0.84
Avail Cap(c_a), veh/h	205	3961	2411	1312	1204	552
HCM Platoon Ratio	0.67	0.67	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.95	1.00	1.00
Uniform Delay (d), s/veh	57.3	7.9	0.0	0.0	47.1	51.2
Incr Delay (d2), s/veh	7.8	0.1	0.3	0.5	0.1	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.0	0.1	0.2	0.9	9.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	65.1	8.0	0.3	0.5	47.2	55.2
LnGrp LOS	E	A	A	A	D	E
Approach Vol, veh/h		823	984		219	
Approach Delay, s/veh		11.1	0.3		52.8	
Approach LOS		B	A		D	

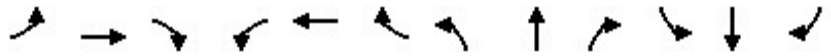
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		99.6		18.4	8.2	91.4
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 66		41.1	13.6	48.2
Max Q Clear Time (g_c+I1), s		11.6		13.2	4.9	2.0
Green Ext Time (p_c), s		16.0		0.4	0.0	18.4

Intersection Summary		
HCM 6th Ctrl Delay		10.4
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	717	12	13	933	5	0	13	14	44	0	13
Future Volume (veh/h)	130	717	12	13	933	5	0	13	14	44	0	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	134	739	12	13	962	0	0	13	14	45	0	13
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	729	3594	58	60	1618		35	16	17	227	0	102
Arrive On Green	0.82	1.00	1.00	0.03	0.32	0.00	0.00	0.02	0.02	0.07	0.00	0.07
Sat Flow, veh/h	1781	5050	82	1781	4985	1585	1781	807	869	3456	0	1556
Grp Volume(v), veh/h	134	486	265	13	962	0	0	0	27	45	0	13
Grp Sat Flow(s),veh/h/ln	1781	1662	1809	1781	1662	1585	1781	0	1676	1728	0	1556
Q Serve(g_s), s	1.9	0.0	0.0	0.8	19.1	0.0	0.0	0.0	1.9	1.5	0.0	0.9
Cycle Q Clear(g_c), s	1.9	0.0	0.0	0.8	19.1	0.0	0.0	0.0	1.9	1.5	0.0	0.9
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	729	2365	1287	60	1618		35	0	33	227	0	102
V/C Ratio(X)	0.18	0.21	0.21	0.22	0.59		0.00	0.00	0.81	0.20	0.00	0.13
Avail Cap(c_a), veh/h	729	2365	1287	69	1618		92	0	87	996	0	448
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.5	0.0	0.0	55.5	33.4	0.0	0.0	0.0	57.6	52.2	0.0	51.9
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.7	1.6	0.0	0.0	0.0	15.5	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.1	0.1	0.4	7.6	0.0	0.0	0.0	1.0	0.6	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.5	0.2	0.4	56.1	35.0	0.0	0.0	0.0	73.1	52.3	0.0	52.1
LnGrp LOS	A	A	A	E	C		A	A	E	D	A	D
Approach Vol, veh/h		885			975	A		27			58	
Approach Delay, s/veh		1.2			35.3			73.1			52.3	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	89.7		12.7	54.0	44.1		7.2
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.6	53.4		34.0	19.6	* 38		6.1
Max Q Clear Time (g_c+I1), s	2.8	2.0		3.5	3.9	21.1		3.9
Green Ext Time (p_c), s	0.0	10.4		0.1	0.1	9.1		0.0

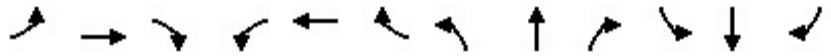
Intersection Summary	
HCM 6th Ctrl Delay	20.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	802	89	265	1308	0	96	33	156	0	22	128
Future Volume (veh/h)	168	802	89	265	1308	0	96	33	156	0	22	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	173	827	92	273	1348	0	99	34	0	0	23	132
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	616	2774	1038	333	1874	0	398	215		0	119	165
Arrive On Green	0.35	0.56	0.56	0.10	0.30	0.00	0.12	0.12	0.00	0.00	0.06	0.06
Sat Flow, veh/h	1781	4985	1537	3456	6537	0	3456	1870	1585	0	1870	2592
Grp Volume(v), veh/h	173	827	92	273	1348	0	99	34	0	0	23	132
Grp Sat Flow(s),veh/h/ln	1781	1662	1537	1728	1570	0	1728	1870	1585	0	1870	1296
Q Serve(g_s), s	8.3	10.4	2.5	9.1	22.6	0.0	3.1	1.9	0.0	0.0	1.4	5.9
Cycle Q Clear(g_c), s	8.3	10.4	2.5	9.1	22.6	0.0	3.1	1.9	0.0	0.0	1.4	5.9
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	616	2774	1038	333	1874	0	398	215		0	119	165
V/C Ratio(X)	0.28	0.30	0.09	0.82	0.72	0.00	0.25	0.16		0.00	0.19	0.80
Avail Cap(c_a), veh/h	616	2774	1038	457	1874	0	1086	588		0	119	165
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	13.9	6.8	52.3	37.0	0.0	47.6	47.1	0.0	0.0	52.4	54.5
Incr Delay (d2), s/veh	0.1	0.3	0.2	0.6	0.2	0.0	0.1	0.1	0.0	0.0	0.8	23.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	3.7	1.1	3.9	8.4	0.0	1.3	0.9	0.0	0.0	0.7	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	14.2	6.9	52.9	37.2	0.0	47.7	47.2	0.0	0.0	53.2	78.4
LnGrp LOS	C	B	A	D	D	A	D	D		A	D	E
Approach Vol, veh/h		1092			1621			133	A		155	
Approach Delay, s/veh		15.8			39.9			47.6			74.7	
Approach LOS		B			D			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.8	71.4		12.4	46.5	40.6		18.5
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	15.6	37.9		7.5	18.6	* 35		37.1
Max Q Clear Time (g_c+I1), s	11.1	12.4		7.9	10.3	24.6		5.1
Green Ext Time (p_c), s	0.2	10.9		0.0	0.1	8.9		0.3

Intersection Summary	
HCM 6th Ctrl Delay	33.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

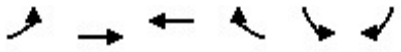
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	5	16	4	6	12	13	188	9	21	293	62
Future Volume (veh/h)	36	5	16	4	6	12	13	188	9	21	293	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	16	17	4	8	12	14	200	10	22	312	66
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	44	46	32	63	80	193	1002	50	211	875	182
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.11	0.29	0.29	0.12	0.30	0.30
Sat Flow, veh/h	1781	822	873	613	1226	1558	1781	3436	171	1781	2902	603
Grp Volume(v), veh/h	30	0	33	12	0	12	14	103	107	22	189	189
Grp Sat Flow(s),veh/h/ln	1781	0	1695	1840	0	1558	1781	1777	1830	1781	1777	1728
Q Serve(g_s), s	0.5	0.0	0.6	0.2	0.0	0.2	0.2	1.4	1.5	0.4	2.7	2.8
Cycle Q Clear(g_c), s	0.5	0.0	0.6	0.2	0.0	0.2	0.2	1.4	1.5	0.4	2.7	2.8
Prop In Lane	1.00		0.52	0.33		1.00	1.00		0.09	1.00		0.35
Lane Grp Cap(c), veh/h	95	0	90	95	0	80	193	518	533	211	536	521
V/C Ratio(X)	0.32	0.00	0.37	0.13	0.00	0.15	0.07	0.20	0.20	0.10	0.35	0.36
Avail Cap(c_a), veh/h	270	0	257	1618	0	1370	216	1617	1665	270	1671	1625
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	15.1	14.9	0.0	14.9	13.2	8.8	8.8	13.0	9.0	9.0
Incr Delay (d2), s/veh	1.4	0.0	1.8	0.2	0.0	0.3	0.1	0.1	0.1	0.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	0.1	0.0	0.1	0.1	0.4	0.4	0.1	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	16.9	15.2	0.0	15.3	13.3	8.9	8.9	13.0	9.3	9.3
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		63			24			224			400	
Approach Delay, s/veh		16.7			15.2			9.2			9.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	13.6		5.8	7.6	13.9		5.7
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	5.9	30.0		5.0	4.0	31.0		29.0
Max Q Clear Time (g_c+I1), s	2.4	3.5		2.6	2.2	4.8		2.2
Green Ext Time (p_c), s	0.0	0.9		0.0	0.0	1.8		0.0

Intersection Summary	
HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	145	2	4	61	115	191
Future Volume (veh/h)	145	2	4	61	115	191
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	150	0	4	0	119	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	761	400	715		265	
Arrive On Green	0.21	0.00	0.38	0.00	0.08	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	150	0	4	0	119	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	1.3	0.0	0.0	0.0	1.2	0.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0	0.0	1.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	761	400	715		265	
V/C Ratio(X)	0.20	0.00	0.01		0.45	
Avail Cap(c_a), veh/h	1070	562	715		1226	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	11.8	0.0	7.0	0.0	16.2	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.0	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.0	0.0	7.0	0.0	17.4	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		150	4	A	119	A
Approach Delay, s/veh		12.0	7.0		17.4	
Approach LOS		B	A		B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		11.8		6.8		18.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		11.0		13.0		14.0
Max Q Clear Time (g_c+I1), s		3.3		3.2		2.0
Green Ext Time (p_c), s		0.2		0.2		0.0

Intersection Summary		
HCM 6th Ctrl Delay		14.2
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

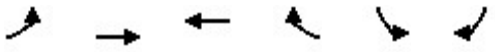
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	110	53	0	0	2
Future Vol, veh/h	9	110	53	0	0	2
Conflicting Peds, #/hr	7	0	0	7	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	128	62	0	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	69	0	-	0	154	40
Stage 1	-	-	-	-	69	-
Stage 2	-	-	-	-	85	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1530	-	-	-	822	1022
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	929	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1520	-	-	-	805	1013
Mov Cap-2 Maneuver	-	-	-	-	805	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	922	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1520	-	-	-	1013
HCM Lane V/C Ratio	0.007	-	-	-	0.002
HCM Control Delay (s)	7.4	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑	↑↑↑↑		↑	
Traffic Volume (veh/h)	0	1960	2751	0	0	0
Future Volume (veh/h)	0	1960	2751	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1900
Adj Flow Rate, veh/h	0	2130	2990	0	1412	1106
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	0
Cap, veh/h	0	2574	2574	0	9999	9999
Arrive On Green	0.00	0.40	0.40	0.00	0.40	0.40
Sat Flow, veh/h	0	6958	6958	2516	9345	4511
Grp Volume(v), veh/h	0	2130	2990	0	1412	1106
Grp Sat Flow(s),veh/h/ln	0	1609	1609	0	1781	1610
Q Serve(g_s), s	0.0	13.4	18.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	13.4	18.0	0.0	0.0	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2574	2574	1006	6773	2964
V/C Ratio(X)	0.00	0.83	1.16	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	2574	2574	1006	6773	2964
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	12.1	13.5	0.0	8.1	8.1
Incr Delay (d2), s/veh	0.0	3.2	77.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.7	18.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	15.3	91.0	0.0	8.1	8.1
LnGrp LOS	A	B	F	A	A	A
Approach Vol, veh/h		2130	2990	1077	1255	04
Approach Delay, s/veh		15.3	91.0		8.1	
Approach LOS		B	F		A	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	15.4	2.0	20.0
Green Ext Time (p_c), s	2.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

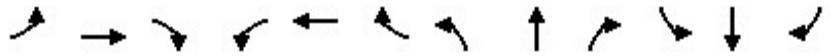
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2243	18	62	1083	6	85
Future Volume (veh/h)	2243	18	62	1083	6	85
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.96	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	2386	19	66	1152	6	90
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	2	2	5	2	2
Cap, veh/h	4823	1164	109	5255	137	110
Arrive On Green	0.77	0.77	0.06	1.00	0.08	0.08
Sat Flow, veh/h	6537	1516	3456	6537	1781	1427
Grp Volume(v), veh/h	2386	19	66	1152	6	90
Grp Sat Flow(s),veh/h/ln	1570	1516	1728	1570	1781	1427
Q Serve(g_s), s	16.8	0.3	2.2	0.0	0.4	7.3
Cycle Q Clear(g_c), s	16.8	0.3	2.2	0.0	0.4	7.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	4823	1164	109	5255	137	110
V/C Ratio(X)	0.49	0.02	0.60	0.22	0.04	0.82
Avail Cap(c_a), veh/h	4823	1164	223	5255	515	412
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.45	0.45	0.99	0.99	1.00	1.00
Uniform Delay (d), s/veh	5.1	3.2	54.6	0.0	50.5	53.7
Incr Delay (d2), s/veh	0.2	0.0	2.0	0.1	0.0	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.1	0.9	0.0	0.2	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.3	3.2	56.5	0.1	50.5	59.3
LnGrp LOS	A	A	E	A	D	E
Approach Vol, veh/h	2405			1218	96	
Approach Delay, s/veh	5.3			3.2	58.8	
Approach LOS	A			A	E	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.1	95.9			104.0	14.0
Change Period (Y+Rc), s	4.4	5.3			5.3	4.9
Max Green Setting (Gmax), s	7.6	61.7			73.7	34.1
Max Q Clear Time (g_c+I1), s	4.2	18.8			2.0	9.3
Green Ext Time (p_c), s	0.0	40.6			27.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	2164	0	6	970	72	0	0	0	5	0	5
Future Volume (veh/h)	11	2164	0	6	970	72	0	0	0	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	0.98		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	2278	0	6	1021	76	0	0	0	5	0	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	20	4109	0	60	5088	376	0	34	0	93	0	28
Arrive On Green	0.01	1.00	0.00	0.03	0.85	0.85	0.00	0.00	0.00	0.02	0.00	0.02
Sat Flow, veh/h	1781	5149	0	1781	6006	444	0	1870	0	1752	0	1571
Grp Volume(v), veh/h	12	2278	0	6	799	298	0	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1739	0	1870	0	1752	0	1571
Q Serve(g_s), s	0.8	0.0	0.0	0.4	3.7	3.7	0.0	0.0	0.0	0.3	0.0	0.4
Cycle Q Clear(g_c), s	0.8	0.0	0.0	0.4	3.7	3.7	0.0	0.0	0.0	0.3	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.26	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	20	4109	0	60	3991	1473	0	34	0	93	0	28
V/C Ratio(X)	0.61	0.55	0.00	0.10	0.20	0.20	0.00	0.00	0.00	0.05	0.00	0.18
Avail Cap(c_a), veh/h	69	4109	0	69	3991	1473	0	507	0	536	0	426
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.00	0.97	0.97	0.97	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.9	0.0	0.0	55.3	1.7	1.7	0.0	0.0	0.0	57.0	0.0	57.1
Incr Delay (d2), s/veh	9.3	0.5	0.0	0.3	0.1	0.3	0.0	0.0	0.0	0.1	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.2	0.0	0.2	0.5	0.6	0.0	0.0	0.0	0.2	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.2	0.5	0.0	55.5	1.8	2.0	0.0	0.0	0.0	57.1	0.0	58.2
LnGrp LOS	E	A	A	E	A	A	A	A	A	E	A	E
Approach Vol, veh/h		2290			1103			0			10	
Approach Delay, s/veh		0.8			2.1			0.0			57.6	
Approach LOS		A			A						E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	102.6		7.0	5.7	105.3		7.0
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	4.6	66.8		32.0	4.6	66.8		32.0
Max Q Clear Time (g_c+I1), s	2.4	2.0		2.4	2.8	5.7		0.0
Green Ext Time (p_c), s	0.0	56.6		0.0	0.0	20.9		0.0

Intersection Summary	
HCM 6th Ctrl Delay	1.4
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2130	2	31	1157	0	19
Future Volume (veh/h)	2130	2	31	1157	0	19
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.93	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1870	1826	1900	1900
Adj Flow Rate, veh/h	2290	2	33	1244	0	20
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	5	2	5	0	0
Cap, veh/h	2968	3	55	3612	0	32
Arrive On Green	0.58	0.58	0.03	0.72	0.00	0.02
Sat Flow, veh/h	5308	4	1781	5149	0	1521
Grp Volume(v), veh/h	1479	813	33	1244	0	21
Grp Sat Flow(s),veh/h/ln	1662	1825	1781	1662	0	1597
Q Serve(g_s), s	12.8	12.8	0.7	3.5	0.0	0.5
Cycle Q Clear(g_c), s	12.8	12.8	0.7	3.5	0.0	0.5
Prop In Lane		0.00	1.00		0.00	0.95
Lane Grp Cap(c), veh/h	1918	1053	55	3612	0	33
V/C Ratio(X)	0.77	0.77	0.60	0.34	0.00	0.63
Avail Cap(c_a), veh/h	1928	1059	189	4002	0	216
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.1	6.1	18.1	1.9	0.0	18.3
Incr Delay (d2), s/veh	2.7	4.8	3.8	0.2	0.0	17.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.7	0.3	0.1	0.0	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.7	10.8	21.9	2.1	0.0	36.1
LnGrp LOS	A	B	C	A	A	D
Approach Vol, veh/h	2292			1277	21	
Approach Delay, s/veh	9.5			2.6	36.1	
Approach LOS	A			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.6	27.0				32.6	5.2
Change Period (Y+Rc), s	4.4	5.2				5.2	4.4
Max Green Setting (Gmax), s	4.6	21.9				30.3	5.1
Max Q Clear Time (g_c+I1), s	2.7	14.8				5.5	2.5
Green Ext Time (p_c), s	0.0	7.0				17.7	0.0

Intersection Summary	
HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	12.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	164	0	0	1392	682
Future Vol, veh/h	0	164	0	0	1392	682
Conflicting Peds, #/hr	0	0	10	0	0	10
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	182	0	0	1547	758

Major/Minor	Minor2			Major2	
Conflicting Flow All	1936	1163		-	0
Stage 1	1936	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	101	~ 161		-	-
Stage 1	62	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	99	~ 159		-	-
Mov Cap-2 Maneuver	99	-		-	-
Stage 1	61	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	173.4	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	159	-	-
HCM Lane V/C Ratio	-	1.146	-	-
HCM Control Delay (s)	0	173.4	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	9.8	-	-

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

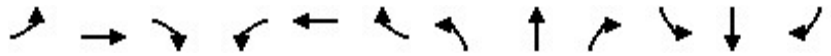
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	573	122	71	688	306	51	35	27	172	90	127
Future Volume (veh/h)	127	573	122	71	688	306	51	35	27	172	90	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	143	644	137	80	773	344	57	39	30	193	101	143
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	169	2897	876	101	2702	819	246	220	173	340	436	380
Arrive On Green	0.19	1.00	1.00	0.11	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	5106	1545	1781	5106	1548	757	896	703	1318	1777	1546
Grp Volume(v), veh/h	143	644	137	80	773	344	59	0	67	193	101	143
Grp Sat Flow(s),veh/h/ln	1781	1702	1545	1781	1702	1548	791	0	1565	1318	1777	1546
Q Serve(g_s), s	9.1	0.0	0.0	5.2	0.0	0.0	5.2	0.0	4.0	16.0	5.4	9.1
Cycle Q Clear(g_c), s	9.1	0.0	0.0	5.2	0.0	0.0	14.3	0.0	4.0	19.9	5.4	9.1
Prop In Lane	1.00		1.00	1.00		1.00	0.96		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	169	2897	876	101	2702	819	254	0	384	340	436	380
V/C Ratio(X)	0.85	0.22	0.16	0.79	0.29	0.42	0.23	0.00	0.17	0.57	0.23	0.38
Avail Cap(c_a), veh/h	341	2897	876	235	2702	819	381	0	558	487	634	551
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	0.0	0.0	51.6	0.0	0.0	42.7	0.0	35.1	42.9	35.6	37.0
Incr Delay (d2), s/veh	4.2	0.2	0.4	5.0	0.3	1.5	0.2	0.0	0.1	4.3	0.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	0.1	2.3	0.1	0.3	1.5	0.0	1.5	5.6	2.4	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	0.2	0.4	56.6	0.3	1.5	42.9	0.0	35.2	47.2	36.4	38.8
LnGrp LOS	D	A	A	E	A	A	D	A	D	D	D	D
Approach Vol, veh/h		924			1197			126			437	
Approach Delay, s/veh		8.1			4.4			38.8			41.9	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	73.0		33.9	15.6	68.6		33.9				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	15.6	* 45		42.1	22.6	37.9		42.1				
Max Q Clear Time (g_c+I1), s	7.2	2.0		21.9	11.1	2.0		16.3				
Green Ext Time (p_c), s	0.0	9.4		4.7	0.1	18.1		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		13.4
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	427	0	0	558	265	0	0	0	381	0	25
Future Volume (veh/h)	15	427	0	0	558	265	0	0	0	381	0	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	502	0	0	656	0	0	0	0	475	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	27	2640	0	2	2454		0	2	1	559	294	0
Arrive On Green	0.02	0.74	0.00	0.00	0.69	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3556	1870	0
Grp Volume(v), veh/h	18	502	0	0	656	0	0	0	0	475	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1778	1870	0
Q Serve(g_s), s	1.2	5.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	15.3	0.0	0.0
Cycle Q Clear(g_c), s	1.2	5.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	15.3	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	27	2640	0	2	2454		0	2	1	559	294	0
V/C Ratio(X)	0.67	0.19	0.00	0.00	0.27		0.00	0.00	0.00	0.85	0.00	0.00
Avail Cap(c_a), veh/h	62	2640	0	62	2454		0	476	403	1115	586	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.80	0.00	0.00
Uniform Delay (d), s/veh	57.8	4.5	0.0	0.0	6.9	0.0	0.0	0.0	0.0	48.4	0.0	0.0
Incr Delay (d2), s/veh	10.1	0.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.5	0.0	0.0	2.7	0.0	0.0	0.0	0.0	6.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.0	4.7	0.0	0.0	7.2	0.0	0.0	0.0	0.0	49.5	0.0	0.0
LnGrp LOS	E	A	A	A	A		A	A	A	D	A	A
Approach Vol, veh/h		520			656	A		0			475	
Approach Delay, s/veh		6.9			7.2			0.0			49.5	
Approach LOS		A			A						D	

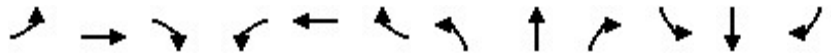
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	93.6		24.4	6.2	87.4		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	4.1	* 27		37.0	4.1	25.8		30.0				
Max Q Clear Time (g_c+I1), s	0.0	7.0		17.3	3.2	10.3		0.0				
Green Ext Time (p_c), s	0.0	7.1		0.9	0.0	6.3		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	19.3
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



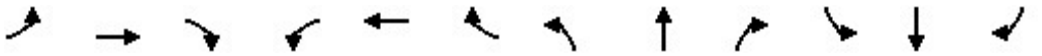
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	327	351	176	72	197	101	114	642	78	130	853	103
Future Volume (veh/h)	327	351	176	72	197	101	114	642	78	130	853	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	344	369	185	76	207	106	120	676	82	137	898	108
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	369	623	307	97	411	266	175	1437	174	192	1620	708
Arrive On Green	0.21	0.27	0.27	0.05	0.12	0.12	0.05	0.45	0.45	0.06	0.46	0.46
Sat Flow, veh/h	1781	2284	1124	1781	3554	1536	3456	3187	386	3456	3554	1552
Grp Volume(v), veh/h	344	286	268	76	207	106	120	377	381	137	898	108
Grp Sat Flow(s),veh/h/ln	1781	1777	1631	1781	1777	1536	1728	1777	1797	1728	1777	1552
Q Serve(g_s), s	22.0	16.2	16.6	4.9	6.3	4.3	4.0	17.1	17.2	4.5	21.3	2.1
Cycle Q Clear(g_c), s	22.0	16.2	16.6	4.9	6.3	4.3	4.0	17.1	17.2	4.5	21.3	2.1
Prop In Lane	1.00		0.69	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	369	485	445	97	411	266	175	801	810	192	1620	708
V/C Ratio(X)	0.93	0.59	0.60	0.79	0.50	0.40	0.69	0.47	0.47	0.71	0.55	0.15
Avail Cap(c_a), veh/h	393	654	600	178	888	472	286	801	810	209	1620	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.2	36.5	36.7	54.2	48.2	19.3	54.2	22.2	22.2	53.9	23.0	3.8
Incr Delay (d2), s/veh	27.1	0.4	0.5	5.1	0.4	0.4	1.8	2.0	2.0	8.1	1.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.4	7.0	6.7	2.3	2.8	1.8	1.8	7.5	7.6	2.2	9.1	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.3	37.0	37.2	59.3	48.5	19.7	56.0	24.2	24.2	62.0	24.3	4.2
LnGrp LOS	E	D	D	E	D	B	E	C	C	E	C	A
Approach Vol, veh/h		898			389			878			1143	
Approach Delay, s/veh		50.6			42.8			28.5			27.0	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	57.6	10.7	36.8	10.3	58.2	29.2	18.3
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	7.6	* 36	11.6	42.7	9.6	32.8	25.6	* 29
Max Q Clear Time (g_c+I1), s	6.3	19.2	6.9	18.6	6.0	23.3	24.0	8.3
Green Ext Time (p_c), s	0.0	1.6	0.0	1.3	0.0	2.1	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	35.6
HCM 6th LOS	D

Notes

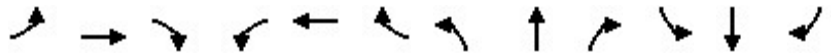
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	254	92	148	188	68	129	102	189	56	88	67
Future Volume (veh/h)	48	254	92	148	188	68	129	102	189	56	88	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.96	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	270	98	157	200	72	137	109	201	60	94	71
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	1218	650	232	697	547	170	1069	565	78	885	367
Arrive On Green	0.04	0.34	0.34	0.07	0.37	0.37	0.10	0.30	0.30	0.04	0.25	0.25
Sat Flow, veh/h	1781	3554	1456	3456	1870	1467	1781	3554	1524	1781	3554	1471
Grp Volume(v), veh/h	51	270	98	157	200	72	137	109	201	60	94	71
Grp Sat Flow(s),veh/h/ln	1781	1777	1456	1728	1870	1467	1781	1777	1524	1781	1777	1471
Q Serve(g_s), s	2.7	5.2	3.9	4.2	7.2	3.1	7.2	2.1	9.2	3.2	1.9	3.6
Cycle Q Clear(g_c), s	2.7	5.2	3.9	4.2	7.2	3.1	7.2	2.1	9.2	3.2	1.9	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	66	1218	650	232	697	547	170	1069	565	78	885	367
V/C Ratio(X)	0.77	0.22	0.15	0.68	0.29	0.13	0.81	0.10	0.36	0.77	0.11	0.19
Avail Cap(c_a), veh/h	561	1492	763	1088	785	616	561	1492	746	561	1492	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	22.3	16.1	43.4	21.0	19.7	42.2	24.0	21.9	45.1	27.6	28.2
Incr Delay (d2), s/veh	7.1	0.1	0.1	1.3	0.1	0.1	3.4	0.0	0.4	5.9	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.1	1.3	1.8	3.1	1.0	3.3	0.9	3.3	1.5	0.8	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.5	22.4	16.3	44.7	21.1	19.8	45.6	24.1	22.3	51.0	27.6	28.3
LnGrp LOS	D	C	B	D	C	B	D	C	C	D	C	C
Approach Vol, veh/h		419			429			447			225	
Approach Delay, s/veh		24.6			29.5			29.9			34.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	38.6	14.5	30.4	8.9	41.4	9.6	35.4
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	6.2	7.2	9.2	5.6	4.7	9.2	5.2	11.2
Green Ext Time (p_c), s	0.3	2.7	0.2	0.5	0.0	1.0	0.1	1.4

Intersection Summary	
HCM 6th Ctrl Delay	29.0
HCM 6th LOS	C



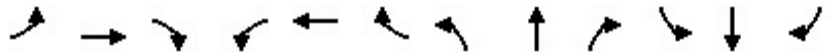
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	0	20	23	3	46	31	322	25	47	262	21
Future Volume (veh/h)	8	0	20	23	3	46	31	322	25	47	262	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.97		0.97	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	0	22	25	3	51	34	354	27	52	288	23
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	51	296	516	52	491	57	1403	105	79	1460	114
Arrive On Green	0.27	0.00	0.27	0.27	0.27	0.27	0.03	0.29	0.29	0.04	0.30	0.30
Sat Flow, veh/h	257	185	1083	1222	190	1536	1781	4829	362	1781	4813	377
Grp Volume(v), veh/h	31	0	0	28	0	51	34	248	133	52	202	109
Grp Sat Flow(s),veh/h/ln	1526	0	0	1412	0	1536	1781	1702	1787	1781	1702	1786
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.9	0.7	2.1	2.1	1.1	1.7	1.7
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.4	0.0	0.9	0.7	2.1	2.1	1.1	1.7	1.7
Prop In Lane	0.29		0.71	0.89		1.00	1.00		0.20	1.00		0.21
Lane Grp Cap(c), veh/h	541	0	0	568	0	491	57	989	519	79	1033	542
V/C Ratio(X)	0.06	0.00	0.00	0.05	0.00	0.10	0.60	0.25	0.26	0.65	0.20	0.20
Avail Cap(c_a), veh/h	1699	0	0	1668	0	1707	1423	5438	2854	1423	5438	2853
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	0.0	0.0	10.1	0.0	9.0	17.9	10.2	10.2	17.7	9.7	9.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.2	0.3	3.4	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.1	0.0	0.2	0.3	0.6	0.7	0.5	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	0.0	0.0	10.1	0.0	9.1	21.7	10.4	10.6	21.0	9.8	9.9
LnGrp LOS	B	A	A	B	A	A	C	B	B	C	A	A
Approach Vol, veh/h		31			79			415			363	
Approach Delay, s/veh		10.1			9.4			11.4			11.4	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.1	16.3		15.2	5.6	16.8		15.2
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.1	4.1		2.5	2.7	3.7		2.9
Green Ext Time (p_c), s	0.1	3.6		0.1	0.0	2.5		0.2

Intersection Summary	
HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	23	39	47	35	18	168	572	61	30	466	98
Future Volume (veh/h)	15	23	39	47	35	18	168	572	61	30	466	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.90	1.00		0.95	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	25	42	51	38	20	183	622	66	33	507	107
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	553	421	66	548	416	227	1428	605	43	893	187
Arrive On Green	0.04	0.30	0.30	0.04	0.29	0.29	0.13	0.40	0.40	0.02	0.31	0.31
Sat Flow, veh/h	1781	1870	1421	1781	1870	1419	1781	3554	1507	1781	2890	606
Grp Volume(v), veh/h	16	25	42	51	38	20	183	622	66	33	310	304
Grp Sat Flow(s),veh/h/ln	1781	1870	1421	1781	1870	1419	1781	1777	1507	1781	1777	1719
Q Serve(g_s), s	0.8	0.9	2.1	2.8	1.4	1.0	9.7	12.3	2.7	1.8	14.2	14.4
Cycle Q Clear(g_c), s	0.8	0.9	2.1	2.8	1.4	1.0	9.7	12.3	2.7	1.8	14.2	14.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	71	553	421	66	548	416	227	1428	605	43	549	531
V/C Ratio(X)	0.22	0.05	0.10	0.77	0.07	0.05	0.81	0.44	0.11	0.76	0.57	0.57
Avail Cap(c_a), veh/h	550	578	439	550	578	439	550	2196	931	550	1098	1062
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	24.4	24.8	46.3	24.8	24.6	41.2	21.1	18.2	47.1	28.1	28.1
Incr Delay (d2), s/veh	0.6	0.0	0.0	7.0	0.0	0.0	9.3	0.3	0.1	9.8	2.5	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.4	0.7	1.3	0.6	0.3	4.8	5.0	0.9	0.9	6.3	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.7	24.4	24.8	53.4	24.8	24.6	50.5	21.3	18.3	56.9	30.6	30.8
LnGrp LOS	D	C	C	D	C	C	D	C	B	E	C	C
Approach Vol, veh/h		83			109			871			647	
Approach Delay, s/veh		28.7			38.1			27.2			32.0	
Approach LOS		C			D			C			C	

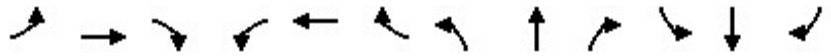
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	47.7	8.0	33.6	16.8	38.7	8.3	33.3
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	3.8	14.3	4.8	4.1	11.7	16.4	2.8	3.4
Green Ext Time (p_c), s	0.0	6.6	0.0	0.1	0.7	10.3	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	29.8
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



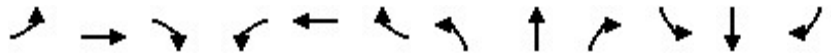
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	288	20	158	121	0	0	0	0	219	25	32
Future Volume (veh/h)	0	288	20	158	121	0	0	0	0	219	25	32
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	303	21	166	127	0				250	0	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	292	582	256	338	645	0				916	0	661
Arrive On Green	0.00	0.16	0.16	0.19	0.19	0.00				0.26	0.00	0.26
Sat Flow, veh/h	1781	3554	1561	1781	3572	0				3563	0	1562
Grp Volume(v), veh/h	0	303	21	166	127	0				250	0	34
Grp Sat Flow(s),veh/h/ln	1781	1777	1561	1781	1702	0				1781	0	1562
Q Serve(g_s), s	0.0	2.9	0.4	3.1	1.2	0.0				2.1	0.0	0.5
Cycle Q Clear(g_c), s	0.0	2.9	0.4	3.1	1.2	0.0				2.1	0.0	0.5
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	292	582	256	338	645	0				916	0	661
V/C Ratio(X)	0.00	0.52	0.08	0.49	0.20	0.00				0.27	0.00	0.05
Avail Cap(c_a), veh/h	2870	5726	2515	2870	5485	0				3348	0	1728
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.2	13.2	13.5	12.7	0.0				11.1	0.0	6.4
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.2	0.2	0.0				0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9	0.1	1.0	0.3	0.0				0.7	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.5	13.2	14.7	12.9	0.0				11.1	0.0	6.4
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		324			293						284	
Approach Delay, s/veh		14.4			13.9						10.5	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		10.1		15.8		11.4
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		4.9		4.1		5.1
Green Ext Time (p_c), s		1.2		0.5		2.0

Intersection Summary		
HCM 6th Ctrl Delay		13.0
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	433	0	1	256	257	32	12	86	21	0	215
Future Volume (veh/h)	101	433	0	1	256	257	32	12	86	21	0	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	110	471	0	1	278	279	35	13	93	23	0	234
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	1615	0	57	561	428	198	21	153	29	0	291
Arrive On Green	0.08	0.45	0.00	0.30	0.30	0.30	0.11	0.11	0.11	0.20	0.00	0.20
Sat Flow, veh/h	1781	3647	0	1	1868	1423	1781	192	1374	142	0	1446
Grp Volume(v), veh/h	110	471	0	279	0	279	35	0	106	257	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1869	0	1423	1781	0	1566	1588	0	0
Q Serve(g_s), s	3.8	5.3	0.0	0.0	0.0	10.8	1.1	0.0	4.1	9.8	0.0	0.0
Cycle Q Clear(g_c), s	3.8	5.3	0.0	7.8	0.0	10.8	1.1	0.0	4.1	9.8	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.88	0.09		0.91
Lane Grp Cap(c), veh/h	148	1615	0	618	0	428	198	0	174	320	0	0
V/C Ratio(X)	0.74	0.29	0.00	0.45	0.00	0.65	0.18	0.00	0.61	0.80	0.00	0.00
Avail Cap(c_a), veh/h	840	3353	0	1817	0	1343	1120	0	985	999	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.5	10.9	0.0	18.3	0.0	19.4	25.6	0.0	26.9	24.2	0.0	0.0
Incr Delay (d2), s/veh	8.5	0.0	0.0	0.6	0.0	2.0	0.2	0.0	1.3	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.7	0.0	3.0	0.0	3.3	0.5	0.0	1.5	3.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.0	11.0	0.0	18.9	0.0	21.4	25.8	0.0	28.2	26.0	0.0	0.0
LnGrp LOS	D	B	A	B	A	C	C	A	C	C	A	A
Approach Vol, veh/h		581			558			141			257	
Approach Delay, s/veh		15.9			20.1			27.6			26.0	
Approach LOS		B			C			C			C	

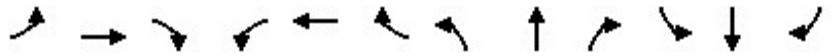
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		33.3		16.8	9.8	23.5		13.5				
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4				
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s		7.3		11.8	5.8	12.8		6.1				
Green Ext Time (p_c), s		1.9		1.1	0.3	4.4		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		20.2
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



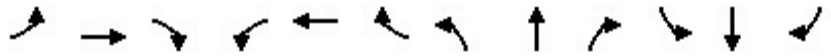
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	429	159	273	333	0	0	0	0	325	185	192
Future Volume (veh/h)	0	429	159	273	333	0	0	0	0	325	185	192
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	452	167	287	351	0				342	195	202
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1918	839	367	2482	0				659	346	284
Arrive On Green	0.00	0.54	0.54	0.21	1.00	0.00				0.19	0.19	0.19
Sat Flow, veh/h	0	3647	1555	3456	3647	0				3563	1870	1536
Grp Volume(v), veh/h	0	452	167	287	351	0				342	195	202
Grp Sat Flow(s),veh/h/ln	0	1777	1555	1728	1777	0				1781	1870	1536
Q Serve(g_s), s	0.0	5.6	4.7	6.6	0.0	0.0				7.3	8.0	10.4
Cycle Q Clear(g_c), s	0.0	5.6	4.7	6.6	0.0	0.0				7.3	8.0	10.4
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1918	839	367	2482	0				659	346	284
V/C Ratio(X)	0.00	0.24	0.20	0.78	0.14	0.00				0.52	0.56	0.71
Avail Cap(c_a), veh/h	0	1918	839	703	2482	0				1361	715	587
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.98	0.98	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.2	10.0	32.2	0.0	0.0				30.9	31.1	32.1
Incr Delay (d2), s/veh	0.0	0.3	0.5	1.3	0.1	0.0				0.2	0.5	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.9	1.5	2.4	0.0	0.0				3.1	3.6	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.5	10.5	33.5	0.1	0.0				31.1	31.7	33.4
LnGrp LOS	A	B	B	C	A	A				C	C	C
Approach Vol, veh/h		619			638						739	
Approach Delay, s/veh		10.5			15.1						31.9	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.3	50.2		20.4		63.6
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.6	7.6		12.4		2.0
Green Ext Time (p_c), s	0.3	3.2		1.7		2.5

Intersection Summary	
HCM 6th Ctrl Delay	19.9
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

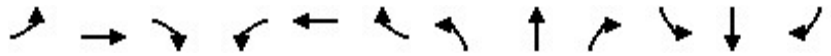


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	273	482	0	0	493	444	112	232	18	0	0	0
Future Volume (veh/h)	273	482	0	0	493	444	112	232	18	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	297	524	0	0	536	483	122	252	20			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1269	2701	0	0	1189	517	189	431	34			
Arrive On Green	0.73	1.00	0.00	0.00	0.33	0.33	0.12	0.12	0.12			
Sat Flow, veh/h	3456	3647	0	0	3647	1547	1532	3498	278			
Grp Volume(v), veh/h	297	524	0	0	536	483	143	121	131			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1547	1794	1702	1812			
Q Serve(g_s), s	2.3	0.0	0.0	0.0	9.9	25.4	6.4	5.6	5.7			
Cycle Q Clear(g_c), s	2.3	0.0	0.0	0.0	9.9	25.4	6.4	5.6	5.7			
Prop In Lane	1.00		0.00	0.00		1.00	0.85		0.15			
Lane Grp Cap(c), veh/h	1269	2701	0	0	1189	517	221	210	223			
V/C Ratio(X)	0.23	0.19	0.00	0.00	0.45	0.93	0.65	0.57	0.58			
Avail Cap(c_a), veh/h	1269	2701	0	0	1189	517	600	569	606			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.95	0.95	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	7.4	0.0	0.0	0.0	21.9	27.0	35.1	34.7	34.8			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.2	26.1	1.2	0.9	0.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	0.1	0.0	0.0	4.0	12.1	2.8	2.3	2.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.5	0.2	0.0	0.0	23.1	53.1	36.3	35.7	35.7			
LnGrp LOS	A	A	A	A	C	D	D	D	D			
Approach Vol, veh/h		821			1019			394				
Approach Delay, s/veh		2.8			37.3			35.9				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.7			35.7	33.0		15.3				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			4.3	27.4		8.4				
Green Ext Time (p_c), s		4.3			0.7	0.4		1.4				

Intersection Summary	
HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C

Notes

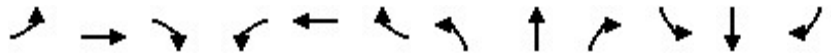
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	22	60	23	1006	14	0	0	0
Future Volume (veh/h)	0	0	0	0	22	60	23	1006	14	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	24	66	25	1105	15			
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	31	86	135	3036	41			
Arrive On Green				0.00	0.07	0.07	0.61	0.61	0.61			
Sat Flow, veh/h				0	441	1212	40	4987	67			
Grp Volume(v), veh/h				0	0	90	419	347	379			
Grp Sat Flow(s),veh/h/ln				0	0	1652	1858	1549	1688			
Q Serve(g_s), s				0.0	0.0	1.9	0.0	3.9	3.9			
Cycle Q Clear(g_c), s				0.0	0.0	1.9	3.9	3.9	3.9			
Prop In Lane				0.00		0.73	0.06		0.04			
Lane Grp Cap(c), veh/h				0	0	117	1241	943	1027			
V/C Ratio(X)				0.00	0.00	0.77	0.34	0.37	0.37			
Avail Cap(c_a), veh/h				0	0	1909	3305	2685	2926			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	15.8	3.4	3.4	3.4			
Incr Delay (d2), s/veh				0.0	0.0	4.0	0.2	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.7	0.6	0.5	0.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	19.8	3.7	3.8	3.7			
LnGrp LOS				A	A	B	A	A	A			
Approach Vol, veh/h					90			1145				
Approach Delay, s/veh					19.8			3.7				
Approach LOS					B			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	26.7							7.9				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	5.9							3.9				
Green Ext Time (p_c), s	15.2							0.4				

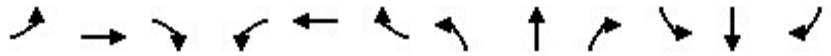
Intersection Summary		
HCM 6th Ctrl Delay		4.9
HCM 6th LOS		A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	201	91	315	443	81	214	234	119	53	264	87
Future Volume (veh/h)	67	201	91	315	443	81	214	234	119	53	264	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.96	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	72	216	98	339	476	87	230	252	128	57	284	94
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	378	317	384	561	103	273	1021	459	73	717	220
Arrive On Green	0.05	0.20	0.20	0.22	0.36	0.36	0.15	0.30	0.30	0.04	0.19	0.19
Sat Flow, veh/h	1781	1870	1569	1781	1537	281	1781	3404	1529	1781	3823	1173
Grp Volume(v), veh/h	72	216	98	339	0	563	230	252	128	57	250	128
Grp Sat Flow(s),veh/h/ln	1781	1870	1569	1781	0	1818	1781	1702	1529	1781	1702	1592
Q Serve(g_s), s	3.1	8.2	4.2	14.5	0.0	22.4	9.9	4.4	5.0	2.5	5.1	5.6
Cycle Q Clear(g_c), s	3.1	8.2	4.2	14.5	0.0	22.4	9.9	4.4	5.0	2.5	5.1	5.6
Prop In Lane	1.00		1.00	1.00		0.15	1.00		1.00	1.00		0.74
Lane Grp Cap(c), veh/h	94	378	317	384	0	663	273	1021	459	73	639	299
V/C Ratio(X)	0.77	0.57	0.31	0.88	0.00	0.85	0.84	0.25	0.28	0.78	0.39	0.43
Avail Cap(c_a), veh/h	679	950	797	679	0	924	679	2595	1166	679	2595	1214
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	28.3	26.7	29.9	0.0	23.0	32.4	20.8	21.1	37.4	28.0	28.2
Incr Delay (d2), s/veh	4.9	0.5	0.2	2.7	0.0	5.5	2.7	0.2	0.6	6.4	0.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.7	1.6	6.4	0.0	10.2	4.3	1.7	1.8	1.2	2.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	28.8	26.9	32.6	0.0	28.5	35.1	21.1	21.7	43.8	28.7	30.0
LnGrp LOS	D	C	C	C	A	C	D	C	C	D	C	C
Approach Vol, veh/h		386			902			610			435	
Approach Delay, s/veh		30.8			30.0			26.5			31.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	28.9	21.4	20.8	16.5	20.1	8.5	33.6
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	14.5	7.0	16.5	10.2	11.9	7.6	5.1	24.4
Green Ext Time (p_c), s	0.1	4.8	0.5	1.0	0.3	4.6	0.1	3.6

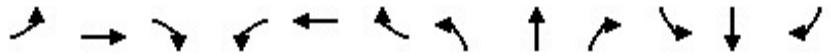
Intersection Summary	
HCM 6th Ctrl Delay	29.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	154	265	110	218	0	0	0	0	78	1258	543
Future Volume (veh/h)	0	154	265	110	218	0	0	0	0	78	1258	543
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	157	270	112	222	0				80	1284	554
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	432	366	201	444	0				1094	2143	915
Arrive On Green	0.00	0.23	0.23	0.23	0.23	0.00				0.61	0.61	0.61
Sat Flow, veh/h	0	1870	1585	552	2006	0				1781	3490	1490
Grp Volume(v), veh/h	0	157	270	158	176	0				80	1252	586
Grp Sat Flow(s),veh/h/ln	0	1870	1585	856	1617	0				1781	1702	1576
Q Serve(g_s), s	0.0	5.9	13.2	10.0	7.9	0.0				1.5	18.8	19.2
Cycle Q Clear(g_c), s	0.0	5.9	13.2	15.9	7.9	0.0				1.5	18.8	19.2
Prop In Lane	0.00		1.00	0.71		0.00				1.00		0.95
Lane Grp Cap(c), veh/h	0	432	366	271	373	0				1094	2090	968
V/C Ratio(X)	0.00	0.36	0.74	0.58	0.47	0.00				0.07	0.60	0.61
Avail Cap(c_a), veh/h	0	669	567	413	578	0				1275	2436	1128
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	27.1	29.9	32.5	27.8	0.0				6.5	9.9	9.9
Incr Delay (d2), s/veh	0.0	0.2	1.1	1.5	0.7	0.0				0.1	0.5	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.6	5.1	3.1	3.1	0.0				0.5	6.2	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	27.3	31.0	34.0	28.5	0.0				6.6	10.4	11.1
LnGrp LOS	A	C	C	C	C	A				A	B	B
Approach Vol, veh/h		427			334						1918	
Approach Delay, s/veh		29.6			31.1						10.5	
Approach LOS		C			C						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		26.1		57.8		26.1
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		15.2		21.2		17.9
Green Ext Time (p_c), s		1.0		30.3		1.5

Intersection Summary		
HCM 6th Ctrl Delay		16.1
HCM 6th LOS		B



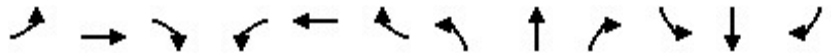
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	16	78	0	26	16	309	1018	34	0	0	0
Future Volume (veh/h)	135	16	78	0	26	16	309	1018	34	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	157	19	91	0	30	19	359	1184	40			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	399	39	1155	0	223	141	929	1828	62			
Arrive On Green	0.21	0.21	0.21	0.00	0.21	0.21	0.52	0.52	0.52			
Sat Flow, veh/h	1106	187	1574	0	1068	677	1781	3504	118			
Grp Volume(v), veh/h	176	0	91	0	0	49	359	600	624			
Grp Sat Flow(s),veh/h/ln	1293	0	1574	0	0	1745	1781	1777	1845			
Q Serve(g_s), s	4.4	0.0	0.0	0.0	0.0	0.9	4.9	9.8	9.9			
Cycle Q Clear(g_c), s	5.3	0.0	0.0	0.0	0.0	0.9	4.9	9.8	9.9			
Prop In Lane	0.89		1.00	0.00		0.39	1.00		0.06			
Lane Grp Cap(c), veh/h	438	0	1155	0	0	363	929	927	962			
V/C Ratio(X)	0.40	0.00	0.08	0.00	0.00	0.13	0.39	0.65	0.65			
Avail Cap(c_a), veh/h	1183	0	1997	0	0	1297	1302	1299	1349			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	15.0	0.0	1.6	0.0	0.0	13.0	5.8	7.0	7.0			
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.0	0.0	0.1	0.3	0.8	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	0.0	1.0	0.0	0.0	0.3	1.2	2.4	2.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	0.0	1.6	0.0	0.0	13.1	6.0	7.7	7.7			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		267			49			1583				
Approach Delay, s/veh		10.8			13.1			7.3				
Approach LOS		B			B			A				

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		25.6		14.8				14.8				
Change Period (Y+Rc), s		4.5		* 6.4				6.4				
Max Green Setting (Gmax), s		29.5		* 30				30.0				
Max Q Clear Time (g_c+I1), s		11.9		7.3				2.9				
Green Ext Time (p_c), s		9.2		1.3				0.1				

Intersection Summary												
HCM 6th Ctrl Delay			8.0									
HCM 6th LOS			A									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	26	151	10	60	15	499	99	44	668	5
Future Volume (veh/h)	0	0	26	151	10	60	15	499	99	44	668	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	27	159	11	63	16	525	104	46	703	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	0	417	490	63	363	28	2041	620	130	2204	16
Arrive On Green	0.00	0.00	0.26	0.26	0.26	0.26	0.02	0.40	0.40	0.04	0.42	0.42
Sat Flow, veh/h	1326	0	1574	1375	240	1373	1781	5106	1552	3456	5229	37
Grp Volume(v), veh/h	0	0	27	159	0	74	16	525	104	46	457	251
Grp Sat Flow(s),veh/h/ln	1326	0	1574	1375	0	1612	1781	1702	1552	1728	1702	1862
Q Serve(g_s), s	0.0	0.0	0.6	4.9	0.0	1.8	0.4	3.4	2.2	0.6	4.5	4.5
Cycle Q Clear(g_c), s	0.0	0.0	0.6	5.5	0.0	1.8	0.4	3.4	2.2	0.6	4.5	4.5
Prop In Lane	1.00		1.00	1.00		0.85	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	144	0	417	490	0	427	28	2041	620	130	1435	785
V/C Ratio(X)	0.00	0.00	0.06	0.32	0.00	0.17	0.56	0.26	0.17	0.35	0.32	0.32
Avail Cap(c_a), veh/h	853	0	1258	1225	0	1289	1068	6122	1861	2072	4081	2233
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	13.8	15.8	0.0	14.2	24.4	10.1	9.7	23.5	9.7	9.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.1	6.4	0.1	0.2	0.6	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	1.4	0.0	0.6	0.2	1.0	0.6	0.2	1.3	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	13.8	16.0	0.0	14.2	30.8	10.2	9.9	24.1	9.8	9.9
LnGrp LOS	A	A	B	B	A	B	C	B	A	C	A	A
Approach Vol, veh/h		27			233			645			754	
Approach Delay, s/veh		13.8			15.4			10.6			10.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.3	25.7		18.1	5.2	26.8		18.1
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	2.6	5.4		2.6	2.4	6.5		7.5
Green Ext Time (p_c), s	0.1	7.9		0.1	0.0	5.1		0.5

Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

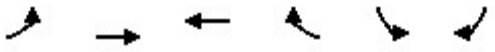
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2420	13	0	1709	0	1
Future Vol, veh/h	2420	13	0	1709	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	2	2	5	2	2
Mvmt Flow	2495	13	0	1762	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1254
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	140
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	140
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	30.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	140	-	-	-
HCM Lane V/C Ratio	0.007	-	-	-
HCM Control Delay (s)	30.9	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1026	1576	1831	61	48	42
Future Volume (veh/h)	1026	1576	1831	61	48	42
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1080	1659	1927	0	51	44
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	955	4322	2759		78	70
Arrive On Green	0.28	0.87	0.55	0.00	0.04	0.04
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1080	1659	1927	0	51	44
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	32.6	7.8	33.2	0.0	3.3	3.2
Cycle Q Clear(g_c), s	32.6	7.8	33.2	0.0	3.3	3.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	955	4322	2759		78	70
V/C Ratio(X)	1.13	0.38	0.70		0.65	0.63
Avail Cap(c_a), veh/h	955	4322	2759		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.64	0.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	1.6	19.2	0.0	55.5	55.5
Incr Delay (d2), s/veh	72.3	0.3	1.0	0.0	3.3	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.9	0.7	11.8	0.0	1.5	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	115.0	1.8	20.1	0.0	58.9	58.9
LnGrp LOS	F	A	C		E	E
Approach Vol, veh/h		2739	1927	A	95	
Approach Delay, s/veh		46.5	20.1		58.9	
Approach LOS		D	C		E	

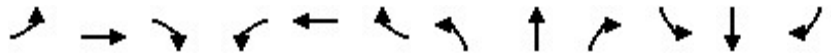
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		107.6		10.4	37.0	70.6
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	32.6	* 41
Max Q Clear Time (g_c+I1), s		9.8		5.3	34.6	35.2
Green Ext Time (p_c), s		51.8		0.1	0.0	5.4

Intersection Summary	
HCM 6th Ctrl Delay	36.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	816	72	53	979	77	86	259	74	75	137	498
Future Volume (veh/h)	247	816	72	53	979	77	86	259	74	75	137	498
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.95	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	252	833	73	54	999	79	88	264	76	77	140	508
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	1685	148	135	1529	121	109	846	226	97	1058	510
Arrive On Green	0.13	0.51	0.51	0.03	0.15	0.15	0.06	0.21	0.21	0.05	0.21	0.21
Sat Flow, veh/h	1781	3304	290	1781	3331	263	1781	3955	1058	1781	5106	1444
Grp Volume(v), veh/h	252	448	458	54	533	545	88	224	116	77	140	508
Grp Sat Flow(s),veh/h/ln	1781	1777	1817	1781	1777	1818	1781	1702	1609	1781	1702	1444
Q Serve(g_s), s	18.6	23.1	23.1	4.2	39.5	39.5	6.8	7.8	8.5	6.0	3.1	29.0
Cycle Q Clear(g_c), s	18.6	23.1	23.1	4.2	39.5	39.5	6.8	7.8	8.5	6.0	3.1	29.0
Prop In Lane	1.00		0.16	1.00		0.14	1.00		0.66	1.00		1.00
Lane Grp Cap(c), veh/h	237	906	927	135	815	834	109	728	344	97	1058	510
V/C Ratio(X)	1.06	0.49	0.49	0.40	0.65	0.65	0.81	0.31	0.34	0.80	0.13	1.00
Avail Cap(c_a), veh/h	237	906	927	135	815	834	135	728	344	160	1058	510
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	0.99	0.99	0.99	0.96	0.96	0.96
Uniform Delay (d), s/veh	60.7	22.5	22.5	65.1	48.9	48.9	64.9	46.3	46.6	65.4	45.2	46.7
Incr Delay (d2), s/veh	76.7	1.9	1.9	7.5	3.6	3.5	20.2	0.3	0.6	5.3	0.1	38.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	9.9	10.1	2.2	19.7	20.1	3.7	3.3	3.5	2.8	1.3	22.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	137.4	24.4	24.4	72.6	52.5	52.4	85.1	46.6	47.2	70.7	45.3	84.8
LnGrp LOS	F	C	C	E	D	D	F	D	D	E	D	F
Approach Vol, veh/h		1158			1132			428			725	
Approach Delay, s/veh		49.0			53.4			54.7			75.7	
Approach LOS		D			D			D			E	

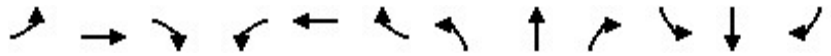
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	34.9	16.4	76.6	13.0	34.0	23.0	70.0
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	12.6	* 27	10.0	* 71	10.6	29.0	18.6	62.2
Max Q Clear Time (g_c+I1), s	8.0	10.5	6.2	25.1	8.8	31.0	20.6	41.5
Green Ext Time (p_c), s	0.0	2.0	0.0	9.5	0.0	0.0	0.0	6.0

Intersection Summary	
HCM 6th Ctrl Delay	56.8
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	824	98	35	162	0	0	0	0	129	160	948
Future Volume (veh/h)	0	824	98	35	162	0	0	0	0	129	160	948
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	896	107	38	176	0				140	174	1030
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1370	164	63	1762	0				341	1990	651
Arrive On Green	0.00	0.14	0.14	0.04	0.50	0.00				0.42	0.42	0.42
Sat Flow, veh/h	0	3289	382	1781	3647	0				816	4755	1555
Grp Volume(v), veh/h	0	498	505	38	176	0				314	0	1030
Grp Sat Flow(s),veh/h/ln	0	1777	1800	1781	1777	0				1830	1870	1555
Q Serve(g_s), s	0.0	37.1	37.1	2.9	3.7	0.0				16.9	0.0	58.6
Cycle Q Clear(g_c), s	0.0	37.1	37.1	2.9	3.7	0.0				16.9	0.0	58.6
Prop In Lane	0.00		0.21	1.00		0.00				0.45		1.00
Lane Grp Cap(c), veh/h	0	762	772	63	1762	0				766	1566	651
V/C Ratio(X)	0.00	0.65	0.65	0.60	0.10	0.00				0.41	0.00	1.58
Avail Cap(c_a), veh/h	0	762	772	109	1762	0				766	1566	651
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.90	0.90	0.87	0.87	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	50.3	50.3	66.6	18.7	0.0				28.6	0.0	40.7
Incr Delay (d2), s/veh	0.0	3.9	3.9	3.0	0.1	0.0				1.6	0.0	269.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.6	18.8	1.4	1.5	0.0				7.9	0.0	71.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	54.2	54.1	69.5	18.8	0.0				30.2	0.0	309.9
LnGrp LOS	A	D	D	E	B	A				C	A	F
Approach Vol, veh/h		1003			214						1344	
Approach Delay, s/veh		54.1			27.8						244.6	
Approach LOS		D			C						F	

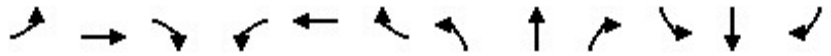
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.3	66.7		64.0		76.0
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	8.6	* 58		58.6		69.4
Max Q Clear Time (g_c+I1), s	4.9	39.1		60.6		5.7
Green Ext Time (p_c), s	0.0	1.9		0.0		0.4

Intersection Summary	
HCM 6th Ctrl Delay	151.9
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	735	260	0	0	133	149	41	101	57	0	0	0
Future Volume (veh/h)	735	260	0	0	133	149	41	101	57	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	790	280	0	0	143	160	44	109	61			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1368	1494	0	0	606	535	77	207	120			
Arrive On Green	0.40	0.80	0.00	0.00	0.34	0.34	0.08	0.08	0.08			
Sat Flow, veh/h	3456	1870	0	0	1870	1568	981	2617	1519			
Grp Volume(v), veh/h	790	280	0	0	143	160	82	71	61			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1568	1821	1777	1519			
Q Serve(g_s), s	14.3	2.8	0.0	0.0	4.6	6.0	3.5	3.1	3.1			
Cycle Q Clear(g_c), s	14.3	2.8	0.0	0.0	4.6	6.0	3.5	3.1	3.1			
Prop In Lane	1.00		0.00	0.00		1.00	0.54		1.00			
Lane Grp Cap(c), veh/h	1368	1494	0	0	606	535	144	140	120			
V/C Ratio(X)	0.58	0.19	0.00	0.00	0.24	0.30	0.57	0.51	0.51			
Avail Cap(c_a), veh/h	1368	1494	0	0	606	535	478	466	399			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.71	0.71	0.00	0.00	1.00	1.00	0.98	0.98	0.98			
Uniform Delay (d), s/veh	18.9	1.9	0.0	0.0	18.9	19.3	35.5	35.4	35.4			
Incr Delay (d2), s/veh	0.4	0.2	0.0	0.0	0.1	0.1	1.3	1.0	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.2	0.5	0.0	0.0	1.8	2.0	1.6	1.4	1.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.3	2.1	0.0	0.0	18.9	19.4	36.8	36.4	36.6			
LnGrp LOS	B	A	A	A	B	B	D	D	D			
Approach Vol, veh/h		1070			303			214				
Approach Delay, s/veh		14.8			19.2			36.6				
Approach LOS		B			B			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.8			36.6	32.2		11.2				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		49.2			23.8	* 21		21.0				
Max Q Clear Time (g_c+I1), s		4.8			16.3	8.0		5.5				
Green Ext Time (p_c), s		1.0			2.0	0.9		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

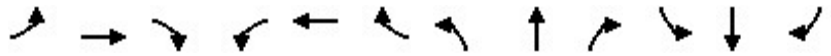
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	177	1462	414	0	0	1597
Future Volume (veh/h)	177	1462	414	0	0	1597
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	181	0	422	0	0	1630
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	213		3177	0	204	4972
Arrive On Green	0.12	0.00	0.64	0.00	0.00	0.79
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	181	0	422	0	0	1630
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	11.0	0.0	3.7	0.0	0.0	8.0
Cycle Q Clear(g_c), s	11.0	0.0	3.7	0.0	0.0	8.0
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	213		3177	0	204	4972
V/C Ratio(X)	0.85		0.13	0.00	0.00	0.33
Avail Cap(c_a), veh/h	487		3177	0	738	4972
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.00	0.99	0.00	0.00	0.92
Uniform Delay (d), s/veh	47.5	0.0	7.9	0.0	0.0	3.2
Incr Delay (d2), s/veh	2.8	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	1.2	0.0	0.0	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.3	0.0	7.9	0.0	0.0	3.4
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	181	A	422			1630
Approach Delay, s/veh	50.3		7.9			3.4
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	17.0	75.0				92.0	18.0
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	45.6	20.1				70.1	30.1
Max Q Clear Time (g_c+I1), s	10.0	5.7				10.0	13.0
Green Ext Time (p_c), s	0.0	3.0				23.8	0.2

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



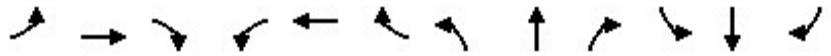
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	196	1501	138	127	273	0	0	187	48
Future Volume (veh/h)	0	0	0	196	1501	138	127	273	0	0	187	48
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.91
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				202	1547	142	131	281	0	0	193	49
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				278	2274	214	160	1428	0	0	534	124
Arrive On Green				0.17	0.17	0.17	0.18	0.56	0.00	0.00	0.13	0.13
Sat Flow, veh/h				536	4381	413	1781	5274	0	0	4224	940
Grp Volume(v), veh/h				695	583	614	131	281	0	0	159	83
Grp Sat Flow(s),veh/h/ln				1844	1702	1785	1781	1702	0	0	1702	1591
Q Serve(g_s), s				39.2	35.2	35.4	7.8	3.0	0.0	0.0	4.7	5.3
Cycle Q Clear(g_c), s				39.2	35.2	35.4	7.8	3.0	0.0	0.0	4.7	5.3
Prop In Lane				0.29		0.23	1.00		0.00	0.00		0.59
Lane Grp Cap(c), veh/h				957	884	926	160	1428	0	0	449	210
V/C Ratio(X)				0.73	0.66	0.66	0.82	0.20	0.00	0.00	0.35	0.40
Avail Cap(c_a), veh/h				957	884	926	285	1908	0	0	545	255
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.76	0.76	0.76	0.68	0.68	0.00	0.00	0.97	0.97
Uniform Delay (d), s/veh				38.2	36.5	36.6	44.3	18.1	0.0	0.0	43.5	43.7
Incr Delay (d2), s/veh				3.7	2.9	2.8	2.7	0.1	0.0	0.0	0.3	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				20.3	16.7	17.6	3.2	1.1	0.0	0.0	2.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				41.8	39.4	39.4	47.0	18.2	0.0	0.0	43.8	44.5
LnGrp LOS				D	D	D	D	B	A	A	D	D
Approach Vol, veh/h					1891			412			242	
Approach Delay, s/veh					40.3			27.3			44.1	
Approach LOS					D			C			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	15.8	20.9	63.0	36.7
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	17.6	* 18	57.1	41.1
Max Q Clear Time (g_c+I1), s	9.8	7.3	41.2	5.0
Green Ext Time (p_c), s	0.1	0.8	9.6	2.2

Intersection Summary	
HCM 6th Ctrl Delay	38.6
HCM 6th LOS	D

Notes

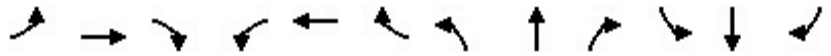
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	202	1799	0	0	0	0	0	161	63
Future Volume (veh/h)	0	0	0	202	1799	0	0	0	0	0	161	63
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.94
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				210	1874	0				0	168	66
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				347	3318	0				0	771	269
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				497	4921	0				0	3840	1280
Grp Volume(v), veh/h				779	1305	0				0	154	80
Grp Sat Flow(s),veh/h/ln				1845	1702	0				0	1702	1548
Q Serve(g_s), s				41.5	37.1	0.0				0.0	4.1	4.7
Cycle Q Clear(g_c), s				41.5	37.1	0.0				0.0	4.1	4.7
Prop In Lane				0.27		0.00				0.00		0.83
Lane Grp Cap(c), veh/h				1288	2377	0				0	715	325
V/C Ratio(X)				0.60	0.55	0.00				0.00	0.22	0.25
Avail Cap(c_a), veh/h				1288	2377	0				0	715	325
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				28.8	27.1	0.0				0.0	36.0	36.2
Incr Delay (d2), s/veh				2.1	0.9	0.0				0.0	0.7	1.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				21.2	17.2	0.0				0.0	1.8	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				30.9	28.0	0.0				0.0	36.6	38.0
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2084						234	
Approach Delay, s/veh					29.1						37.1	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				28.0		82.0						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				23.1		76.8						
Max Q Clear Time (g_c+I1), s				6.7		43.5						
Green Ext Time (p_c), s				0.3		3.5						

Intersection Summary												
HCM 6th Ctrl Delay			29.9									
HCM 6th LOS			C									

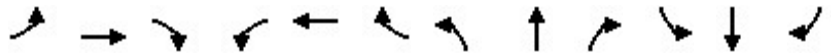


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1929	129	86	98	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1929	129	86	98	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	1989	133	89	101	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3396	226	331	418	0			
Arrive On Green				0.00	0.23	0.23	0.21	0.21	0.00			
Sat Flow, veh/h				0	5051	325	1576	2086	0			
Grp Volume(v), veh/h				0	1384	738	101	89	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1804	1792	1777	0			
Q Serve(g_s), s				0.0	39.8	40.1	5.2	4.6	0.0			
Cycle Q Clear(g_c), s				0.0	39.8	40.1	5.2	4.6	0.0			
Prop In Lane				0.00		0.18	0.88		0.00			
Lane Grp Cap(c), veh/h				0	2367	1254	376	373	0			
V/C Ratio(X)				0.00	0.58	0.59	0.27	0.24	0.00			
Avail Cap(c_a), veh/h				0	2367	1254	376	373	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	28.2	28.4	36.4	36.1	0.0			
Incr Delay (d2), s/veh				0.0	1.1	2.0	1.8	1.5	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	18.4	20.0	2.5	2.2	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	29.3	30.4	38.1	37.6	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2122			190				
Approach Delay, s/veh					29.7			37.9				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.0		28.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						76.5		23.1				
Max Q Clear Time (g_c+I1), s						42.1		7.2				
Green Ext Time (p_c), s						22.5		0.9				
Intersection Summary												
HCM 6th Ctrl Delay			30.4									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	218	2079	0	0	0	0	0	144	41
Future Volume (veh/h)	0	0	0	218	2079	0	0	0	0	0	144	41
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				229	2188	0				0	152	43
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				334	3423	0				0	682	294
Arrive On Green				0.24	0.24	0.00				0.00	0.19	0.19
Sat Flow, veh/h				467	4952	0				0	3647	1531
Grp Volume(v), veh/h				906	1511	0				0	152	43
Grp Sat Flow(s),veh/h/ln				1847	1702	0				0	1777	1531
Q Serve(g_s), s				49.2	43.7	0.0				0.0	4.0	2.6
Cycle Q Clear(g_c), s				49.2	43.7	0.0				0.0	4.0	2.6
Prop In Lane				0.25		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1321	2435	0				0	682	294
V/C Ratio(X)				0.69	0.62	0.00				0.00	0.22	0.15
Avail Cap(c_a), veh/h				1321	2435	0				0	682	294
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				30.7	28.6	0.0				0.0	37.5	37.0
Incr Delay (d2), s/veh				2.9	1.2	0.0				0.0	0.8	1.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				25.3	20.3	0.0				0.0	1.8	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				33.6	29.8	0.0				0.0	38.3	38.0
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2417						195	
Approach Delay, s/veh					31.3						38.2	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.0		84.0						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				21.1		78.7						
Max Q Clear Time (g_c+I1), s				6.0		51.2						
Green Ext Time (p_c), s				0.9		21.8						

Intersection Summary												
HCM 6th Ctrl Delay			31.8									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2199	68	46	36	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2199	68	46	36	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2291	71	48	38	0			
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3675	113	325	325	0			
Arrive On Green				0.00	0.72	0.72	0.18	0.18	0.00			
Sat Flow, veh/h				0	5253	157	1781	1870	0			
Grp Volume(v), veh/h				0	1530	832	48	38	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1838	1781	1777	0			
Q Serve(g_s), s				0.0	24.9	25.2	2.5	2.0	0.0			
Cycle Q Clear(g_c), s				0.0	24.9	25.2	2.5	2.0	0.0			
Prop In Lane				0.00		0.09	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2460	1328	325	325	0			
V/C Ratio(X)				0.00	0.62	0.63	0.15	0.12	0.00			
Avail Cap(c_a), veh/h				0	2460	1328	325	325	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	7.7	7.7	37.8	37.5	0.0			
Incr Delay (d2), s/veh				0.0	1.2	2.2	1.0	0.7	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	8.2	9.3	1.2	0.9	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	8.9	10.0	38.7	38.3	0.0			
LnGrp LOS				A	A	A	D	D	A			
Approach Vol, veh/h					2362			86				
Approach Delay, s/veh					9.3			38.5				
Approach LOS					A			D				

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.0		25.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						79.5		20.1				
Max Q Clear Time (g_c+I1), s						27.2		4.5				
Green Ext Time (p_c), s						33.8		0.3				

Intersection Summary		
HCM 6th Ctrl Delay	10.3	
HCM 6th LOS	B	

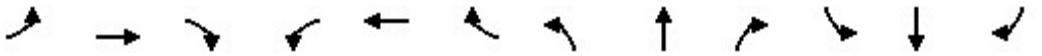
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	123	548	2	90	0	0	0	12
Future Vol, veh/h	0	0	0	0	123	548	2	90	0	0	0	12
Conflicting Peds, #/hr	6	0	0	0	0	6	15	0	0	0	0	15
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	128	571	2	94	0	0	0	13

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	79	705	-	-	-	371
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	79	705	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	901	359	0	0	0	626
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	921	437	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	883	357	-	-	-	622
Mov Cap-2 Maneuver	-	-	-	883	357	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	902	434	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	18.6	10.9
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	357	-	-	622
HCM Lane V/C Ratio	0.263	-	-	0.02
HCM Control Delay (s)	18.6	-	-	10.9
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1	-	-	0.1



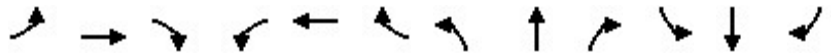
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑						↑↑↑	↱	↰↰↰	↑	
Traffic Volume (veh/h)	0	0	0	0	0	0	0	395	126	1111	678	0
Future Volume (veh/h)	0	0	0	0	0	0	0	395	126	1111	678	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	416	133	1169	714	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	2050	632	2519	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.41	0.41	0.50	0.95	0.00
Sat Flow, veh/h		0					0	5149	1537	5023	1826	0
Grp Volume(v), veh/h		0.0					0	416	133	1169	714	0
Grp Sat Flow(s),veh/h/ln							0	1662	1537	1674	1826	0
Q Serve(g_s), s							0.0	5.9	6.1	16.6	3.3	0.0
Cycle Q Clear(g_c), s							0.0	5.9	6.1	16.6	3.3	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	2050	632	2519	1740	0
V/C Ratio(X)							0.00	0.20	0.21	0.46	0.41	0.00
Avail Cap(c_a), veh/h							0	2050	632	2519	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.93	0.93	0.00
Uniform Delay (d), s/veh							0.0	20.8	20.9	17.8	0.2	0.0
Incr Delay (d2), s/veh							0.0	0.1	0.4	0.1	0.7	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	2.2	2.2	6.0	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	20.9	21.3	17.9	0.9	0.0
LnGrp LOS							A	C	C	B	A	A
Approach Vol, veh/h								549			1883	
Approach Delay, s/veh								21.0			11.5	
Approach LOS								C			B	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	59.6	50.4				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	19.6	* 45				68.8						
Max Q Clear Time (g_c+I1), s	18.6	8.1				5.3						
Green Ext Time (p_c), s	0.5	7.4				7.4						

Intersection Summary		
HCM 6th Ctrl Delay		13.6
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



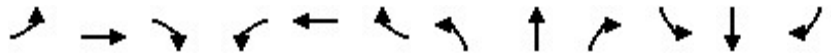
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	1163	72	0	0	0	0	312	208	97	281	0
Future Volume (veh/h)	63	1163	72	0	0	0	0	312	208	97	281	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97				1.00		0.95	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	65	1199	74				0	322	214	100	290	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	156	3069	945				0	614	273	130	1498	0
Arrive On Green	0.20	0.20	0.20				0.00	0.18	0.18	0.15	0.59	0.00
Sat Flow, veh/h	255	5007	1542				0	3572	1513	1781	5274	0
Grp Volume(v), veh/h	474	790	74				0	322	214	100	290	0
Grp Sat Flow(s),veh/h/ln	1858	1702	1542				0	1702	1513	1781	1702	0
Q Serve(g_s), s	24.4	22.1	4.3				0.0	9.4	14.9	5.9	2.9	0.0
Cycle Q Clear(g_c), s	24.4	22.1	4.3				0.0	9.4	14.9	5.9	2.9	0.0
Prop In Lane	0.14		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1139	2087	945				0	614	273	130	1498	0
V/C Ratio(X)	0.42	0.38	0.08				0.00	0.52	0.78	0.77	0.19	0.00
Avail Cap(c_a), veh/h	1139	2087	945				0	901	400	350	2534	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.09	0.09	0.09				0.00	1.00	1.00	0.90	0.90	0.00
Uniform Delay (d), s/veh	26.7	25.8	18.7				0.0	40.8	43.0	46.1	16.7	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0				0.0	0.8	6.6	3.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	10.0	1.5				0.0	4.0	6.0	2.6	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.8	25.8	18.7				0.0	41.6	49.7	49.3	16.7	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1338						536			390	
Approach Delay, s/veh		25.8						44.8			25.1	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	72.3	37.7	12.4	25.2
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.1	54.6	21.6	* 29
Max Q Clear Time (g_c+I1), s	26.4	4.9	7.9	16.9
Green Ext Time (p_c), s	11.7	1.6	0.1	3.0

Intersection Summary	
HCM 6th Ctrl Delay	30.2
HCM 6th LOS	C

Notes

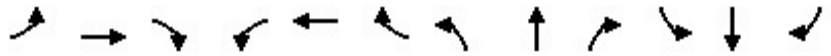
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



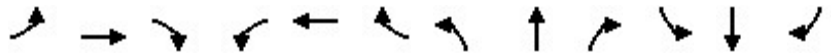
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1469	49	0	0	0	0	0	0	145	237	0
Future Volume (veh/h)	0	1469	49	0	0	0	0	0	0	145	237	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1514	51							149	244	0
Peak Hour Factor	0.97	0.97	0.97							0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2952	99							585	1117	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5235	171							1781	3572	0
Grp Volume(v), veh/h	0	1017	548							149	244	0
Grp Sat Flow(s),veh/h/ln	0	1702	1833							1781	1702	0
Q Serve(g_s), s	0.0	29.5	29.5							8.4	7.2	0.0
Cycle Q Clear(g_c), s	0.0	29.5	29.5							8.4	7.2	0.0
Prop In Lane	0.00		0.09							1.00		0.00
Lane Grp Cap(c), veh/h	0	1984	1068							585	1117	0
V/C Ratio(X)	0.00	0.51	0.51							0.25	0.22	0.00
Avail Cap(c_a), veh/h	0	1984	1068							585	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	30.4	30.4							36.7	36.2	0.0
Incr Delay (d2), s/veh	0.0	1.0	1.8							1.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.6	14.9							4.1	3.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.4	32.2							37.8	36.6	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1565									393	
Approach Delay, s/veh		31.7									37.0	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	31.5	10.4
Green Ext Time (p_c), s	4.8	1.0

Intersection Summary	
HCM 6th Ctrl Delay	32.7
HCM 6th LOS	C



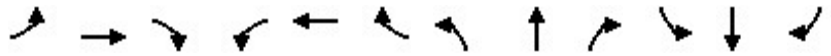
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	1793	0	0	0	0	0	103	213	0	0	0
Future Volume (veh/h)	73	1793	0	0	0	0	0	103	213	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	75	1848	0				0	106	220			
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	111	2909	0				0	599	494			
Arrive On Green	0.19	0.19	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	193	5240	0				0	1870	1465			
Grp Volume(v), veh/h	722	1201	0				0	106	220			
Grp Sat Flow(s),veh/h/ln	1861	1702	0				0	1777	1465			
Q Serve(g_s), s	39.7	35.6	0.0				0.0	4.6	12.9			
Cycle Q Clear(g_c), s	39.7	35.6	0.0				0.0	4.6	12.9			
Prop In Lane	0.10		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1067	1953	0				0	599	494			
V/C Ratio(X)	0.68	0.62	0.00				0.00	0.18	0.45			
Avail Cap(c_a), veh/h	1067	1953	0				0	599	494			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	35.1	33.4	0.0				0.0	25.7	28.4			
Incr Delay (d2), s/veh	3.4	1.5	0.0				0.0	0.6	2.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	20.7	16.6	0.0				0.0	2.1	4.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	34.9	0.0				0.0	26.3	31.3			
LnGrp LOS	D	C	A				A	C	C			
Approach Vol, veh/h		1923						326				
Approach Delay, s/veh		36.3						29.7				
Approach LOS		D						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		68.0						42.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		63.1						37.1				
Max Q Clear Time (g_c+I1), s		41.7						14.9				
Green Ext Time (p_c), s		14.5						2.2				
Intersection Summary												
HCM 6th Ctrl Delay			35.3									
HCM 6th LOS			D									



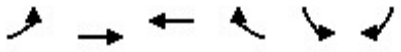
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2116	82	0	0	0	0	0	0	148	233	0
Future Volume (veh/h)	0	2116	82	0	0	0	0	0	0	148	233	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2159	84							151	238	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3258	126							471	940	0
Arrive On Green	0.00	0.21	0.21							0.09	0.09	0.00
Sat Flow, veh/h	0	5208	195							1781	3647	0
Grp Volume(v), veh/h	0	1455	788							151	238	0
Grp Sat Flow(s),veh/h/ln	0	1702	1831							1781	1777	0
Q Serve(g_s), s	0.0	43.1	43.4							8.8	6.9	0.0
Cycle Q Clear(g_c), s	0.0	43.1	43.4							8.8	6.9	0.0
Prop In Lane	0.00		0.11							1.00		0.00
Lane Grp Cap(c), veh/h	0	2200	1184							471	940	0
V/C Ratio(X)	0.00	0.66	0.67							0.32	0.25	0.00
Avail Cap(c_a), veh/h	0	2200	1184							471	940	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	32.2	32.4							40.9	40.1	0.0
Incr Delay (d2), s/veh	0.0	1.6	3.0							1.8	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	20.0	22.2							4.4	3.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	33.8	35.3							42.7	40.7	0.0
LnGrp LOS	A	C	D							D	D	A
Approach Vol, veh/h		2243									389	
Approach Delay, s/veh		34.4									41.5	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	76.0	34.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	71.1	29.1
Max Q Clear Time (g_c+I1), s	45.4	10.8
Green Ext Time (p_c), s	19.3	1.9

Intersection Summary	
HCM 6th Ctrl Delay	35.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	1995	0	0	0	0	0	48	51	0	0	0
Future Volume (veh/h)	45	1995	0	0	0	0	0	48	51	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	47	2100	0				0	51	54			
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	74	3523	0				0	405	362			
Arrive On Green	0.23	0.23	0.00				0.00	0.23	0.23			
Sat Flow, veh/h	109	5329	0				0	1870	1585			
Grp Volume(v), veh/h	807	1340	0				0	51	54			
Grp Sat Flow(s),veh/h/ln	1865	1702	0				0	1777	1585			
Q Serve(g_s), s	43.0	38.5	0.0				0.0	2.5	3.0			
Cycle Q Clear(g_c), s	43.0	38.5	0.0				0.0	2.5	3.0			
Prop In Lane	0.06		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1273	2324	0				0	405	362			
V/C Ratio(X)	0.63	0.58	0.00				0.00	0.13	0.15			
Avail Cap(c_a), veh/h	1273	2324	0				0	405	362			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	30.2	28.5	0.0				0.0	33.7	33.9			
Incr Delay (d2), s/veh	2.4	1.0	0.0				0.0	0.6	0.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	22.2	17.8	0.0				0.0	1.2	1.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.6	29.5	0.0				0.0	34.4	34.8			
LnGrp LOS	C	C	A				A	C	C			
Approach Vol, veh/h		2147						105				
Approach Delay, s/veh		30.7						34.6				
Approach LOS		C						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		80.0						30.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		75.1						25.1				
Max Q Clear Time (g_c+I1), s		45.0						5.0				
Green Ext Time (p_c), s		20.7						0.5				
Intersection Summary												
HCM 6th Ctrl Delay			30.8									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	28	753	696	69	91	201
Future Volume (veh/h)	28	753	696	69	91	201
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	30	810	748	74	98	216
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	38	3760	3203	315	536	246
Arrive On Green	0.02	0.75	1.00	1.00	0.16	0.16
Sat Flow, veh/h	1781	5149	4768	452	3456	1585
Grp Volume(v), veh/h	30	810	538	284	98	216
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1733	1728	1585
Q Serve(g_s), s	2.0	5.6	0.0	0.0	2.9	15.7
Cycle Q Clear(g_c), s	2.0	5.6	0.0	0.0	2.9	15.7
Prop In Lane	1.00			0.26	1.00	1.00
Lane Grp Cap(c), veh/h	38	3760	2312	1206	536	246
V/C Ratio(X)	0.79	0.22	0.23	0.24	0.18	0.88
Avail Cap(c_a), veh/h	175	3760	2312	1206	1321	606
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.97	0.97	1.00	1.00
Uniform Delay (d), s/veh	57.5	4.3	0.0	0.0	43.3	48.8
Incr Delay (d2), s/veh	12.4	0.1	0.2	0.4	0.1	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.5	0.1	0.1	1.3	13.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	69.9	4.4	0.2	0.4	43.4	52.7
LnGrp LOS	E	A	A	A	D	D
Approach Vol, veh/h		840	822		314	
Approach Delay, s/veh		6.7	0.3		49.8	
Approach LOS		A	A		D	

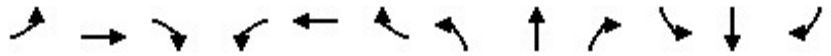
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		94.8		23.2	6.9	87.9
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 62		45.1	11.6	46.2
Max Q Clear Time (g_c+I1), s		7.6		17.7	4.0	2.0
Green Ext Time (p_c), s		16.8		0.6	0.0	14.4

Intersection Summary	
HCM 6th Ctrl Delay	10.9
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	801	23	32	795	18	11	0	21	9	0	9
Future Volume (veh/h)	165	801	23	32	795	18	11	0	21	9	0	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.88	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	170	826	24	33	820	0	11	0	22	9	0	9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	734	3463	100	63	1533		40	0	31	268	0	117
Arrive On Green	0.82	1.00	1.00	0.04	0.31	0.00	0.02	0.00	0.02	0.08	0.00	0.08
Sat Flow, veh/h	1781	4975	144	1781	4985	1585	1781	0	1403	3456	0	1505
Grp Volume(v), veh/h	170	551	299	33	820	0	11	0	22	9	0	9
Grp Sat Flow(s),veh/h/ln	1781	1662	1796	1781	1662	1585	1781	0	1403	1728	0	1505
Q Serve(g_s), s	2.5	0.0	0.0	2.1	16.1	0.0	0.7	0.0	1.8	0.3	0.0	0.7
Cycle Q Clear(g_c), s	2.5	0.0	0.0	2.1	16.1	0.0	0.7	0.0	1.8	0.3	0.0	0.7
Prop In Lane	1.00		0.08	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	734	2314	1250	63	1533		40	0	31	268	0	117
V/C Ratio(X)	0.23	0.24	0.24	0.53	0.53		0.28	0.00	0.70	0.03	0.00	0.08
Avail Cap(c_a), veh/h	734	2314	1250	130	1533		77	0	61	996	0	434
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.3	0.0	0.0	56.0	33.9	0.0	56.7	0.0	57.3	50.3	0.0	50.5
Incr Delay (d2), s/veh	0.1	0.2	0.4	2.5	1.3	0.0	1.4	0.0	10.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.1	0.2	1.0	6.4	0.0	0.3	0.0	0.7	0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.4	0.2	0.4	58.5	35.2	0.0	58.1	0.0	67.3	50.4	0.0	50.6
LnGrp LOS	A	A	A	E	D		E	A	E	D	A	D
Approach Vol, veh/h		1020			853	A		33			18	
Approach Delay, s/veh		1.3			36.1			64.2			50.5	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.6	87.8		14.1	54.3	42.1		7.5
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.2	50.4		34.0	22.6	* 36		5.1
Max Q Clear Time (g_c+I1), s	4.1	2.0		2.7	4.5	18.1		3.8
Green Ext Time (p_c), s	0.0	12.2		0.0	0.2	8.1		0.0

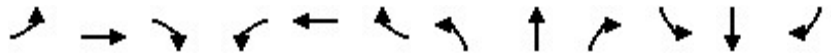
Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	807	97	218	1146	0	101	40	180	0	26	127
Future Volume (veh/h)	191	807	97	218	1146	0	101	40	180	0	26	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	212	897	108	242	1273	0	112	44	0	0	29	141
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	760	3116	1059	301	1741	0	204	110		0	113	157
Arrive On Green	0.43	0.63	0.63	0.09	0.28	0.00	0.06	0.06	0.00	0.00	0.06	0.06
Sat Flow, veh/h	1781	4985	1544	3456	6537	0	3456	1870	1585	0	1870	2609
Grp Volume(v), veh/h	212	897	108	242	1273	0	112	44	0	0	29	141
Grp Sat Flow(s),veh/h/ln	1781	1662	1544	1728	1570	0	1728	1870	1585	0	1870	1304
Q Serve(g_s), s	9.1	9.7	2.8	8.1	21.7	0.0	3.7	2.7	0.0	0.0	1.7	6.3
Cycle Q Clear(g_c), s	9.1	9.7	2.8	8.1	21.7	0.0	3.7	2.7	0.0	0.0	1.7	6.3
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	760	3116	1059	301	1741	0	204	110		0	113	157
V/C Ratio(X)	0.28	0.29	0.10	0.80	0.73	0.00	0.55	0.40		0.00	0.26	0.90
Avail Cap(c_a), veh/h	760	3116	1059	413	1741	0	1084	586		0	113	157
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	10.1	6.3	52.9	38.7	0.0	54.0	53.5	0.0	0.0	52.9	55.1
Incr Delay (d2), s/veh	0.1	0.2	0.2	0.5	0.3	0.0	0.9	0.9	0.0	0.0	1.2	43.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	3.2	1.1	3.5	8.1	0.0	1.6	1.3	0.0	0.0	0.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.1	10.3	6.5	53.4	38.9	0.0	54.9	54.4	0.0	0.0	54.1	98.7
LnGrp LOS	C	B	A	D	D	A	D	D		A	D	F
Approach Vol, veh/h		1217			1515			156	A		170	
Approach Delay, s/veh		12.0			41.2			54.7			91.1	
Approach LOS		B			D			D			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.7	79.5		12.0	56.0	38.1		11.9
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	4.3	39.9		7.1	21.6	* 33		37.0
Max Q Clear Time (g_c+I1), s	10.1	11.7		8.3	11.1	23.7		5.7
Green Ext Time (p_c), s	0.2	12.6		0.0	0.2	7.5		0.3

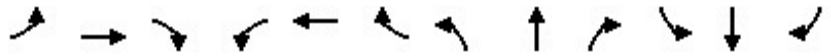
Intersection Summary	
HCM 6th Ctrl Delay	33.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



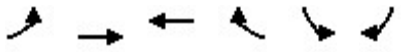
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	0	26	7	8	22	16	248	10	26	288	49
Future Volume (veh/h)	61	0	26	7	8	22	16	248	10	26	288	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	26	27	7	14	19	17	261	11	27	303	52
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	60	62	23	45	58	201	1039	44	207	913	154
Arrive On Green	0.07	0.07	0.07	0.04	0.04	0.04	0.11	0.30	0.30	0.12	0.30	0.30
Sat Flow, veh/h	1781	837	869	613	1226	1573	1781	3467	145	1781	3014	509
Grp Volume(v), veh/h	46	0	53	21	0	19	17	133	139	27	177	178
Grp Sat Flow(s),veh/h/ln	1781	0	1706	1840	0	1573	1781	1777	1836	1781	1777	1746
Q Serve(g_s), s	0.8	0.0	1.0	0.4	0.0	0.4	0.3	1.9	1.9	0.5	2.6	2.7
Cycle Q Clear(g_c), s	0.8	0.0	1.0	0.4	0.0	0.4	0.3	1.9	1.9	0.5	2.6	2.7
Prop In Lane	1.00		0.51	0.33		1.00	1.00		0.08	1.00		0.29
Lane Grp Cap(c), veh/h	128	0	122	68	0	58	201	533	550	207	538	529
V/C Ratio(X)	0.36	0.00	0.43	0.31	0.00	0.33	0.08	0.25	0.25	0.13	0.33	0.34
Avail Cap(c_a), veh/h	265	0	253	1585	0	1356	212	1584	1637	265	1637	1609
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	15.0	15.8	0.0	15.8	13.4	8.9	8.9	13.4	9.1	9.1
Incr Delay (d2), s/veh	1.3	0.0	1.8	0.9	0.0	1.2	0.1	0.2	0.2	0.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.4	0.2	0.0	0.1	0.1	0.5	0.5	0.1	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.1	0.0	16.8	16.7	0.0	17.0	13.4	9.1	9.1	13.5	9.3	9.4
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		99			40			289			382	
Approach Delay, s/veh		16.5			16.8			9.4			9.6	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	14.1		6.4	7.8	14.2		5.2
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	5.9	30.0		5.0	4.0	31.0		29.0
Max Q Clear Time (g_c+I1), s	2.5	3.9		3.0	2.3	4.7		2.4
Green Ext Time (p_c), s	0.0	1.2		0.0	0.0	1.6		0.1

Intersection Summary	
HCM 6th Ctrl Delay	10.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	183	10	10	88	129	193
Future Volume (veh/h)	183	10	10	88	129	193
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	209	0	11	0	142	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	834	438	689		282	
Arrive On Green	0.23	0.00	0.37	0.00	0.08	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	209	0	11	0	142	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	1.8	0.0	0.1	0.0	1.5	0.0
Cycle Q Clear(g_c), s	1.8	0.0	0.1	0.0	1.5	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	834	438	689		282	
V/C Ratio(X)	0.25	0.00	0.02		0.50	
Avail Cap(c_a), veh/h	1031	541	689		1182	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	11.8	0.0	7.6	0.0	16.7	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.0	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.0	0.0	7.7	0.0	18.1	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		209	11	A	142	A
Approach Delay, s/veh		12.0	7.7		18.1	
Approach LOS		B	A		B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		12.9		7.1		18.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		11.0		13.0		14.0
Max Q Clear Time (g_c+I1), s		3.8		3.5		2.1
Green Ext Time (p_c), s		0.4		0.3		0.0

Intersection Summary		
HCM 6th Ctrl Delay		14.3
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

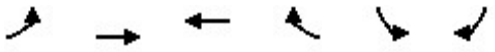
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	130	79	0	2	2
Future Vol, veh/h	13	130	79	0	2	2
Conflicting Peds, #/hr	6	0	0	6	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	153	93	0	2	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	99	0	-	0	206	54
Stage 1	-	-	-	-	99	-
Stage 2	-	-	-	-	107	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1492	-	-	-	763	1002
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	906	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1483	-	-	-	745	995
Mov Cap-2 Maneuver	-	-	-	-	745	-
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	901	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1483	-	-	-	852
HCM Lane V/C Ratio	0.01	-	-	-	0.006
HCM Control Delay (s)	7.5	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑	↑↑↑↑		↑	
Traffic Volume (veh/h)	0	2348	2435	0	0	0
Future Volume (veh/h)	0	2348	2435	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1900
Adj Flow Rate, veh/h	0	2552	2647	0	141	211	146	3004	416
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	0
Cap, veh/h	0	2574	2574	0	9999	9999
Arrive On Green	0.00	0.40	0.40	0.00	0.40	0.40
Sat Flow, veh/h	0	6958	6958	2516	9346	8562	4132	8641	2864
Grp Volume(v), veh/h	0	2552	2647	0	141	211	146	3004	416
Grp Sat Flow(s),veh/h/ln	0	1609	1609	0	1781	1610
Q Serve(g_s), s	0.0	17.7	18.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	17.7	18.0	0.0	0.0	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2574	2574	1006	6773	2940	2736	4659	2
V/C Ratio(X)	0.00	0.99	1.03	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	2574	2574	1006	6773	2940	2736	4659	2
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	13.4	13.5	0.0	8.1	8.1
Incr Delay (d2), s/veh	0.0	15.9	25.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.0	8.8	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	29.3	39.0	0.0	8.1	8.1
LnGrp LOS	A	C	F	A	A	A
Approach Vol, veh/h		2552	2647	1077	125	504
Approach Delay, s/veh		29.3	39.0		8.1	
Approach LOS		C	D		A	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	19.7	2.0	20.0
Green Ext Time (p_c), s	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

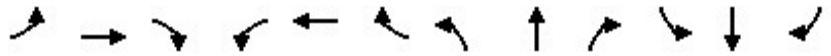
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2559	22	56	682	17	58
Future Volume (veh/h)	2559	22	56	682	17	58
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.95	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	2638	23	58	703	18	60
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	2	2	5	2	2
Cap, veh/h	4979	1188	100	5394	98	78
Arrive On Green	0.79	0.79	0.06	1.00	0.05	0.05
Sat Flow, veh/h	6537	1499	3456	6537	1781	1427
Grp Volume(v), veh/h	2638	23	58	703	18	60
Grp Sat Flow(s),veh/h/ln	1570	1499	1728	1570	1781	1427
Q Serve(g_s), s	17.7	0.4	1.9	0.0	1.1	4.9
Cycle Q Clear(g_c), s	17.7	0.4	1.9	0.0	1.1	4.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	4979	1188	100	5394	98	78
V/C Ratio(X)	0.53	0.02	0.58	0.13	0.18	0.77
Avail Cap(c_a), veh/h	4979	1188	223	5394	500	400
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.10	0.10	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.4	2.6	54.9	0.0	53.3	55.0
Incr Delay (d2), s/veh	0.0	0.0	2.0	0.0	0.3	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.1	0.8	0.0	0.5	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.4	2.6	56.9	0.0	53.6	60.8
LnGrp LOS	A	A	E	A	D	E
Approach Vol, veh/h	2661			761	78	
Approach Delay, s/veh	4.4			4.4	59.2	
Approach LOS	A			A	E	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	7.8	98.8				106.6	11.4
Change Period (Y+Rc), s	4.4	5.3				5.3	4.9
Max Green Setting (Gmax), s	7.6	62.7				74.7	33.1
Max Q Clear Time (g_c+I1), s	3.9	19.7				2.0	6.9
Green Ext Time (p_c), s	0.0	41.7				13.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	5.6
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	2430	1	8	308	99	1	0	1	5	0	5
Future Volume (veh/h)	15	2430	1	8	308	99	1	0	1	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	0.98		0.97	0.98		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	2531	1	8	321	103	1	0	1	5	0	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	25	4151	2	60	4005	1170	62	11	28	111	0	55
Arrive On Green	0.02	1.00	1.00	0.03	0.83	0.83	0.04	0.00	0.04	0.04	0.00	0.04
Sat Flow, veh/h	1781	5147	2	1781	4846	1415	463	308	771	1381	0	1545
Grp Volume(v), veh/h	16	1634	898	8	311	113	2	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	1825	1781	1570	1550	1542	0	0	1381	0	1545
Q Serve(g_s), s	1.1	0.0	0.0	0.5	1.4	1.6	0.0	0.0	0.0	0.2	0.0	0.4
Cycle Q Clear(g_c), s	1.1	0.0	0.0	0.5	1.4	1.6	0.1	0.0	0.0	0.4	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.91	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	25	2680	1472	60	3894	1281	101	0	0	111	0	55
V/C Ratio(X)	0.65	0.61	0.61	0.13	0.08	0.09	0.02	0.00	0.00	0.05	0.00	0.09
Avail Cap(c_a), veh/h	100	2680	1472	69	3894	1281	444	0	0	436	0	419
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.6	0.0	0.0	55.3	1.9	1.9	54.9	0.0	0.0	55.0	0.0	55.0
Incr Delay (d2), s/veh	8.4	0.9	1.6	0.4	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.3	0.6	0.2	0.3	0.3	0.1	0.0	0.0	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.1	0.9	1.6	55.7	1.9	2.0	54.9	0.0	0.0	55.1	0.0	55.3
LnGrp LOS	E	A	A	E	A	A	D	A	A	E	A	E
Approach Vol, veh/h		2548			432			2			10	
Approach Delay, s/veh		1.5			3.0			54.9			55.2	
Approach LOS		A			A			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	100.5		9.1	6.0	102.8		9.1
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	4.6	66.8		32.0	6.6	64.8		32.0
Max Q Clear Time (g_c+I1), s	2.5	2.0		2.4	3.1	3.6		2.1
Green Ext Time (p_c), s	0.0	59.7		0.0	0.0	6.3		0.0

Intersection Summary	
HCM 6th Ctrl Delay	1.9
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2413	11	27	502	0	28
Future Volume (veh/h)	2413	11	27	502	0	28
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.91	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1870	1826	1900	1900
Adj Flow Rate, veh/h	2488	11	28	518	0	29
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	5	2	5	0	0
Cap, veh/h	3038	13	48	3642	0	44
Arrive On Green	0.59	0.59	0.03	0.73	0.00	0.03
Sat Flow, veh/h	5284	23	1781	5149	0	1540
Grp Volume(v), veh/h	1614	885	28	518	0	30
Grp Sat Flow(s),veh/h/ln	1662	1819	1781	1662	0	1593
Q Serve(g_s), s	15.3	15.3	0.6	1.2	0.0	0.7
Cycle Q Clear(g_c), s	15.3	15.3	0.6	1.2	0.0	0.7
Prop In Lane		0.01	1.00		0.00	0.97
Lane Grp Cap(c), veh/h	1972	1080	48	3642	0	45
V/C Ratio(X)	0.82	0.82	0.59	0.14	0.00	0.66
Avail Cap(c_a), veh/h	1977	1082	183	4029	0	728
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.4	6.4	19.2	1.6	0.0	19.2
Incr Delay (d2), s/veh	3.5	6.3	4.2	0.1	0.0	15.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	3.5	0.3	0.0	0.0	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.9	12.7	23.4	1.7	0.0	34.6
LnGrp LOS	A	B	C	A	A	C
Approach Vol, veh/h	2499			546	30	
Approach Delay, s/veh	10.9			2.8	34.6	
Approach LOS	B			A	C	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.5	28.8			34.3	5.5
Change Period (Y+Rc), s	4.4	5.2			5.2	4.4
Max Green Setting (Gmax), s	4.1	23.7			32.2	18.2
Max Q Clear Time (g_c+I1), s	2.6	17.3			3.2	2.7
Green Ext Time (p_c), s	0.0	6.3			8.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	26.2

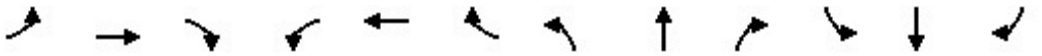
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	253	0	0	1229	665
Future Vol, veh/h	0	253	0	0	1229	665
Conflicting Peds, #/hr	0	0	5	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	269	0	0	1307	707

Major/Minor	Minor2			Major2	
Conflicting Flow All	1666	1012		-	0
Stage 1	1666	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	141	~ 204		-	-
Stage 1	93	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	140	~ 203		-	-
Mov Cap-2 Maneuver	140	-		-	-
Stage 1	93	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	222.4	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	203	-	-
HCM Lane V/C Ratio	-	1.326	-	-
HCM Control Delay (s)	0	222.4	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	15	-	-

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



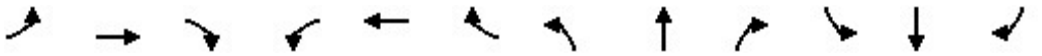
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	472	46	55	496	200	40	40	31	164	41	146
Future Volume (veh/h)	97	472	46	55	496	200	40	40	31	164	41	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	99	482	47	56	506	204	41	41	32	167	42	149
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	2171	658	72	2016	612	366	391	328	544	681	602
Arrive On Green	0.02	0.14	0.14	0.04	0.39	0.39	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1781	5106	1548	1781	5106	1550	796	1019	856	1317	1777	1571
Grp Volume(v), veh/h	99	482	47	56	506	204	56	0	58	167	42	149
Grp Sat Flow(s),veh/h/ln	1781	1702	1548	1781	1702	1550	1131	0	1539	1317	1777	1571
Q Serve(g_s), s	5.6	8.5	2.7	3.2	6.8	9.4	2.0	0.0	2.4	9.5	1.5	6.6
Cycle Q Clear(g_c), s	5.6	8.5	2.7	3.2	6.8	9.4	8.6	0.0	2.4	11.9	1.5	6.6
Prop In Lane	1.00		1.00	1.00		1.00	0.73		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	126	2171	658	72	2016	612	495	0	590	544	681	602
V/C Ratio(X)	0.78	0.22	0.07	0.78	0.25	0.33	0.11	0.00	0.10	0.31	0.06	0.25
Avail Cap(c_a), veh/h	272	2171	658	185	2016	612	495	0	590	544	681	602
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.0	28.9	26.4	48.5	20.7	21.5	22.6	0.0	20.1	24.0	19.9	21.4
Incr Delay (d2), s/veh	3.9	0.2	0.2	6.3	0.3	1.4	0.5	0.0	0.3	0.9	0.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	3.6	1.0	1.5	2.6	3.4	1.0	0.0	0.9	3.1	0.6	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.9	29.1	26.6	54.7	21.0	22.9	23.1	0.0	20.5	24.9	20.0	22.0
LnGrp LOS	D	C	C	D	C	C	C	A	C	C	B	C
Approach Vol, veh/h		628			766			114			358	
Approach Delay, s/veh		32.7			24.0			21.8			23.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	49.5		44.0	11.6	46.4		44.0				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	10.6	* 37		39.1	15.6	31.9		39.1				
Max Q Clear Time (g_c+I1), s	5.2	10.5		13.9	7.6	11.4		10.6				
Green Ext Time (p_c), s	0.0	5.5		4.1	0.1	8.4		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		26.6
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



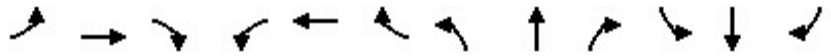
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	361	0	0	446	250	0	0	0	246	0	36
Future Volume (veh/h)	24	361	0	0	446	250	0	0	0	246	0	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	397	0	0	490	0	0	0	0	307	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	2682	0	2	2456		0	2	2	456	243	0
Arrive On Green	0.02	0.75	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3513	1870	0
Grp Volume(v), veh/h	26	397	0	0	490	0	0	0	0	307	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1757	1870	0
Q Serve(g_s), s	1.5	3.1	0.0	0.0	11.4	0.0	0.0	0.0	0.0	8.5	0.0	0.0
Cycle Q Clear(g_c), s	1.5	3.1	0.0	0.0	11.4	0.0	0.0	0.0	0.0	8.5	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	36	2682	0	2	2456		0	2	2	456	243	0
V/C Ratio(X)	0.71	0.15	0.00	0.00	0.20		0.00	0.00	0.00	0.67	0.00	0.00
Avail Cap(c_a), veh/h	176	2682	0	176	2456		0	182	154	1278	680	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.93	0.00	0.00	0.00	0.00	0.82	0.00	0.00
Uniform Delay (d), s/veh	49.7	3.5	0.0	0.0	16.6	0.0	0.0	0.0	0.0	42.3	0.0	0.0
Incr Delay (d2), s/veh	9.2	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.8	0.0	0.0	4.9	0.0	0.0	0.0	0.0	3.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.9	3.6	0.0	0.0	16.7	0.0	0.0	0.0	0.0	42.9	0.0	0.0
LnGrp LOS	E	A	A	A	B		A	A	A	D	A	A
Approach Vol, veh/h		423			490	A		0			307	
Approach Delay, s/veh		7.0			16.7			0.0			42.9	
Approach LOS		A			B						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	82.9		19.1	6.5	76.4		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.1	* 25		37.1	10.1	23.8		9.9				
Max Q Clear Time (g_c+I1), s	0.0	5.1		10.5	3.5	13.4		0.0				
Green Ext Time (p_c), s	0.0	5.5		0.6	0.0	3.6		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		19.9
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



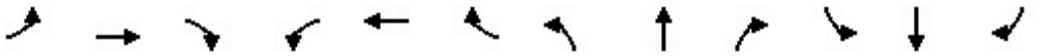
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	261	152	86	231	133	171	709	93	146	784	108
Future Volume (veh/h)	245	261	152	86	231	133	171	709	93	146	784	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	255	272	158	90	241	139	178	739	97	152	817	112
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	282	475	266	113	427	279	236	1548	203	208	1715	748
Arrive On Green	0.16	0.22	0.22	0.06	0.12	0.12	0.07	0.49	0.49	0.06	0.48	0.48
Sat Flow, veh/h	1781	2167	1213	1781	3554	1530	3456	3154	414	3456	3554	1551
Grp Volume(v), veh/h	255	221	209	90	241	139	178	416	420	152	817	112
Grp Sat Flow(s),veh/h/ln	1781	1777	1604	1781	1777	1530	1728	1777	1791	1728	1777	1551
Q Serve(g_s), s	16.3	12.9	13.6	5.8	7.4	6.2	5.9	18.1	18.1	5.0	17.9	2.4
Cycle Q Clear(g_c), s	16.3	12.9	13.6	5.8	7.4	6.2	5.9	18.1	18.1	5.0	17.9	2.4
Prop In Lane	1.00		0.76	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	282	390	352	113	427	279	236	872	879	208	1715	748
V/C Ratio(X)	0.90	0.57	0.59	0.80	0.56	0.50	0.75	0.48	0.48	0.73	0.48	0.15
Avail Cap(c_a), veh/h	324	574	518	189	888	478	465	872	879	295	1715	748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.0	40.4	40.6	53.6	48.2	21.0	53.1	19.7	19.7	53.6	20.2	4.5
Incr Delay (d2), s/veh	23.8	0.5	0.6	4.7	0.4	0.5	1.8	1.9	1.9	2.5	1.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	5.7	5.4	2.7	3.3	2.6	2.6	7.8	7.9	2.3	7.5	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.7	40.9	41.2	58.3	48.6	21.5	54.9	21.5	21.5	56.1	21.1	4.9
LnGrp LOS	E	D	D	E	D	C	D	C	C	E	C	A
Approach Vol, veh/h		685			470			1014			1081	
Approach Delay, s/veh		52.5			42.4			27.4			24.3	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	62.2	11.8	30.6	12.3	61.3	23.6	18.8
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	9.3	* 37	12.3	37.5	15.6	31.3	21.1	* 29
Max Q Clear Time (g_c+I1), s	7.0	20.1	7.8	15.6	7.9	19.9	18.3	9.4
Green Ext Time (p_c), s	0.0	1.8	0.0	1.0	0.1	2.0	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	33.8
HCM 6th LOS	C

Notes

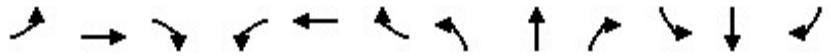
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	525	150	228	222	72	171	174	559	118	232	82
Future Volume (veh/h)	74	525	150	228	222	72	171	174	559	118	232	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.92	1.00		0.83
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	565	161	245	239	77	184	187	601	127	249	88
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	942	593	313	557	454	214	1255	658	155	1137	421
Arrive On Green	0.06	0.26	0.26	0.09	0.30	0.30	0.12	0.35	0.35	0.09	0.32	0.32
Sat Flow, veh/h	1781	3554	1520	3456	1870	1526	1781	3554	1458	1781	3554	1314
Grp Volume(v), veh/h	80	565	161	245	239	77	184	187	601	127	249	88
Grp Sat Flow(s),veh/h/ln	1781	1777	1520	1728	1870	1526	1781	1777	1458	1781	1777	1314
Q Serve(g_s), s	5.1	15.9	8.3	8.0	11.8	4.3	11.6	4.1	40.5	8.0	5.9	5.6
Cycle Q Clear(g_c), s	5.1	15.9	8.3	8.0	11.8	4.3	11.6	4.1	40.5	8.0	5.9	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	942	593	313	557	454	214	1255	658	155	1137	421
V/C Ratio(X)	0.78	0.60	0.27	0.78	0.43	0.17	0.86	0.15	0.91	0.82	0.22	0.21
Avail Cap(c_a), veh/h	466	1240	721	905	653	533	466	1255	658	466	1240	459
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.3	36.8	24.2	51.0	32.4	29.8	49.4	25.3	30.2	51.4	28.5	28.4
Incr Delay (d2), s/veh	4.7	0.7	0.3	1.6	0.3	0.1	3.8	0.1	17.2	4.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	7.0	3.1	3.5	5.4	1.6	5.4	1.8	18.3	3.8	2.5	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.0	37.6	24.5	52.7	32.7	29.8	53.3	25.4	47.3	55.4	28.5	28.5
LnGrp LOS	E	D	C	D	C	C	D	C	D	E	C	C
Approach Vol, veh/h		806			561			972			464	
Approach Delay, s/veh		37.0			41.0			44.2			35.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	36.3	19.2	43.4	12.0	40.0	15.4	47.2
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	10.0	17.9	13.6	7.9	7.1	13.8	10.0	42.5
Green Ext Time (p_c), s	0.4	5.4	0.2	1.3	0.1	1.1	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D



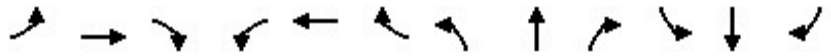
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	0	123	65	0	73	26	644	26	68	535	16
Future Volume (veh/h)	75	0	123	65	0	73	26	644	26	68	535	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	0.99		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	0	140	74	0	83	30	732	30	77	608	18
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	42	267	523	0	531	49	1709	70	98	1872	55
Arrive On Green	0.29	0.00	0.29	0.29	0.00	0.29	0.03	0.34	0.34	0.06	0.37	0.37
Sat Flow, veh/h	414	145	921	1272	0	1531	1781	5029	205	1781	5095	150
Grp Volume(v), veh/h	225	0	0	74	0	83	30	495	267	77	406	220
Grp Sat Flow(s),veh/h/ln	1481	0	0	1272	0	1531	1781	1702	1831	1781	1702	1842
Q Serve(g_s), s	2.5	0.0	0.0	0.0	0.0	1.8	0.8	5.2	5.3	2.0	4.0	4.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	2.0	0.0	1.8	0.8	5.2	5.3	2.0	4.0	4.0
Prop In Lane	0.38		0.62	1.00		1.00	1.00		0.11	1.00		0.08
Lane Grp Cap(c), veh/h	536	0	0	523	0	531	49	1157	622	98	1251	677
V/C Ratio(X)	0.42	0.00	0.00	0.14	0.00	0.16	0.61	0.43	0.43	0.78	0.32	0.33
Avail Cap(c_a), veh/h	1347	0	0	1222	0	1400	1145	4377	2354	1145	4377	2368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	0.0	12.5	0.0	10.6	22.4	11.9	11.9	21.8	10.6	10.6
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.1	4.5	0.3	0.6	5.0	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.5	0.0	0.5	0.4	1.7	1.9	0.9	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.9	0.0	0.0	12.5	0.0	10.6	26.9	12.2	12.5	26.8	10.8	10.9
LnGrp LOS	B	A	A	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		225			157			792			703	
Approach Delay, s/veh		13.9			11.5			12.9			12.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.0	21.3		18.4	5.7	22.5		18.4
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	4.0	7.3		7.6	2.8	6.0		4.0
Green Ext Time (p_c), s	0.1	8.2		1.0	0.0	5.5		0.4

Intersection Summary	
HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	20	188	242	59	200	200	584	23	35	1261	71
Future Volume (veh/h)	154	20	188	242	59	200	200	584	23	35	1261	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.83	1.00		0.86	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	162	21	198	255	62	211	211	615	24	37	1327	75
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	185	306	215	277	403	293	239	1771	771	48	1361	77
Arrive On Green	0.10	0.16	0.16	0.16	0.22	0.22	0.13	0.50	0.50	0.03	0.40	0.40
Sat Flow, veh/h	1781	1870	1312	1781	1870	1361	1781	3554	1548	1781	3419	193
Grp Volume(v), veh/h	162	21	198	255	62	211	211	615	24	37	688	714
Grp Sat Flow(s),veh/h/ln	1781	1870	1312	1781	1870	1361	1781	1777	1548	1781	1777	1835
Q Serve(g_s), s	13.5	1.4	22.4	21.3	4.1	21.7	17.5	15.8	1.2	3.1	57.4	57.8
Cycle Q Clear(g_c), s	13.5	1.4	22.4	21.3	4.1	21.7	17.5	15.8	1.2	3.1	57.4	57.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	185	306	215	277	403	293	239	1771	771	48	707	730
V/C Ratio(X)	0.87	0.07	0.92	0.92	0.15	0.72	0.88	0.35	0.03	0.77	0.97	0.98
Avail Cap(c_a), veh/h	355	372	261	355	403	293	355	1771	771	355	707	730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.5	53.3	62.1	62.7	48.0	54.9	64.1	22.9	19.3	72.9	44.6	44.7
Incr Delay (d2), s/veh	5.0	0.0	29.8	22.1	0.1	7.2	18.6	0.1	0.0	9.4	27.6	27.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.7	9.3	11.4	1.9	8.1	9.2	6.8	0.4	1.6	30.5	31.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.5	53.4	91.9	84.8	48.1	62.1	82.7	23.1	19.3	82.3	72.2	72.6
LnGrp LOS	E	D	F	F	D	E	F	C	B	F	E	E
Approach Vol, veh/h		381			528			850			1439	
Approach Delay, s/veh		81.1			71.5			37.8			72.7	
Approach LOS		F			E			D			E	

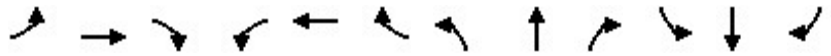
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	83.8	27.9	29.6	24.6	68.7	20.1	37.4
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	15.1	17.8	23.3	24.4	19.5	59.8	15.5	23.7
Green Ext Time (p_c), s	0.0	6.2	0.2	0.3	0.7	0.2	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	64.2
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



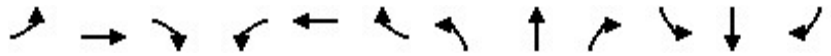
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	364	33	212	82	0	0	0	0	533	89	38
Future Volume (veh/h)	0	364	33	212	82	0	0	0	0	533	89	38
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	391	35	228	88	0				642	0	41
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	333	665	293	382	731	0				886	0	690
Arrive On Green	0.00	0.19	0.19	0.21	0.21	0.00				0.25	0.00	0.25
Sat Flow, veh/h	1781	3554	1568	1781	3572	0				3563	0	1583
Grp Volume(v), veh/h	0	391	35	228	88	0				642	0	41
Grp Sat Flow(s),veh/h/ln	1781	1777	1568	1781	1702	0				1781	0	1583
Q Serve(g_s), s	0.0	4.2	0.8	4.8	0.9	0.0				6.8	0.0	0.6
Cycle Q Clear(g_c), s	0.0	4.2	0.8	4.8	0.9	0.0				6.8	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	333	665	293	382	731	0				886	0	690
V/C Ratio(X)	0.00	0.59	0.12	0.60	0.12	0.00				0.72	0.00	0.06
Avail Cap(c_a), veh/h	2577	5141	2269	2577	4925	0				3006	0	1632
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.4	14.0	14.7	13.1	0.0				14.3	0.0	6.8
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.7	0.1	0.0				0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.3	0.2	1.6	0.3	0.0				2.3	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.7	14.1	16.3	13.2	0.0				14.7	0.0	6.8
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		426			316						683	
Approach Delay, s/veh		15.6			15.5						14.2	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		11.8		16.5		13.2
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		6.2		8.8		6.8
Green Ext Time (p_c), s		1.6		1.4		2.1

Intersection Summary	
HCM 6th Ctrl Delay	14.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	860	0	0	267	267	24	15	76	37	0	248
Future Volume (veh/h)	91	860	0	0	267	267	24	15	76	37	0	248
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	945	0	0	293	293	26	16	84	41	0	273
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	135	1490	0	0	482	430	181	26	137	50	0	333
Arrive On Green	0.08	0.42	0.00	0.00	0.27	0.27	0.10	0.10	0.10	0.24	0.00	0.24
Sat Flow, veh/h	1781	3647	0	0	1870	1585	1781	257	1347	206	0	1375
Grp Volume(v), veh/h	100	945	0	0	293	293	26	0	100	314	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1604	1581	0	0
Q Serve(g_s), s	3.4	13.1	0.0	0.0	9.0	10.3	0.8	0.0	3.7	11.7	0.0	0.0
Cycle Q Clear(g_c), s	3.4	13.1	0.0	0.0	9.0	10.3	0.8	0.0	3.7	11.7	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.84	0.13		0.87
Lane Grp Cap(c), veh/h	135	1490	0	0	482	430	181	0	163	383	0	0
V/C Ratio(X)	0.74	0.63	0.00	0.00	0.61	0.68	0.14	0.00	0.61	0.82	0.00	0.00
Avail Cap(c_a), veh/h	856	3417	0	0	1708	1524	1142	0	1028	1013	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.3	14.3	0.0	0.0	19.8	20.3	25.5	0.0	26.8	22.4	0.0	0.0
Incr Delay (d2), s/veh	9.3	0.2	0.0	0.0	1.5	2.3	0.1	0.0	1.4	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.2	0.0	0.0	3.4	3.5	0.3	0.0	1.4	4.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.6	14.5	0.0	0.0	21.3	22.6	25.7	0.0	28.2	24.1	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	C	C	A	A
Approach Vol, veh/h		1045			586			126			314	
Approach Delay, s/veh		16.7			22.0			27.7			24.1	
Approach LOS		B			C			C			C	

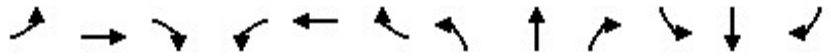
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		30.6		19.1	9.2	21.3		12.8				
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4				
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s		15.1		13.7	5.4	12.3		5.7				
Green Ext Time (p_c), s		4.4		1.4	0.3	4.6		0.4				

Intersection Summary		
HCM 6th Ctrl Delay	20.0	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



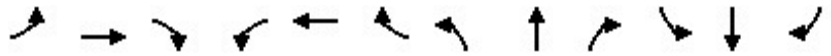
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	788	193	257	382	0	0	0	0	889	413	174
Future Volume (veh/h)	0	788	193	257	382	0	0	0	0	889	413	174
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	829	203	271	402	0				936	435	183
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1488	650	356	2040	0				1102	579	487
Arrive On Green	0.00	0.42	0.42	0.14	0.76	0.00				0.31	0.31	0.31
Sat Flow, veh/h	0	3647	1553	3456	3647	0				3563	1870	1576
Grp Volume(v), veh/h	0	829	203	271	402	0				936	435	183
Grp Sat Flow(s),veh/h/ln	0	1777	1553	1728	1777	0				1781	1870	1576
Q Serve(g_s), s	0.0	14.9	7.3	6.3	2.6	0.0				20.7	17.6	7.6
Cycle Q Clear(g_c), s	0.0	14.9	7.3	6.3	2.6	0.0				20.7	17.6	7.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1488	650	356	2040	0				1102	579	487
V/C Ratio(X)	0.00	0.56	0.31	0.76	0.20	0.00				0.85	0.75	0.38
Avail Cap(c_a), veh/h	0	1488	650	703	2040	0				1361	715	602
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.82	0.82	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	18.5	16.3	35.2	4.5	0.0				27.2	26.1	22.7
Incr Delay (d2), s/veh	0.0	1.2	1.0	1.2	0.2	0.0				3.7	2.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.7	2.5	2.5	0.8	0.0				9.0	7.9	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.8	17.4	36.5	4.8	0.0				30.9	28.7	22.8
LnGrp LOS	A	B	B	D	A	A				C	C	C
Approach Vol, veh/h		1032			673						1554	
Approach Delay, s/veh		19.3			17.5						29.3	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.1	40.1		30.9		53.1
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	17.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.3	16.9		22.7		4.6
Green Ext Time (p_c), s	0.3	2.2		3.3		2.9

Intersection Summary	
HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

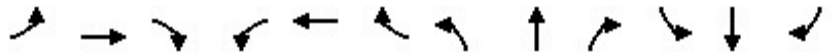


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	299	1365	0	0	512	471	119	247	40	0	0	0
Future Volume (veh/h)	299	1365	0	0	512	471	119	247	40	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	315	1437	0	0	539	496	125	260	42			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1203	2633	0	0	1189	530	206	468	75			
Arrive On Green	0.70	1.00	0.00	0.00	0.33	0.33	0.14	0.14	0.14			
Sat Flow, veh/h	3456	3647	0	0	3647	1585	1444	3284	527			
Grp Volume(v), veh/h	315	1437	0	0	539	496	156	131	140			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	1798	1702	1755			
Q Serve(g_s), s	2.8	0.0	0.0	0.0	10.0	25.5	6.8	6.0	6.2			
Cycle Q Clear(g_c), s	2.8	0.0	0.0	0.0	10.0	25.5	6.8	6.0	6.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.80		0.30			
Lane Grp Cap(c), veh/h	1203	2633	0	0	1189	530	256	243	250			
V/C Ratio(X)	0.26	0.55	0.00	0.00	0.45	0.94	0.61	0.54	0.56			
Avail Cap(c_a), veh/h	1203	2633	0	0	1189	530	602	569	587			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.61	0.61	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	8.8	0.0	0.0	0.0	21.9	27.1	33.8	33.5	33.6			
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.0	1.2	26.0	0.9	0.7	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.9	0.2	0.0	0.0	4.0	12.4	3.0	2.5	2.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.8	0.5	0.0	0.0	23.2	53.0	34.7	34.2	34.3			
LnGrp LOS	A	A	A	A	C	D	C	C	C			
Approach Vol, veh/h		1752			1035			427				
Approach Delay, s/veh		2.0			37.5			34.4				
Approach LOS		A			D			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		67.1			34.1	33.0		16.9				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			4.8	27.5		8.8				
Green Ext Time (p_c), s		17.3			0.7	0.4		1.6				

Intersection Summary	
HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Notes

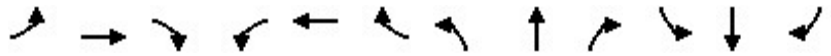
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	24	44	21	1249	25	0	0	0
Future Volume (veh/h)	0	0	0	0	24	44	21	1249	25	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.99			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	25	46	22	1315	26			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	32	59	113	3318	65			
Arrive On Green				0.00	0.05	0.05	0.67	0.67	0.67			
Sat Flow, veh/h				0	590	1085	28	4967	97			
Grp Volume(v), veh/h				0	0	71	499	414	450			
Grp Sat Flow(s),veh/h/ln				0	0	1675	1861	1549	1683			
Q Serve(g_s), s				0.0	0.0	1.7	0.0	4.8	4.8			
Cycle Q Clear(g_c), s				0.0	0.0	1.7	4.8	4.8	4.8			
Prop In Lane				0.00		0.65	0.04		0.06			
Lane Grp Cap(c), veh/h				0	0	91	1337	1035	1124			
V/C Ratio(X)				0.00	0.00	0.78	0.37	0.40	0.40			
Avail Cap(c_a), veh/h				0	0	1675	2871	2323	2524			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	18.7	3.0	3.0	3.0			
Incr Delay (d2), s/veh				0.0	0.0	5.2	0.3	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.7	0.6	0.6	0.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	23.9	3.3	3.4	3.3			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					71			1363				
Approach Delay, s/veh					23.9			3.3				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	32.3							7.7				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	6.8							3.7				
Green Ext Time (p_c), s	19.9							0.3				

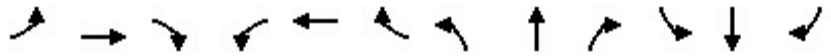
Intersection Summary												
HCM 6th Ctrl Delay			4.3									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	234	116	275	349	84	194	374	71	157	1012	66
Future Volume (veh/h)	83	234	116	275	349	84	194	374	71	157	1012	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	88	249	123	293	371	89	206	398	76	167	1077	70
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	112	309	261	324	414	99	237	1603	297	198	1707	111
Arrive On Green	0.06	0.17	0.17	0.18	0.28	0.28	0.13	0.37	0.37	0.11	0.35	0.35
Sat Flow, veh/h	1781	1870	1579	1781	1457	350	1781	4323	802	1781	4897	318
Grp Volume(v), veh/h	88	249	123	293	0	460	206	311	163	167	748	399
Grp Sat Flow(s),veh/h/ln	1781	1870	1579	1781	0	1807	1781	1702	1721	1781	1702	1811
Q Serve(g_s), s	5.4	14.3	7.8	17.9	0.0	27.2	12.6	7.0	7.3	10.2	20.4	20.5
Cycle Q Clear(g_c), s	5.4	14.3	7.8	17.9	0.0	27.2	12.6	7.0	7.3	10.2	20.4	20.5
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.47	1.00		0.18
Lane Grp Cap(c), veh/h	112	309	261	324	0	514	237	1262	638	198	1186	631
V/C Ratio(X)	0.78	0.80	0.47	0.90	0.00	0.90	0.87	0.25	0.26	0.84	0.63	0.63
Avail Cap(c_a), veh/h	480	673	568	480	0	650	480	1836	928	480	1836	977
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.4	44.7	42.0	44.5	0.0	38.2	47.3	24.2	24.3	48.5	30.3	30.3
Incr Delay (d2), s/veh	4.4	1.9	0.5	11.6	0.0	12.8	3.8	0.2	0.4	3.8	1.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	6.8	3.1	9.0	0.0	13.8	5.8	2.8	3.0	4.7	8.3	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.8	46.6	42.5	56.1	0.0	51.0	51.0	24.4	24.7	52.3	31.3	32.1
LnGrp LOS	E	D	D	E	A	D	D	C	C	D	C	C
Approach Vol, veh/h		460			753			680			1314	
Approach Delay, s/veh		47.3			53.0			32.6			34.2	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.8	46.5	24.7	23.3	19.2	44.1	11.4	36.5
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	12.2	9.3	19.9	16.3	14.6	22.5	7.4	29.2
Green Ext Time (p_c), s	0.2	6.0	0.3	1.2	0.2	16.3	0.1	2.3

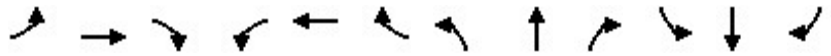
Intersection Summary	
HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	253	297	82	189	0	0	0	0	223	2093	355
Future Volume (veh/h)	0	253	297	82	189	0	0	0	0	223	2093	355
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	272	319	88	203	0				240	2251	382
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	487	411	157	474	0				1082	2685	440
Arrive On Green	0.00	0.26	0.26	0.26	0.26	0.00				0.61	0.61	0.61
Sat Flow, veh/h	0	1870	1581	362	1905	0				1781	4420	724
Grp Volume(v), veh/h	0	272	319	123	168	0				240	1715	918
Grp Sat Flow(s),veh/h/ln	0	1870	1581	565	1617	0				1781	1702	1740
Q Serve(g_s), s	0.0	12.4	18.4	10.5	8.4	0.0				6.0	39.2	43.1
Cycle Q Clear(g_c), s	0.0	12.4	18.4	22.8	8.4	0.0				6.0	39.2	43.1
Prop In Lane	0.00		1.00	0.71		0.00				1.00		0.42
Lane Grp Cap(c), veh/h	0	487	411	210	421	0				1082	2068	1057
V/C Ratio(X)	0.00	0.56	0.78	0.59	0.40	0.00				0.22	0.83	0.87
Avail Cap(c_a), veh/h	0	571	483	254	493	0				1087	2078	1062
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	31.5	33.7	39.2	30.0	0.0				8.7	15.3	16.0
Incr Delay (d2), s/veh	0.0	0.4	5.4	1.9	0.5	0.0				0.2	3.2	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.6	7.6	3.0	3.3	0.0				2.2	14.4	17.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.9	39.1	41.2	30.5	0.0				8.9	18.4	24.3
LnGrp LOS	A	C	D	D	C	A				A	B	C
Approach Vol, veh/h		591			291						2873	
Approach Delay, s/veh		35.8			35.0						19.5	
Approach LOS		D			D						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		32.3		66.0		32.3
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		20.4		45.1		24.8
Green Ext Time (p_c), s		1.3		14.6		0.7

Intersection Summary	
HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C



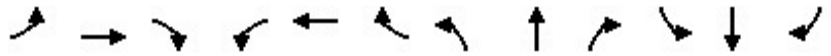
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	47	248	0	22	13	251	1304	47	0	0	0
Future Volume (veh/h)	193	47	248	0	22	13	251	1304	47	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	203	49	261	0	23	14	264	1373	49			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	420	72	1230	0	286	174	919	1805	64			
Arrive On Green	0.26	0.26	0.26	0.00	0.26	0.26	0.52	0.52	0.52			
Sat Flow, veh/h	1094	274	1570	0	1089	663	1781	3498	125			
Grp Volume(v), veh/h	252	0	261	0	0	37	264	696	726			
Grp Sat Flow(s),veh/h/ln	1368	0	1570	0	0	1751	1781	1777	1846			
Q Serve(g_s), s	7.7	0.0	0.0	0.0	0.0	0.8	4.1	15.4	15.4			
Cycle Q Clear(g_c), s	8.5	0.0	0.0	0.0	0.0	0.8	4.1	15.4	15.4			
Prop In Lane	0.81		1.00	0.00		0.38	1.00		0.07			
Lane Grp Cap(c), veh/h	492	0	1230	0	0	460	919	917	952			
V/C Ratio(X)	0.51	0.00	0.21	0.00	0.00	0.08	0.29	0.76	0.76			
Avail Cap(c_a), veh/h	992	0	1774	0	0	1067	1067	1064	1106			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	16.8	0.0	1.4	0.0	0.0	13.7	6.8	9.5	9.5			
Incr Delay (d2), s/veh	0.8	0.0	0.1	0.0	0.0	0.0	0.2	2.8	2.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.0	0.0	0.0	0.3	1.2	5.0	5.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.7	0.0	1.5	0.0	0.0	13.7	6.9	12.3	12.2			
LnGrp LOS	B	A	A	A	A	B	A	B	B			
Approach Vol, veh/h		513			37			1686				
Approach Delay, s/veh		9.5			13.7			11.4				
Approach LOS		A			B			B				

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		29.9		19.3				19.3				
Change Period (Y+Rc), s		4.5		* 6.4				6.4				
Max Green Setting (Gmax), s		29.5		* 30				30.0				
Max Q Clear Time (g_c+I1), s		17.4		10.5				2.8				
Green Ext Time (p_c), s		8.0		2.4				0.1				

Intersection Summary												
HCM 6th Ctrl Delay			11.0									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	6	28	126	3	10	4	569	198	212	1313	9
Future Volume (veh/h)	5	6	28	126	3	10	4	569	198	212	1313	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	7	33	147	3	12	5	662	230	247	1527	10
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	446	68	320	423	78	311	10	2023	624	374	2612	17
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.01	0.40	0.40	0.11	0.50	0.50
Sat Flow, veh/h	1385	283	1332	1355	324	1297	1781	5106	1574	3456	5234	34
Grp Volume(v), veh/h	6	0	40	147	0	15	5	662	230	247	993	544
Grp Sat Flow(s),veh/h/ln	1385	0	1615	1355	0	1621	1781	1702	1574	1728	1702	1864
Q Serve(g_s), s	0.2	0.0	1.1	5.5	0.0	0.4	0.2	5.2	6.0	4.0	12.0	12.0
Cycle Q Clear(g_c), s	0.6	0.0	1.1	6.7	0.0	0.4	0.2	5.2	6.0	4.0	12.0	12.0
Prop In Lane	1.00		0.82	1.00		0.80	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	446	0	388	423	0	389	10	2023	624	374	1699	930
V/C Ratio(X)	0.01	0.00	0.10	0.35	0.00	0.04	0.53	0.33	0.37	0.66	0.58	0.58
Avail Cap(c_a), veh/h	1064	0	1108	1027	0	1113	917	5256	1620	1779	3504	1919
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.2	0.0	17.3	19.9	0.0	17.0	28.9	12.2	12.4	25.0	10.3	10.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	15.7	0.2	0.7	0.7	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.4	1.7	0.0	0.1	0.1	1.7	1.9	1.5	3.6	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	0.0	17.3	20.0	0.0	17.0	44.6	12.4	13.1	25.7	10.6	10.9
LnGrp LOS	B	A	B	C	A	B	D	B	B	C	B	B
Approach Vol, veh/h		46			162			897			1784	
Approach Delay, s/veh		17.3			19.8			12.7			12.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.7	28.8		18.8	4.7	34.8		18.8
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	6.0	8.0		3.1	2.2	14.0		8.7
Green Ext Time (p_c), s	0.4	11.7		0.1	0.0	15.1		0.3

Intersection Summary	
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

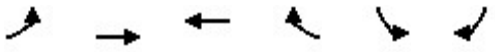
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3197	12	0	1554	0	1
Future Vol, veh/h	3197	12	0	1554	0	1
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	5	2	2	5	2	2
Mvmt Flow	3262	12	0	1586	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1638
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	76
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	76
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	53
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	76	-	-	-
HCM Lane V/C Ratio	0.013	-	-	-
HCM Control Delay (s)	53	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1194	2047	1671	136	86	17
Future Volume (veh/h)	1194	2047	1671	136	86	17
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1244	2132	1741	0	90	18
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	1072	4214	2482		117	104
Arrive On Green	0.31	0.85	0.50	0.00	0.07	0.07
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1244	2132	1741	0	90	18
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	36.6	13.6	31.8	0.0	5.9	1.3
Cycle Q Clear(g_c), s	36.6	13.6	31.8	0.0	5.9	1.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1072	4214	2482		117	104
V/C Ratio(X)	1.16	0.51	0.70		0.77	0.17
Avail Cap(c_a), veh/h	1072	4214	2482		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.76	0.00	1.00	1.00
Uniform Delay (d), s/veh	40.7	2.5	22.9	0.0	54.2	52.1
Incr Delay (d2), s/veh	82.9	0.4	1.3	0.0	4.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.1	2.1	11.8	0.0	2.7	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	123.6	2.9	24.1	0.0	58.2	52.4
LnGrp LOS	F	A	C		E	D
Approach Vol, veh/h		3376	1741	A	108	
Approach Delay, s/veh		47.4	24.1		57.2	
Approach LOS		D	C		E	

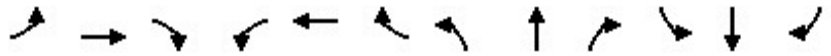
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		105.0		13.0	41.0	64.0
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	36.6	* 37
Max Q Clear Time (g_c+I1), s		15.6		7.9	38.6	33.8
Green Ext Time (p_c), s		57.0		0.1	0.0	2.8

Intersection Summary	
HCM 6th Ctrl Delay	39.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	1298	90	102	733	112	97	301	144	203	763	568
Future Volume (veh/h)	280	1298	90	102	733	112	97	301	144	203	763	568
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	326	1509	105	119	852	130	113	350	167	236	887	660
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	353	1634	113	148	1161	177	135	486	217	258	1072	643
Arrive On Green	0.20	0.48	0.48	0.03	0.12	0.12	0.08	0.14	0.14	0.14	0.21	0.21
Sat Flow, veh/h	1781	3368	233	1781	3090	471	1781	3443	1536	1781	5106	1566
Grp Volume(v), veh/h	326	792	822	119	490	492	113	346	171	236	887	660
Grp Sat Flow(s),veh/h/ln	1781	1777	1824	1781	1777	1785	1781	1702	1574	1781	1702	1566
Q Serve(g_s), s	25.1	58.0	59.1	9.3	37.2	37.2	8.8	13.6	14.7	18.3	23.3	29.4
Cycle Q Clear(g_c), s	25.1	58.0	59.1	9.3	37.2	37.2	8.8	13.6	14.7	18.3	23.3	29.4
Prop In Lane	1.00		0.13	1.00		0.26	1.00		0.98	1.00		1.00
Lane Grp Cap(c), veh/h	353	862	885	148	668	671	135	480	222	258	1072	643
V/C Ratio(X)	0.92	0.92	0.93	0.80	0.73	0.73	0.83	0.72	0.77	0.91	0.83	1.03
Avail Cap(c_a), veh/h	440	862	885	148	668	671	154	511	236	262	1072	643
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	0.99	0.99	0.99	0.84	0.84	0.84
Uniform Delay (d), s/veh	55.1	33.5	33.8	66.9	54.6	54.6	63.8	57.5	57.9	59.0	52.9	41.5
Incr Delay (d2), s/veh	22.2	16.4	17.3	32.8	6.4	6.4	25.3	4.7	13.9	29.0	4.9	39.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.3	27.7	29.2	5.7	19.0	19.0	4.9	6.1	6.7	10.3	10.4	28.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.3	49.9	51.1	99.7	61.0	61.0	89.1	62.2	71.8	88.0	57.7	81.0
LnGrp LOS	E	D	D	F	E	E	F	E	E	F	E	F
Approach Vol, veh/h		1940			1101			630			1783	
Approach Delay, s/veh		55.0			65.2			69.6			70.3	
Approach LOS		D			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.7	24.8	17.5	73.1	15.0	34.4	32.1	58.4
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	20.6	* 21	11.6	* 68	12.1	29.4	34.6	44.3
Max Q Clear Time (g_c+I1), s	20.3	16.7	11.3	61.1	10.8	31.4	27.1	39.2
Green Ext Time (p_c), s	0.0	1.4	0.0	5.7	0.0	0.0	0.6	2.4

Intersection Summary	
HCM 6th Ctrl Delay	63.8
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1413	153	37	191	0	0	0	0	294	655	784
Future Volume (veh/h)	0	1413	153	37	191	0	0	0	0	294	655	784
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1503	163	39	203	0				313	697	834
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	2074	223	64	2517	0				535	1306	522
Arrive On Green	0.00	0.43	0.43	0.04	0.71	0.00				0.33	0.33	0.33
Sat Flow, veh/h	0	3330	348	1781	3647	0				1607	3924	1569
Grp Volume(v), veh/h	0	819	847	39	203	0				349	661	834
Grp Sat Flow(s),veh/h/ln	0	1777	1807	1781	1777	0				1790	1870	1569
Q Serve(g_s), s	0.0	53.3	54.6	3.0	2.5	0.0				22.6	20.1	46.6
Cycle Q Clear(g_c), s	0.0	53.3	54.6	3.0	2.5	0.0				22.6	20.1	46.6
Prop In Lane	0.00		0.19	1.00		0.00				0.90		1.00
Lane Grp Cap(c), veh/h	0	1139	1158	64	2517	0				596	1245	522
V/C Ratio(X)	0.00	0.72	0.73	0.61	0.08	0.00				0.59	0.53	1.60
Avail Cap(c_a), veh/h	0	1139	1158	79	2517	0				596	1245	522
HCM Platoon Ratio	1.00	0.67	0.67	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.24	0.24	0.77	0.77	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	29.5	29.9	66.5	6.3	0.0				38.7	37.8	46.7
Incr Delay (d2), s/veh	0.0	1.0	1.0	2.7	0.0	0.0				4.2	1.6	277.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	23.9	25.0	1.4	0.9	0.0				10.8	9.6	58.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	30.5	30.9	69.2	6.4	0.0				42.9	39.5	324.1
LnGrp LOS	A	C	C	E	A	A				D	D	F
Approach Vol, veh/h		1666			242						1844	
Approach Delay, s/veh		30.7			16.5						168.8	
Approach LOS		C			B						F	

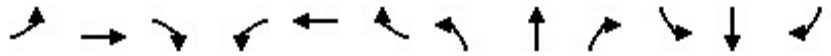
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.4	96.8		52.0		106.3
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	6.3	* 73		46.6		81.4
Max Q Clear Time (g_c+I1), s	5.0	56.6		48.6		4.5
Green Ext Time (p_c), s	0.0	3.8		0.0		0.4

Intersection Summary	
HCM 6th Ctrl Delay	97.7
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	770	905	0	0	195	158	42	244	122	0	0	0
Future Volume (veh/h)	770	905	0	0	195	158	42	244	122	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	828	973	0	0	210	170	45	262	131			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1442	1366	0	0	481	370	75	459	215			
Arrive On Green	0.42	0.73	0.00	0.00	0.25	0.25	0.15	0.15	0.15			
Sat Flow, veh/h	3456	1870	0	0	2005	1471	506	3115	1461			
Grp Volume(v), veh/h	828	973	0	0	194	186	164	143	131			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1606	1845	1777	1461			
Q Serve(g_s), s	14.7	23.4	0.0	0.0	7.4	7.8	6.7	6.0	6.7			
Cycle Q Clear(g_c), s	14.7	23.4	0.0	0.0	7.4	7.8	6.7	6.0	6.7			
Prop In Lane	1.00		0.00	0.00		0.92	0.27		1.00			
Lane Grp Cap(c), veh/h	1442	1366	0	0	447	404	272	262	215			
V/C Ratio(X)	0.57	0.71	0.00	0.00	0.43	0.46	0.60	0.55	0.61			
Avail Cap(c_a), veh/h	1442	1366	0	0	491	444	484	466	384			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.32	0.32	0.00	0.00	1.00	1.00	0.95	0.95	0.95			
Uniform Delay (d), s/veh	17.9	6.1	0.0	0.0	25.1	25.3	31.9	31.6	32.0			
Incr Delay (d2), s/veh	0.2	1.0	0.0	0.0	0.2	0.3	0.8	0.6	1.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.3	5.8	0.0	0.0	2.9	2.8	3.0	2.6	2.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.0	7.1	0.0	0.0	25.4	25.6	32.7	32.3	32.9			
LnGrp LOS	B	A	A	A	C	C	C	C	C			
Approach Vol, veh/h		1801			380			438				
Approach Delay, s/veh		12.1			25.5			32.6				
Approach LOS		B			C			C				

Timer - Assigned Phs	2			5	6		8					
Phs Duration (G+Y+Rc), s	63.3			38.3	25.0		16.7					
Change Period (Y+Rc), s	4.9			4.9	* 4.9		4.9					
Max Green Setting (Gmax), s	49.2			22.7	* 22		21.0					
Max Q Clear Time (g_c+I1), s	25.4			16.7	9.8		8.7					
Green Ext Time (p_c), s	4.9			1.8	1.1		1.2					

Intersection Summary		
HCM 6th Ctrl Delay	17.5	
HCM 6th LOS	B	

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

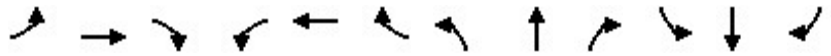
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	185	1135	643	0	0	2232
Future Volume (veh/h)	185	1135	643	0	0	2232
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	193	0	670	0	0	2325
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	225		3041	0	240	4929
Arrive On Green	0.13	0.00	0.61	0.00	0.00	0.78
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	193	0	670	0	0	2325
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	11.7	0.0	6.7	0.0	0.0	13.9
Cycle Q Clear(g_c), s	11.7	0.0	6.7	0.0	0.0	13.9
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	225		3041	0	240	4929
V/C Ratio(X)	0.86		0.22	0.00	0.00	0.47
Avail Cap(c_a), veh/h	536		3041	0	609	4929
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.00	0.94	0.00	0.00	0.83
Uniform Delay (d), s/veh	47.1	0.0	9.7	0.0	0.0	4.0
Incr Delay (d2), s/veh	2.7	0.0	0.1	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	2.2	0.0	0.0	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.8	0.0	9.7	0.0	0.0	4.3
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	193	A	670			2325
Approach Delay, s/veh	49.8		9.7			4.3
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	19.2	72.0				91.2	18.8
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	37.6	25.1				67.1	33.1
Max Q Clear Time (g_c+I1), s	10.0	8.7				15.9	13.7
Green Ext Time (p_c), s	0.0	5.3				37.5	0.2

Intersection Summary	
HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



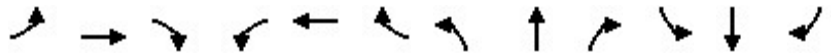
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	176	1170	102	135	423	0	0	879	55
Future Volume (veh/h)	0	0	0	176	1170	102	135	423	0	0	879	55
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				185	1232	107	142	445	0	0	925	58
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				254	1806	161	170	1945	0	0	1113	70
Arrive On Green				0.14	0.14	0.14	0.19	0.76	0.00	0.00	0.23	0.23
Sat Flow, veh/h				609	4338	387	1781	5274	0	0	5070	307
Grp Volume(v), veh/h				559	470	495	142	445	0	0	642	341
Grp Sat Flow(s),veh/h/ln				1840	1702	1793	1781	1702	0	0	1702	1804
Q Serve(g_s), s				32.0	28.8	28.8	8.4	2.8	0.0	0.0	19.7	19.8
Cycle Q Clear(g_c), s				32.0	28.8	28.8	8.4	2.8	0.0	0.0	19.7	19.8
Prop In Lane				0.33		0.22	1.00		0.00	0.00		0.17
Lane Grp Cap(c), veh/h				766	709	746	170	1945	0	0	773	410
V/C Ratio(X)				0.73	0.66	0.66	0.83	0.23	0.00	0.00	0.83	0.83
Avail Cap(c_a), veh/h				766	709	746	274	2432	0	0	916	486
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.82	0.82	0.82	0.64	0.64	0.00	0.00	0.44	0.44
Uniform Delay (d), s/veh				41.5	40.1	40.1	43.6	8.4	0.0	0.0	40.5	40.5
Incr Delay (d2), s/veh				5.0	4.0	3.8	3.7	0.0	0.0	0.0	2.4	4.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				16.8	13.9	14.6	3.5	0.9	0.0	0.0	8.4	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				46.5	44.1	43.9	47.3	8.5	0.0	0.0	42.9	45.0
LnGrp LOS				D	D	D	D	A	A	A	D	D
Approach Vol, veh/h					1524			587			983	
Approach Delay, s/veh					44.9			17.9			43.6	
Approach LOS					D			B			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	16.4	31.4	51.7	47.8
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	16.9	* 30	45.8	52.4
Max Q Clear Time (g_c+I1), s	10.4	21.8	34.0	4.8
Green Ext Time (p_c), s	0.1	3.1	6.3	3.7

Intersection Summary	
HCM 6th Ctrl Delay	39.4
HCM 6th LOS	D

Notes

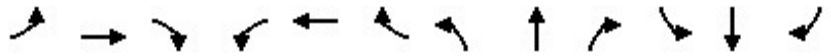
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	259	1401	0	0	0	0	0	498	72
Future Volume (veh/h)	0	0	0	259	1401	0	0	0	0	0	498	72
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				270	1459	0				0	519	75
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				495	2875	0				0	1191	169
Arrive On Green				0.21	0.21	0.00				0.00	0.26	0.26
Sat Flow, veh/h				769	4635	0				0	4670	638
Grp Volume(v), veh/h				643	1086	0				0	390	204
Grp Sat Flow(s),veh/h/ln				1832	1702	0				0	1702	1735
Q Serve(g_s), s				34.4	30.9	0.0				0.0	10.5	10.8
Cycle Q Clear(g_c), s				34.4	30.9	0.0				0.0	10.5	10.8
Prop In Lane				0.42		0.00				0.00		0.37
Lane Grp Cap(c), veh/h				1179	2191	0				0	901	459
V/C Ratio(X)				0.55	0.50	0.00				0.00	0.43	0.44
Avail Cap(c_a), veh/h				1179	2191	0				0	901	459
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				29.0	27.6	0.0				0.0	33.6	33.7
Incr Delay (d2), s/veh				1.8	0.8	0.0				0.0	1.5	3.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				17.4	14.3	0.0				0.0	4.6	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				30.8	28.4	0.0				0.0	35.1	36.8
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					1729						594	
Approach Delay, s/veh					29.3						35.7	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				34.0		76.0						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				29.1		70.8						
Max Q Clear Time (g_c+I1), s				12.8		36.4						
Green Ext Time (p_c), s				0.9		2.7						

Intersection Summary												
HCM 6th Ctrl Delay			30.9									
HCM 6th LOS			C									



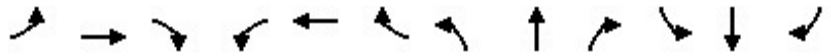
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1578	100	91	191	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1578	100	91	191	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	1627	103	94	197	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3235	205	271	614	0			
Arrive On Green				0.00	0.22	0.22	0.08	0.08	0.00			
Sat Flow, veh/h				0	5076	310	1101	2585	0			
Grp Volume(v), veh/h				0	1128	602	155	136	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1814	1815	1777	0			
Q Serve(g_s), s				0.0	32.0	32.1	8.9	7.9	0.0			
Cycle Q Clear(g_c), s				0.0	32.0	32.1	8.9	7.9	0.0			
Prop In Lane				0.00		0.17	0.61		0.00			
Lane Grp Cap(c), veh/h				0	2244	1196	447	438	0			
V/C Ratio(X)				0.00	0.50	0.50	0.35	0.31	0.00			
Avail Cap(c_a), veh/h				0	2244	1196	447	438	0			
HCM Platoon Ratio				1.00	0.33	0.33	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	27.2	27.2	42.2	41.7	0.0			
Incr Delay (d2), s/veh				0.0	0.8	1.5	2.1	1.8	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	14.8	16.0	4.6	3.9	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	28.0	28.7	44.3	43.6	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					1730			291				
Approach Delay, s/veh					28.3			43.9				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						78.0		32.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						72.5		27.1				
Max Q Clear Time (g_c+I1), s						34.1		10.9				
Green Ext Time (p_c), s						18.1		1.5				

Intersection Summary	
HCM 6th Ctrl Delay	30.5
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	238	1667	0	0	0	0	0	520	53
Future Volume (veh/h)	0	0	0	238	1667	0	0	0	0	0	520	53
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				253	1773	0				0	553	56
Peak Hour Factor				0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				379	2848	0				0	1037	456
Arrive On Green				0.20	0.20	0.00				0.00	0.29	0.29
Sat Flow, veh/h				616	4796	0				0	3647	1562
Grp Volume(v), veh/h				756	1270	0				0	553	56
Grp Sat Flow(s),veh/h/ln				1840	1702	0				0	1777	1562
Q Serve(g_s), s				41.7	37.3	0.0				0.0	14.4	2.9
Cycle Q Clear(g_c), s				41.7	37.3	0.0				0.0	14.4	2.9
Prop In Lane				0.33		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1132	2095	0				0	1037	456
V/C Ratio(X)				0.67	0.61	0.00				0.00	0.53	0.12
Avail Cap(c_a), veh/h				1132	2095	0				0	1037	456
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				33.5	31.7	0.0				0.0	32.7	28.6
Incr Delay (d2), s/veh				3.1	1.3	0.0				0.0	2.0	0.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				21.5	17.4	0.0				0.0	6.5	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				36.6	33.0	0.0				0.0	34.6	29.2
LnGrp LOS				D	C	A				A	C	C
Approach Vol, veh/h					2026						609	
Approach Delay, s/veh					34.4						34.1	
Approach LOS					C						C	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				37.0		73.0						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				32.1		67.7						
Max Q Clear Time (g_c+I1), s				16.4		43.7						
Green Ext Time (p_c), s				3.7		16.6						

Intersection Summary												
HCM 6th Ctrl Delay			34.3									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1880	66	42	95	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1880	66	42	95	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	1979	69	44	100	0			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3569	124	209	513	0			
Arrive On Green				0.00	0.70	0.70	0.20	0.20	0.00			
Sat Flow, veh/h				0	5235	176	1040	2649	0			
Grp Volume(v), veh/h				0	1328	720	77	67	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1839	1818	1777	0			
Q Serve(g_s), s				0.0	20.8	20.9	3.9	3.4	0.0			
Cycle Q Clear(g_c), s				0.0	20.8	20.9	3.9	3.4	0.0			
Prop In Lane				0.00		0.10	0.57		0.00			
Lane Grp Cap(c), veh/h				0	2398	1295	365	357	0			
V/C Ratio(X)				0.00	0.55	0.56	0.21	0.19	0.00			
Avail Cap(c_a), veh/h				0	2398	1295	365	357	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	7.9	7.9	36.7	36.5	0.0			
Incr Delay (d2), s/veh				0.0	0.9	1.7	1.3	1.2	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	7.0	7.9	1.9	1.6	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	8.8	9.6	38.0	37.7	0.0			
LnGrp LOS				A	A	A	D	D	A			
Approach Vol, veh/h					2048			144				
Approach Delay, s/veh					9.1			37.8				
Approach LOS					A			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						83.0		27.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.5		22.1				
Max Q Clear Time (g_c+I1), s						22.9		5.9				
Green Ext Time (p_c), s						27.6		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			11.0									
HCM 6th LOS			B									

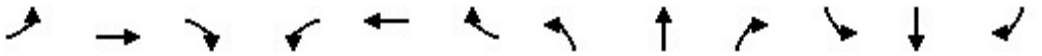
Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	176	650	3	103	0	0	0	25
Future Vol, veh/h	0	0	0	0	176	650	3	103	0	0	0	25
Conflicting Peds, #/hr	0	0	7	7	0	0	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	183	677	3	107	0	0	0	26

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	92	860	-	-	-	430
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	92	860	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	882	292	0	0	0	573
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	905	371	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	842	292	-	-	-	573
Mov Cap-2 Maneuver	-	-	-	842	292	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	864	371	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	24.3	11.6
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	292	-	-	573
HCM Lane V/C Ratio	0.367	-	-	0.045
HCM Control Delay (s)	24.3	-	-	11.6
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.6	-	-	0.1



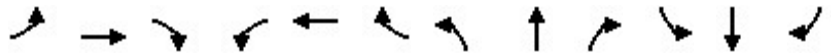
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	633	141	1264	1187	0
Future Volume (veh/h)	0	0	0	0	0	0	0	633	141	1264	1187	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.92	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	646	144	1290	1211	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1919	560	2651	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.39	0.39	0.53	0.95	0.00
Sat Flow, veh/h		0					0	5149	1455	5023	1826	0
Grp Volume(v), veh/h		0.0					0	646	144	1290	1211	0
Grp Sat Flow(s),veh/h/ln							0	1662	1455	1674	1826	0
Q Serve(g_s), s							0.0	10.1	7.4	18.0	10.2	0.0
Cycle Q Clear(g_c), s							0.0	10.1	7.4	18.0	10.2	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1919	560	2651	1740	0
V/C Ratio(X)							0.00	0.34	0.26	0.49	0.70	0.00
Avail Cap(c_a), veh/h							0	1919	560	2651	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.85	0.85	0.00
Uniform Delay (d), s/veh							0.0	23.9	23.1	16.5	0.4	0.0
Incr Delay (d2), s/veh							0.0	0.3	0.6	0.1	2.0	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	3.8	2.5	6.3	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	24.2	23.7	16.6	2.4	0.0
LnGrp LOS							A	C	C	B	A	A
Approach Vol, veh/h								790			2501	
Approach Delay, s/veh								24.1			9.7	
Approach LOS								C			A	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	62.4	47.6				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	24.0	* 41				68.8						
Max Q Clear Time (g_c+I1), s	20.0	12.1				12.2						
Green Ext Time (p_c), s	2.1	10.5				22.0						

Intersection Summary												
HCM 6th Ctrl Delay			13.2									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



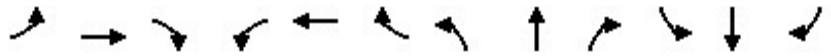
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1356	63	0	0	0	0	455	239	214	879	0
Future Volume (veh/h)	59	1356	63	0	0	0	0	455	239	214	879	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.93	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	60	1384	64				0	464	244	218	897	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	108	2657	826				0	692	300	246	1946	0
Arrive On Green	0.17	0.17	0.17				0.00	0.20	0.20	0.28	0.76	0.00
Sat Flow, veh/h	206	5058	1573				0	3572	1475	1781	5274	0
Grp Volume(v), veh/h	542	902	64				0	464	244	218	897	0
Grp Sat Flow(s),veh/h/ln	1860	1702	1573				0	1702	1475	1781	1702	0
Q Serve(g_s), s	29.3	26.4	3.7				0.0	13.8	17.4	12.9	7.1	0.0
Cycle Q Clear(g_c), s	29.3	26.4	3.7				0.0	13.8	17.4	12.9	7.1	0.0
Prop In Lane	0.11		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	977	1788	826				0	692	300	246	1946	0
V/C Ratio(X)	0.55	0.50	0.08				0.00	0.67	0.81	0.89	0.46	0.00
Avail Cap(c_a), veh/h	977	1788	826				0	839	363	479	2813	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.09	0.09	0.09				0.00	1.00	1.00	0.51	0.51	0.00
Uniform Delay (d), s/veh	33.7	32.5	23.1				0.0	40.4	41.8	39.0	8.9	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.0				0.0	1.7	11.6	2.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	12.1	1.4				0.0	5.9	7.2	4.9	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	32.6	23.2				0.0	42.1	53.4	41.3	9.0	0.0
LnGrp LOS	C	C	C				A	D	D	D	A	A
Approach Vol, veh/h		1508						708			1115	
Approach Delay, s/veh		32.7						46.0			15.3	
Approach LOS		C						D			B	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	62.7	47.3	19.6	27.8
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	39.1	60.6	29.6	* 27
Max Q Clear Time (g_c+I1), s	31.3	9.1	14.9	19.4
Green Ext Time (p_c), s	6.3	5.7	0.3	3.0

Intersection Summary	
HCM 6th Ctrl Delay	29.7
HCM 6th LOS	C

Notes

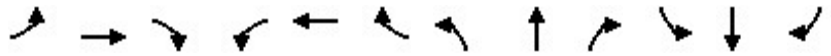
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



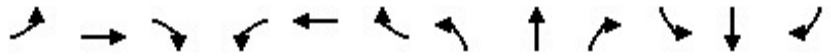
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1820	46	0	0	0	0	0	0	276	499	0
Future Volume (veh/h)	0	1820	46	0	0	0	0	0	0	276	499	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2000	51							303	548	0
Peak Hour Factor	0.91	0.91	0.91							0.91	0.91	0.91
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2842	72							615	1229	0
Arrive On Green	0.00	0.18	0.18							0.12	0.12	0.00
Sat Flow, veh/h	0	5285	130							1729	3627	0
Grp Volume(v), veh/h	0	1329	722							313	538	0
Grp Sat Flow(s),veh/h/ln	0	1702	1843							1784	1702	0
Q Serve(g_s), s	0.0	40.3	40.4							18.1	16.2	0.0
Cycle Q Clear(g_c), s	0.0	40.3	40.4							18.1	16.2	0.0
Prop In Lane	0.00		0.07							0.97		0.00
Lane Grp Cap(c), veh/h	0	1891	1024							634	1210	0
V/C Ratio(X)	0.00	0.70	0.70							0.49	0.44	0.00
Avail Cap(c_a), veh/h	0	1891	1024							634	1210	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	36.4	36.5							39.3	38.4	0.0
Incr Delay (d2), s/veh	0.0	2.2	4.1							2.7	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.9	21.0							9.1	7.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	38.6	40.5							42.0	39.6	0.0
LnGrp LOS	A	D	D							D	D	A
Approach Vol, veh/h		2051									851	
Approach Delay, s/veh		39.3									40.5	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	66.0	44.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	61.1	39.1
Max Q Clear Time (g_c+I1), s	42.4	20.1
Green Ext Time (p_c), s	6.5	2.3

Intersection Summary	
HCM 6th Ctrl Delay	39.7
HCM 6th LOS	D



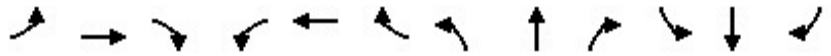
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	2297	0	0	0	0	0	202	244	0	0	0
Future Volume (veh/h)	72	2297	0	0	0	0	0	202	244	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.95			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	79	2524	0				0	222	268			
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	93	3168	0				0	519	440			
Arrive On Green	0.20	0.20	0.00				0.00	0.29	0.29			
Sat Flow, veh/h	150	5285	0				0	1870	1507			
Grp Volume(v), veh/h	979	1624	0				0	222	268			
Grp Sat Flow(s),veh/h/ln	1863	1702	0				0	1777	1507			
Q Serve(g_s), s	55.7	49.6	0.0				0.0	11.1	16.9			
Cycle Q Clear(g_c), s	55.7	49.6	0.0				0.0	11.1	16.9			
Prop In Lane	0.08		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1153	2107	0				0	519	440			
V/C Ratio(X)	0.85	0.77	0.00				0.00	0.43	0.61			
Avail Cap(c_a), veh/h	1153	2107	0				0	519	440			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	38.8	36.4	0.0				0.0	31.5	33.6			
Incr Delay (d2), s/veh	7.9	2.8	0.0				0.0	2.6	6.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	30.2	23.3	0.0				0.0	5.2	6.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7	39.2	0.0				0.0	34.1	39.7			
LnGrp LOS	D	D	A				A	C	D			
Approach Vol, veh/h		2603						490				
Approach Delay, s/veh		42.0						37.2				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		73.0						37.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		68.1						32.1				
Max Q Clear Time (g_c+I1), s		57.7						18.9				
Green Ext Time (p_c), s		9.6						2.7				
Intersection Summary												
HCM 6th Ctrl Delay			41.2									
HCM 6th LOS			D									



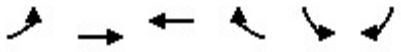
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2774	70	0	0	0	0	0	0	347	404	0
Future Volume (veh/h)	0	2774	70	0	0	0	0	0	0	347	404	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	3015	76							377	439	0
Peak Hour Factor	0.92	0.92	0.92							0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3497	87							406	811	0
Arrive On Green	0.00	0.23	0.23							0.08	0.08	0.00
Sat Flow, veh/h	0	5290	128							1781	3647	0
Grp Volume(v), veh/h	0	1995	1096							377	439	0
Grp Sat Flow(s),veh/h/ln	0	1702	1845							1781	1777	0
Q Serve(g_s), s	0.0	61.9	63.0							23.1	13.1	0.0
Cycle Q Clear(g_c), s	0.0	61.9	63.0							23.1	13.1	0.0
Prop In Lane	0.00		0.07							1.00		0.00
Lane Grp Cap(c), veh/h	0	2324	1260							406	811	0
V/C Ratio(X)	0.00	0.86	0.87							0.93	0.54	0.00
Avail Cap(c_a), veh/h	0	2324	1260							406	811	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	37.5	37.9							50.0	45.3	0.0
Incr Delay (d2), s/veh	0.0	4.4	8.4							29.7	2.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	29.5	33.9							14.4	6.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	41.9	46.3							79.6	47.9	0.0
LnGrp LOS	A	D	D							E	D	A
Approach Vol, veh/h		3091									816	
Approach Delay, s/veh		43.4									62.6	
Approach LOS		D									E	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	80.0	30.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	75.1	25.1
Max Q Clear Time (g_c+I1), s	65.0	25.1
Green Ext Time (p_c), s	9.8	0.0

Intersection Summary	
HCM 6th Ctrl Delay	47.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	2741	0	0	0	0	0	99	77	0	0	0
Future Volume (veh/h)	46	2741	0	0	0	0	0	99	77	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	54	3225	0				0	116	91			
Peak Hour Factor	0.85	0.85	0.85				0.85	0.85	0.85			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	59	3778	0				0	359	260			
Arrive On Green	0.24	0.24	0.00				0.00	0.18	0.18			
Sat Flow, veh/h	82	5357	0				0	2060	1424			
Grp Volume(v), veh/h	1234	2045	0				0	104	103			
Grp Sat Flow(s),veh/h/ln	1866	1702	0				0	1777	1614			
Q Serve(g_s), s	70.7	62.6	0.0				0.0	5.6	6.1			
Cycle Q Clear(g_c), s	70.7	62.6	0.0				0.0	5.6	6.1			
Prop In Lane	0.04		0.00				0.00		0.88			
Lane Grp Cap(c), veh/h	1359	2479	0				0	325	295			
V/C Ratio(X)	0.91	0.82	0.00				0.00	0.32	0.35			
Avail Cap(c_a), veh/h	1359	2479	0				0	325	295			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	38.2	35.1	0.0				0.0	39.0	39.2			
Incr Delay (d2), s/veh	10.5	3.3	0.0				0.0	2.6	3.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	39.2	29.6	0.0				0.0	2.7	2.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.7	38.4	0.0				0.0	41.6	42.5			
LnGrp LOS	D	D	A				A	D	D			
Approach Vol, veh/h		3279						207				
Approach Delay, s/veh		42.3						42.0				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		85.0						25.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		80.1						20.1				
Max Q Clear Time (g_c+I1), s		72.7						8.1				
Green Ext Time (p_c), s		7.3						0.9				
Intersection Summary												
HCM 6th Ctrl Delay			42.3									
HCM 6th LOS			D									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	1087	866	5	107	173
Future Volume (veh/h)	13	1087	866	5	107	173
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	14	1182	941	5	116	188
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	22	3847	3694	20	476	218
Arrive On Green	0.01	0.77	1.00	1.00	0.14	0.14
Sat Flow, veh/h	1781	5149	5281	27	3456	1585
Grp Volume(v), veh/h	14	1182	611	335	116	188
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1821	1728	1585
Q Serve(g_s), s	0.9	8.4	0.0	0.0	3.5	13.7
Cycle Q Clear(g_c), s	0.9	8.4	0.0	0.0	3.5	13.7
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	22	3847	2399	1315	476	218
V/C Ratio(X)	0.63	0.31	0.25	0.25	0.24	0.86
Avail Cap(c_a), veh/h	160	3847	2399	1315	1233	566
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.94	0.94	1.00	1.00
Uniform Delay (d), s/veh	58.0	4.0	0.0	0.0	45.4	49.8
Incr Delay (d2), s/veh	9.6	0.2	0.2	0.4	0.1	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.1	0.1	0.2	1.5	11.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.6	4.2	0.2	0.4	45.5	53.7
LnGrp LOS	E	A	A	A	D	D
Approach Vol, veh/h		1196	946		304	
Approach Delay, s/veh		5.0	0.3		50.5	
Approach LOS		A	A		D	

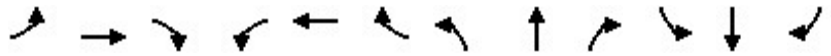
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		96.9		21.1	5.9	91.0
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 65		42.1	10.6	50.2
Max Q Clear Time (g_c+I1), s		10.4		15.7	2.9	2.0
Green Ext Time (p_c), s		27.9		0.6	0.0	17.7

Intersection Summary		
HCM 6th Ctrl Delay		8.8
HCM 6th LOS		A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	1059	18	17	817	11	0	13	27	89	0	16
Future Volume (veh/h)	137	1059	18	17	817	11	0	13	27	89	0	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	157	1217	21	20	939	0	0	15	31	102	0	18
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	729	3536	61	60	1563		62	19	39	214	0	98
Arrive On Green	0.82	1.00	1.00	0.03	0.31	0.00	0.00	0.03	0.03	0.06	0.00	0.06
Sat Flow, veh/h	1781	5046	87	1781	4985	1585	1781	541	1117	3456	0	1577
Grp Volume(v), veh/h	157	801	437	20	939	0	0	0	46	102	0	18
Grp Sat Flow(s),veh/h/ln	1781	1662	1810	1781	1662	1585	1781	0	1658	1728	0	1577
Q Serve(g_s), s	2.3	0.0	0.0	1.3	18.8	0.0	0.0	0.0	3.3	3.4	0.0	1.3
Cycle Q Clear(g_c), s	2.3	0.0	0.0	1.3	18.8	0.0	0.0	0.0	3.3	3.4	0.0	1.3
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	729	2329	1268	60	1563		62	0	58	214	0	98
V/C Ratio(X)	0.22	0.34	0.34	0.33	0.60		0.00	0.00	0.80	0.48	0.00	0.18
Avail Cap(c_a), veh/h	729	2329	1268	100	1563		110	0	103	999	0	456
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.5	0.0	0.0	55.7	34.3	0.0	0.0	0.0	56.5	53.5	0.0	52.5
Incr Delay (d2), s/veh	0.1	0.4	0.7	1.2	1.7	0.0	0.0	0.0	9.0	0.6	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.1	0.3	0.6	7.6	0.0	0.0	0.0	1.5	1.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.6	0.4	0.7	56.9	36.0	0.0	0.0	0.0	65.6	54.1	0.0	52.8
LnGrp LOS	A	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		1395			959	A		46			120	
Approach Delay, s/veh		1.2			36.4			65.6			53.9	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	88.4		12.2	54.0	42.8		9.0
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	6.6	50.1		34.1	19.6	* 37		7.3
Max Q Clear Time (g_c+I1), s	3.3	2.0		5.4	4.3	20.8		5.3
Green Ext Time (p_c), s	0.0	20.5		0.2	0.2	8.5		0.0

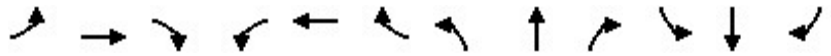
Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



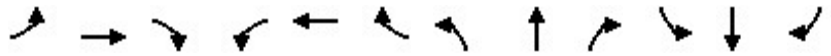
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	1337	130	284	972	0	144	32	330	0	24	112
Future Volume (veh/h)	158	1337	130	284	972	0	144	32	330	0	24	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	170	1438	140	305	1045	0	155	34	0	0	26	120
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	707	3009	1058	361	1900	0	221	120		0	111	150
Arrive On Green	0.40	0.60	0.60	0.10	0.30	0.00	0.06	0.06	0.00	0.00	0.06	0.06
Sat Flow, veh/h	1781	4985	1584	3456	6537	0	3456	1870	1585	0	1870	2536
Grp Volume(v), veh/h	170	1438	140	305	1045	0	155	34	0	0	26	120
Grp Sat Flow(s),veh/h/ln	1781	1662	1584	1728	1570	0	1728	1870	1585	0	1870	1268
Q Serve(g_s), s	7.5	19.0	3.8	10.2	16.4	0.0	5.2	2.0	0.0	0.0	1.6	5.5
Cycle Q Clear(g_c), s	7.5	19.0	3.8	10.2	16.4	0.0	5.2	2.0	0.0	0.0	1.6	5.5
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	707	3009	1058	361	1900	0	221	120		0	111	150
V/C Ratio(X)	0.24	0.48	0.13	0.85	0.55	0.00	0.70	0.28		0.00	0.23	0.80
Avail Cap(c_a), veh/h	707	3009	1058	398	1900	0	1084	586		0	111	150
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.00	0.99	0.99	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	23.7	13.0	7.2	51.9	34.4	0.0	54.1	52.7	0.0	0.0	52.9	54.8
Incr Delay (d2), s/veh	0.1	0.5	0.3	1.4	0.1	0.0	1.5	0.5	0.0	0.0	1.1	25.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	6.5	1.5	4.4	6.1	0.0	2.3	1.0	0.0	0.0	0.8	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.8	13.6	7.4	53.3	34.5	0.0	55.6	53.1	0.0	0.0	54.0	80.0
LnGrp LOS	C	B	A	D	C	A	E	D		A	D	F
Approach Vol, veh/h		1748			1350			189	A		146	
Approach Delay, s/veh		14.1			38.8			55.2			75.4	
Approach LOS		B			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.7	76.9		11.9	52.6	41.1		12.4
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	13.6	40.5		7.0	18.7	* 36		37.0
Max Q Clear Time (g_c+I1), s	12.2	21.0		7.5	9.5	18.4		7.2
Green Ext Time (p_c), s	0.1	15.1		0.0	0.1	11.6		0.4

Intersection Summary	
HCM 6th Ctrl Delay	28.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



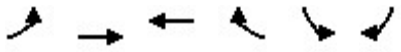
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	0	41	5	0	20	22	377	14	14	400	65
Future Volume (veh/h)	83	0	41	5	0	20	22	377	14	14	400	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	31	44	5	12	13	23	401	15	15	426	69
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	58	83	16	38	44	201	1098	41	203	964	155
Arrive On Green	0.09	0.09	0.09	0.03	0.03	0.03	0.11	0.31	0.31	0.11	0.32	0.32
Sat Flow, veh/h	1781	685	973	542	1301	1539	1781	3490	130	1781	3055	491
Grp Volume(v), veh/h	66	0	75	17	0	13	23	204	212	15	246	249
Grp Sat Flow(s),veh/h/ln	1781	0	1658	1843	0	1539	1781	1777	1844	1781	1777	1770
Q Serve(g_s), s	1.2	0.0	1.5	0.3	0.0	0.3	0.4	3.1	3.1	0.3	3.9	3.9
Cycle Q Clear(g_c), s	1.2	0.0	1.5	0.3	0.0	0.3	0.4	3.1	3.1	0.3	3.9	3.9
Prop In Lane	1.00		0.59	0.29		1.00	1.00		0.07	1.00		0.28
Lane Grp Cap(c), veh/h	152	0	141	53	0	44	201	559	580	203	560	558
V/C Ratio(X)	0.43	0.00	0.53	0.32	0.00	0.29	0.11	0.36	0.37	0.07	0.44	0.45
Avail Cap(c_a), veh/h	255	0	237	1528	0	1276	204	1575	1634	204	1575	1569
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	0.0	15.3	16.6	0.0	16.6	13.9	9.3	9.3	13.9	9.5	9.5
Incr Delay (d2), s/veh	1.5	0.0	2.3	1.3	0.0	1.3	0.1	0.3	0.3	0.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.6	0.1	0.0	0.1	0.1	0.9	0.9	0.1	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	0.0	17.6	17.9	0.0	18.0	14.0	9.6	9.6	13.9	9.9	10.0
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		141			30			439			510	
Approach Delay, s/veh		17.2			17.9			9.8			10.1	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	15.0		7.0	8.0	15.0		5.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	31.0		5.0	4.0	31.0		29.0
Max Q Clear Time (g_c+I1), s	2.3	5.1		3.5	2.4	5.9		2.3
Green Ext Time (p_c), s	0.0	1.9		0.1	0.0	2.4		0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	255	17	9	151	172	276
Future Volume (veh/h)	255	17	9	151	172	276
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	294	0	10	0	189	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	866	455	663		339	
Arrive On Green	0.24	0.00	0.35	0.00	0.10	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	294	0	10	0	189	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	2.7	0.0	0.1	0.0	2.1	0.0
Cycle Q Clear(g_c), s	2.7	0.0	0.1	0.0	2.1	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	866	455	663		339	
V/C Ratio(X)	0.34	0.00	0.02		0.56	
Avail Cap(c_a), veh/h	993	521	663		1138	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	12.3	0.0	8.3	0.0	17.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.0	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.6	0.0	8.3	0.0	18.4	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		294	10	A	189	A
Approach Delay, s/veh		12.6	8.3		18.4	
Approach LOS		B	A		B	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	13.6		7.9		18.0
Change Period (Y+Rc), s	4.0		4.0		4.0
Max Green Setting (Gmax), s	11.0		13.0		14.0
Max Q Clear Time (g_c+I1), s	4.7		4.1		2.1
Green Ext Time (p_c), s	0.5		0.4		0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

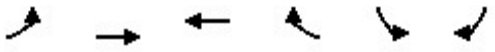
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	191	156	10	1	2
Future Vol, veh/h	9	191	156	10	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	222	181	12	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	193	0	-	0	318	97
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	131	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1378	-	-	-	650	940
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	881	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1378	-	-	-	645	940
Mov Cap-2 Maneuver	-	-	-	-	645	-
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	881	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1378	-	-	-	816
HCM Lane V/C Ratio	0.008	-	-	-	0.004
HCM Control Delay (s)	7.6	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑	↑↑↑↑		↑	
Traffic Volume (veh/h)	0	2042	2361	0	0	0
Future Volume (veh/h)	0	2042	2361	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1900
Adj Flow Rate, veh/h	0	2220	2566	0	141	211	146	3004	416
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	0
Cap, veh/h	0	2574	2574	0	9999	9999
Arrive On Green	0.00	0.40	0.40	0.00	0.40	0.40
Sat Flow, veh/h	0	6958	6958	2516	6934	4752	2071	5264	0
Grp Volume(v), veh/h	0	2220	2566	0	141	211	146	3004	416
Grp Sat Flow(s),veh/h/ln	0	1609	1609	0	1781	1610
Q Serve(g_s), s	0.0	14.2	17.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	14.2	17.9	0.0	0.0	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2574	2574	1006	6773	3768	3828	6106
V/C Ratio(X)	0.00	0.86	1.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	2574	2574	1006	6773	3768	3828	6106
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	12.4	13.5	0.0	8.1	8.1
Incr Delay (d2), s/veh	0.0	4.1	17.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.1	7.2	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	16.5	30.5	0.0	8.1	8.1
LnGrp LOS	A	B	C	A	A	A
Approach Vol, veh/h		2220	2566	1077	1255	04
Approach Delay, s/veh		16.5	30.5		8.1	
Approach LOS		B	C		A	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	16.2	2.0	19.9
Green Ext Time (p_c), s	1.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

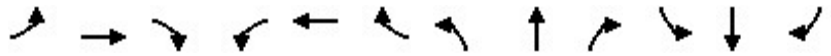
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3254	14	28	822	13	37
Future Volume (veh/h)	3254	14	28	822	13	37
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	3499	15	30	884	14	40
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	2	2	5	2	2
Cap, veh/h	5132	1294	73	5500	68	54
Arrive On Green	0.82	0.82	0.01	0.29	0.04	0.04
Sat Flow, veh/h	6537	1583	3456	6537	1781	1427
Grp Volume(v), veh/h	3499	15	30	884	14	40
Grp Sat Flow(s),veh/h/ln	1570	1583	1728	1570	1781	1427
Q Serve(g_s), s	27.1	0.2	1.0	12.4	0.9	3.3
Cycle Q Clear(g_c), s	27.1	0.2	1.0	12.4	0.9	3.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	5132	1294	73	5500	68	54
V/C Ratio(X)	0.68	0.01	0.41	0.16	0.21	0.74
Avail Cap(c_a), veh/h	5132	1294	117	5500	483	387
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	0.38	0.38	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.5	2.0	57.9	9.6	55.0	56.2
Incr Delay (d2), s/veh	0.3	0.0	1.4	0.1	1.5	17.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	0.5	3.4	0.4	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.7	2.0	59.2	9.7	56.5	73.8
LnGrp LOS	A	A	E	A	E	E
Approach Vol, veh/h	3514			914	54	
Approach Delay, s/veh	4.7			11.3	69.3	
Approach LOS	A			B	E	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.9	101.7			108.6	9.4
Change Period (Y+Rc), s	4.4	5.3			5.3	4.9
Max Green Setting (Gmax), s	4.6	67.4			75.8	32.0
Max Q Clear Time (g_c+I1), s	3.0	29.1			14.4	5.3
Green Ext Time (p_c), s	0.0	38.2			17.5	0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.9
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	3184	0	11	513	60	0	0	0	5	0	5
Future Volume (veh/h)	9	3184	0	11	513	60	0	0	0	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	3387	0	12	546	64	0	0	0	5	0	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	17	4067	0	60	4841	553	0	49	0	107	0	41
Arrive On Green	0.02	1.00	0.00	0.03	0.84	0.84	0.00	0.00	0.00	0.03	0.00	0.03
Sat Flow, veh/h	1781	5149	0	1781	5760	658	0	1870	0	1741	0	1557
Grp Volume(v), veh/h	10	3387	0	12	444	166	0	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1707	0	1870	0	1741	0	1557
Q Serve(g_s), s	0.7	0.0	0.0	0.8	2.0	2.0	0.0	0.0	0.0	0.3	0.0	0.4
Cycle Q Clear(g_c), s	0.7	0.0	0.0	0.8	2.0	2.0	0.0	0.0	0.0	0.3	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.39	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	4067	0	60	3959	1435	0	49	0	107	0	41
V/C Ratio(X)	0.59	0.83	0.00	0.20	0.11	0.12	0.00	0.00	0.00	0.05	0.00	0.12
Avail Cap(c_a), veh/h	60	4067	0	60	3959	1435	0	507	0	533	0	422
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.00	0.99	0.99	0.99	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.7	0.0	0.0	55.4	1.7	1.7	0.0	0.0	0.0	56.1	0.0	56.1
Incr Delay (d2), s/veh	7.8	1.4	0.0	0.6	0.1	0.2	0.0	0.0	0.0	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.5	0.0	0.3	0.3	0.4	0.0	0.0	0.0	0.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.4	1.4	0.0	56.0	1.7	1.8	0.0	0.0	0.0	56.2	0.0	56.6
LnGrp LOS	E	A	A	E	A	A	A	A	A	E	A	E
Approach Vol, veh/h		3397			622			0			10	
Approach Delay, s/veh		1.6			2.8			0.0			56.4	
Approach LOS		A			A						E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	101.6		8.0	5.5	104.5		8.0
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	4.0	67.4		32.0	4.0	67.4		32.0
Max Q Clear Time (g_c+I1), s	2.8	2.0		2.4	2.7	4.0		0.0
Green Ext Time (p_c), s	0.0	65.0		0.0	0.0	9.5		0.0

Intersection Summary	
HCM 6th Ctrl Delay	1.9
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3162	2	14	654	0	18
Future Volume (veh/h)	3162	2	14	654	0	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	0.85
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1870	1826	1900	1900
Adj Flow Rate, veh/h	3294	2	15	681	0	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	2	5	0	0
Cap, veh/h	3514	2	25	3753	0	162
Arrive On Green	0.68	0.68	0.01	0.75	0.00	0.13
Sat Flow, veh/h	5310	3	1781	5149	0	1293
Grp Volume(v), veh/h	2127	1169	15	681	0	20
Grp Sat Flow(s),veh/h/ln	1662	1825	1781	1662	0	1362
Q Serve(g_s), s	44.5	44.5	0.7	3.1	0.0	1.0
Cycle Q Clear(g_c), s	44.5	44.5	0.7	3.1	0.0	1.0
Prop In Lane		0.00	1.00		0.00	0.95
Lane Grp Cap(c), veh/h	2270	1247	25	3753	0	171
V/C Ratio(X)	0.94	0.94	0.59	0.18	0.00	0.12
Avail Cap(c_a), veh/h	2270	1247	90	3936	0	312
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.0	11.0	38.7	2.8	0.0	30.6
Incr Delay (d2), s/veh	8.7	13.9	8.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.8	15.9	0.3	0.5	0.0	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.7	25.0	46.6	2.9	0.0	30.9
LnGrp LOS	B	C	D	A	A	C
Approach Vol, veh/h	3296			696	20	
Approach Delay, s/veh	21.6			3.8	30.9	
Approach LOS	C			A	C	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.5	59.1			64.6	14.3
Change Period (Y+Rc), s	4.4	5.2			5.2	4.4
Max Green Setting (Gmax), s	4.6	53.9			62.3	18.1
Max Q Clear Time (g_c+I1), s	2.7	46.5			5.1	3.0
Green Ext Time (p_c), s	0.0	7.4			13.6	0.0

Intersection Summary	
HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	177.4

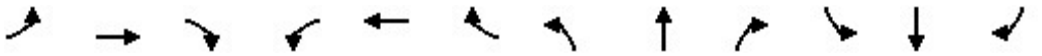
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	397	0	0	2229	413
Future Vol, veh/h	0	397	0	0	2229	413
Conflicting Peds, #/hr	0	3	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	422	0	0	2371	439

Major/Minor	Minor2			Major2	
Conflicting Flow All	2591	1408		-	0
Stage 1	2591	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	44	~ 110		-	-
Stage 1	23	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	44	~ 110		-	-
Mov Cap-2 Maneuver	44	-		-	-
Stage 1	23	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	$ 1358.3	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	110	-	-
HCM Lane V/C Ratio	-	3.839	-	-
HCM Control Delay (s)	$	1358.3	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	42.7	-	-

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



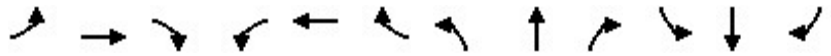
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	707	28	19	688	331	34	58	40	223	28	150
Future Volume (veh/h)	104	707	28	19	688	331	34	58	40	223	28	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.99		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	794	31	21	773	372	38	65	45	251	31	169
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	1270	390	585	2588	800	196	335	249	371	504	443
Arrive On Green	0.03	0.08	0.08	0.33	0.51	0.51	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1781	5106	1570	1781	5106	1578	529	1181	878	1267	1777	1560
Grp Volume(v), veh/h	117	794	31	21	773	372	70	0	78	251	31	169
Grp Sat Flow(s),veh/h/ln	1781	1702	1570	1781	1702	1578	1074	0	1514	1267	1777	1560
Q Serve(g_s), s	7.8	18.1	2.2	1.0	10.6	18.3	2.7	0.0	4.6	22.4	1.5	10.4
Cycle Q Clear(g_c), s	7.8	18.1	2.2	1.0	10.6	18.3	13.1	0.0	4.6	27.0	1.5	10.4
Prop In Lane	1.00		1.00	1.00		1.00	0.54		0.58	1.00		1.00
Lane Grp Cap(c), veh/h	144	1270	390	585	2588	800	351	0	430	371	504	443
V/C Ratio(X)	0.81	0.63	0.08	0.04	0.30	0.47	0.20	0.00	0.18	0.68	0.06	0.38
Avail Cap(c_a), veh/h	276	2183	671	585	2588	800	493	0	582	498	683	599
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.5	49.7	42.4	27.4	17.2	19.1	35.7	0.0	32.4	42.6	31.3	34.5
Incr Delay (d2), s/veh	4.0	2.3	0.4	0.0	0.3	1.9	0.1	0.0	0.1	6.2	0.1	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	8.5	0.9	0.4	4.0	6.7	1.7	0.0	1.7	7.6	0.7	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.5	51.9	42.8	27.4	17.5	21.0	35.8	0.0	32.5	48.8	31.5	36.1
LnGrp LOS	E	D	D	C	B	C	D	A	C	D	C	D
Approach Vol, veh/h		942			1166			148			451	
Approach Delay, s/veh		52.8			18.8			34.1			42.9	
Approach LOS		D			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	45.5	35.5		39.0	14.1	66.9		39.0				
Change Period (Y+Rc), s	6.1	* 5.7		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	7.6	* 51		46.1	18.6	39.9		46.1				
Max Q Clear Time (g_c+I1), s	3.0	20.1		29.0	9.8	20.3		15.1				
Green Ext Time (p_c), s	0.0	9.8		4.4	0.1	12.6		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		35.5
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	516	1	0	477	399	1	0	0	312	0	33
Future Volume (veh/h)	50	516	1	0	477	399	1	0	0	312	0	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	567	1	0	524	0	1	0	0	377	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	899	2	844	2171		52	0	46	515	270	0
Arrive On Green	0.04	0.17	0.17	0.00	0.20	0.00	0.03	0.00	0.00	0.14	0.00	0.00
Sat Flow, veh/h	1781	5263	9	1781	3554	1585	1781	0	1585	3563	1870	0
Grp Volume(v), veh/h	55	367	201	0	524	0	1	0	0	377	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1869	1781	1777	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	3.7	12.0	12.0	0.0	14.8	0.0	0.1	0.0	0.0	12.1	0.0	0.0
Cycle Q Clear(g_c), s	3.7	12.0	12.0	0.0	14.8	0.0	0.1	0.0	0.0	12.1	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	71	582	319	844	2171		52	0	46	515	270	0
V/C Ratio(X)	0.78	0.63	0.63	0.00	0.24		0.02	0.00	0.00	0.73	0.00	0.00
Avail Cap(c_a), veh/h	113	814	447	844	2171		445	0	396	1098	577	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.96	0.00	1.00	0.00	0.00	0.87	0.00	0.00
Uniform Delay (d), s/veh	57.1	46.2	46.2	0.0	24.6	0.0	56.6	0.0	0.0	49.1	0.0	0.0
Incr Delay (d2), s/veh	6.7	5.1	9.1	0.0	0.3	0.0	0.1	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	5.4	6.2	0.0	7.1	0.0	0.0	0.0	0.0	5.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.7	51.3	55.3	0.0	24.8	0.0	56.7	0.0	0.0	49.8	0.0	0.0
LnGrp LOS	E	D	E	A	C		E	A	A	D	A	A
Approach Vol, veh/h		623			524	A		1			377	
Approach Delay, s/veh		53.7			24.8			56.7			49.8	
Approach LOS		D			C			E			D	

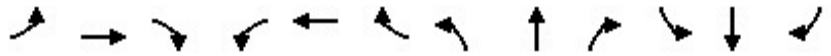
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.8	25.6		23.2	9.2	79.2		8.4				
Change Period (Y+Rc), s	5.9	* 5.1		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	4.3	* 29		37.0	7.6	24.3		30.0				
Max Q Clear Time (g_c+I1), s	10.0	14.0		14.1	5.7	16.8		2.1				
Green Ext Time (p_c), s	0.0	6.4		0.7	0.0	3.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	42.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	249	127	75	366	179	198	871	78	117	806	183
Future Volume (veh/h)	282	249	127	75	366	179	198	871	78	117	806	183
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	300	265	135	80	389	190	211	927	83	124	857	195
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	629	310	99	523	303	257	1623	145	168	1658	735
Arrive On Green	0.18	0.27	0.27	0.06	0.15	0.15	0.07	0.49	0.49	0.05	0.47	0.47
Sat Flow, veh/h	1781	2292	1130	1781	3554	1537	3456	3297	295	3456	3554	1576
Grp Volume(v), veh/h	300	203	197	80	389	190	211	500	510	124	857	195
Grp Sat Flow(s),veh/h/ln	1781	1777	1645	1781	1777	1537	1728	1777	1815	1728	1777	1576
Q Serve(g_s), s	24.9	14.1	14.8	6.7	15.7	11.2	9.0	29.8	29.8	5.3	25.4	6.0
Cycle Q Clear(g_c), s	24.9	14.1	14.8	6.7	15.7	11.2	9.0	29.8	29.8	5.3	25.4	6.0
Prop In Lane	1.00		0.69	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	321	488	452	99	523	303	257	875	894	168	1658	735
V/C Ratio(X)	0.94	0.42	0.44	0.81	0.74	0.63	0.82	0.57	0.57	0.74	0.52	0.27
Avail Cap(c_a), veh/h	387	595	550	156	734	395	544	875	894	251	1658	735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.6	44.6	44.8	70.0	61.3	27.8	68.4	26.9	26.9	70.4	28.1	6.9
Incr Delay (d2), s/veh	25.5	0.2	0.2	7.1	1.3	0.8	2.5	2.7	2.6	2.4	1.2	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.6	6.3	6.1	3.2	7.2	4.2	4.1	13.4	13.6	2.4	11.2	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.1	44.8	45.1	77.1	62.6	28.5	70.9	29.6	29.5	72.8	29.3	7.8
LnGrp LOS	F	D	D	E	E	C	E	C	C	E	C	A
Approach Vol, veh/h		700			659			1221			1176	
Approach Delay, s/veh		62.6			54.5			36.7			30.3	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	79.2	12.8	46.4	15.5	75.3	32.2	27.0
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	10.3	* 57	13.1	50.2	23.6	43.8	32.6	* 31
Max Q Clear Time (g_c+I1), s	7.3	31.8	8.7	16.8	11.0	27.4	26.9	17.7
Green Ext Time (p_c), s	0.0	2.4	0.0	0.9	0.1	2.4	0.1	1.0

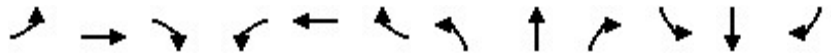
Intersection Summary	
HCM 6th Ctrl Delay	42.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

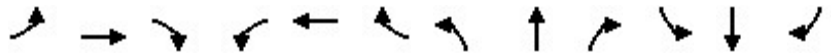
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	133	67	324	462	60	207	232	61	60	247	91
Future Volume (veh/h)	61	133	67	324	462	60	207	232	61	60	247	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	143	72	348	497	65	223	249	66	65	266	98
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	709	314	395	605	79	266	953	418	83	617	210
Arrive On Green	0.05	0.20	0.20	0.22	0.37	0.37	0.15	0.27	0.27	0.05	0.17	0.17
Sat Flow, veh/h	1781	3554	1573	1781	1619	212	1781	3554	1560	1781	3729	1269
Grp Volume(v), veh/h	66	143	72	348	0	562	223	249	66	65	241	123
Grp Sat Flow(s),veh/h/ln	1781	1777	1573	1781	0	1831	1781	1777	1560	1781	1702	1594
Q Serve(g_s), s	2.6	2.4	2.8	13.6	0.0	19.9	8.8	4.0	2.3	2.6	4.6	5.0
Cycle Q Clear(g_c), s	2.6	2.4	2.8	13.6	0.0	19.9	8.8	4.0	2.3	2.6	4.6	5.0
Prop In Lane	1.00		1.00	1.00		0.12	1.00		1.00	1.00		0.80
Lane Grp Cap(c), veh/h	84	709	314	395	0	684	266	953	418	83	563	264
V/C Ratio(X)	0.78	0.20	0.23	0.88	0.00	0.82	0.84	0.26	0.16	0.78	0.43	0.47
Avail Cap(c_a), veh/h	183	1630	722	560	0	1227	362	1754	770	245	1458	682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.9	24.0	24.2	27.1	0.0	20.4	29.7	20.7	20.1	33.9	27.0	27.1
Incr Delay (d2), s/veh	5.8	0.1	0.1	8.9	0.0	2.5	9.2	0.3	0.3	5.9	0.9	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.0	1.0	6.5	0.0	8.5	4.2	1.6	0.9	1.2	1.8	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.7	24.1	24.3	36.0	0.0	22.9	38.9	21.0	20.4	39.8	27.9	29.4
LnGrp LOS	D	C	C	D	A	C	D	C	C	D	C	C
Approach Vol, veh/h		281			910			538			429	
Approach Delay, s/veh		27.8			27.9			28.3			30.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	24.6	20.3	19.3	15.1	17.2	7.8	31.8
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	3.3	35.5	22.6	33.0	14.6	30.8	7.4	48.2
Max Q Clear Time (g_c+I1), s	4.6	6.0	15.6	4.8	10.8	7.0	4.6	21.9
Green Ext Time (p_c), s	0.0	3.2	0.4	0.7	0.1	3.7	0.0	4.3

Intersection Summary	
HCM 6th Ctrl Delay	28.4
HCM 6th LOS	C



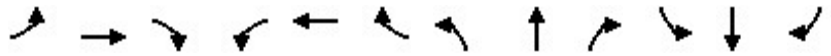
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	12	22	233	7	7	26	472	342	101	583	5
Future Volume (veh/h)	5	12	22	233	7	7	26	472	342	101	583	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	13	24	256	8	8	29	519	376	111	641	5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	479	148	274	460	216	216	47	1360	596	142	2279	18
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.03	0.38	0.38	0.08	0.44	0.44
Sat Flow, veh/h	1392	587	1084	1366	856	856	1781	3554	1557	1781	5225	41
Grp Volume(v), veh/h	5	0	37	256	0	16	29	519	376	111	417	229
Grp Sat Flow(s),veh/h/ln	1392	0	1671	1366	0	1713	1781	1777	1557	1781	1702	1862
Q Serve(g_s), s	0.1	0.0	0.9	9.2	0.0	0.4	0.8	5.5	10.3	3.2	4.1	4.1
Cycle Q Clear(g_c), s	0.5	0.0	0.9	10.1	0.0	0.4	0.8	5.5	10.3	3.2	4.1	4.1
Prop In Lane	1.00		0.65	1.00		0.50	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	479	0	422	460	0	432	47	1360	596	142	1485	812
V/C Ratio(X)	0.01	0.00	0.09	0.56	0.00	0.04	0.62	0.38	0.63	0.78	0.28	0.28
Avail Cap(c_a), veh/h	975	0	1016	925	0	1016	187	1577	691	225	1537	841
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	14.9	18.8	0.0	14.7	25.2	11.7	13.1	23.6	9.5	9.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	4.9	0.3	2.2	3.5	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	2.7	0.0	0.1	0.4	1.8	3.3	1.3	1.2	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.9	0.0	15.0	19.2	0.0	14.8	30.1	12.0	15.4	27.1	9.6	9.7
LnGrp LOS	B	A	B	B	A	B	C	B	B	C	A	A
Approach Vol, veh/h		42			272			924			757	
Approach Delay, s/veh		15.0			18.9			13.9			12.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.6	25.7		18.0	5.8	28.5		18.0
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	6.6	* 23		* 32	5.5	23.6		* 31
Max Q Clear Time (g_c+I1), s	5.2	12.3		2.9	2.8	6.1		12.1
Green Ext Time (p_c), s	0.0	5.5		0.1	0.0	3.7		0.4

Intersection Summary	
HCM 6th Ctrl Delay	14.0
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	508	660	59	76	834	37	126	243	68	42	137	599
Future Volume (veh/h)	508	660	59	76	834	37	126	243	68	42	137	599
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.93	1.00		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	546	710	63	82	897	40	135	261	73	45	147	644
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	787	1256	111	275	1046	47	112	352	277	162	785	1189
Arrive On Green	0.23	0.38	0.38	0.15	0.30	0.30	0.06	0.19	0.19	0.09	0.22	0.22
Sat Flow, veh/h	3456	3297	292	1781	3464	154	1781	1870	1475	1781	3554	2507
Grp Volume(v), veh/h	546	382	391	82	460	477	135	261	73	45	147	644
Grp Sat Flow(s),veh/h/ln	1728	1777	1812	1781	1777	1842	1781	1870	1475	1781	1777	1253
Q Serve(g_s), s	15.2	17.8	17.9	4.3	25.6	25.6	6.6	13.8	4.4	2.5	3.5	3.8
Cycle Q Clear(g_c), s	15.2	17.8	17.9	4.3	25.6	25.6	6.6	13.8	4.4	2.5	3.5	3.8
Prop In Lane	1.00		0.16	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	787	677	690	275	536	556	112	352	277	162	785	1189
V/C Ratio(X)	0.69	0.56	0.57	0.30	0.86	0.86	1.21	0.74	0.26	0.28	0.19	0.54
Avail Cap(c_a), veh/h	787	677	690	275	536	556	112	513	405	162	981	1328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.86	0.86	0.86	0.98	0.98	0.98	0.93	0.93	0.93
Uniform Delay (d), s/veh	37.2	25.6	25.6	39.4	34.5	34.5	49.2	40.2	36.4	44.5	33.2	9.5
Incr Delay (d2), s/veh	2.6	3.4	3.3	2.4	14.2	13.8	149.7	3.6	0.6	0.3	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	7.8	8.0	2.0	12.7	13.1	7.5	6.6	1.6	1.1	1.5	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.8	29.0	29.0	41.7	48.8	48.3	198.9	43.8	37.0	44.8	33.4	10.0
LnGrp LOS	D	C	C	D	D	D	F	D	D	D	C	B
Approach Vol, veh/h		1319			1019			469			836	
Approach Delay, s/veh		33.5			48.0			87.4			16.0	
Approach LOS		C			D			F			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	24.6	20.6	45.2	11.0	28.2	28.3	37.5
Change Period (Y+Rc), s	5.0	* 4.9	4.4	5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	6.9	* 29	10.4	40.0	6.6	29.0	18.1	31.7
Max Q Clear Time (g_c+I1), s	4.5	15.8	6.3	19.9	8.6	5.8	17.2	27.6
Green Ext Time (p_c), s	0.0	1.5	0.0	6.1	0.0	6.2	0.2	1.9

Intersection Summary	
HCM 6th Ctrl Delay	40.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	667	72	28	162	0	0	0	0	179	212	807
Future Volume (veh/h)	0	667	72	28	162	0	0	0	0	179	212	807
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	749	81	31	182	0				201	238	907
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1409	152	65	1822	0				589	761	1021
Arrive On Green	0.00	0.44	0.44	0.04	0.51	0.00				0.38	0.38	0.38
Sat Flow, veh/h	0	3322	349	1781	3647	0				1557	2013	2700
Grp Volume(v), veh/h	0	412	418	31	182	0				231	208	907
Grp Sat Flow(s),veh/h/ln	0	1777	1801	1781	1777	0				1793	1777	1350
Q Serve(g_s), s	0.0	18.7	18.7	1.9	2.9	0.0				10.1	9.0	34.6
Cycle Q Clear(g_c), s	0.0	18.7	18.7	1.9	2.9	0.0				10.1	9.0	34.6
Prop In Lane	0.00		0.19	1.00		0.00				0.87		1.00
Lane Grp Cap(c), veh/h	0	775	786	65	1822	0				678	672	1021
V/C Ratio(X)	0.00	0.53	0.53	0.48	0.10	0.00				0.34	0.31	0.89
Avail Cap(c_a), veh/h	0	775	786	155	1822	0				678	672	1021
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.90	0.90	0.72	0.72	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	22.7	22.7	52.0	13.8	0.0				24.4	24.1	32.0
Incr Delay (d2), s/veh	0.0	2.3	2.3	1.5	0.1	0.0				1.4	1.2	11.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.9	8.1	0.8	1.1	0.0				4.6	4.1	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.1	25.1	53.5	13.8	0.0				25.8	25.3	43.5
LnGrp LOS	A	C	C	D	B	A				C	C	D
Approach Vol, veh/h		830			213						1346	
Approach Delay, s/veh		25.1			19.6						37.6	
Approach LOS		C			B						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.4	54.6		47.0		63.0
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	9.6	* 44		41.6		56.4
Max Q Clear Time (g_c+I1), s	3.9	20.7		36.6		4.9
Green Ext Time (p_c), s	0.0	1.6		1.4		0.4

Intersection Summary	
HCM 6th Ctrl Delay	31.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

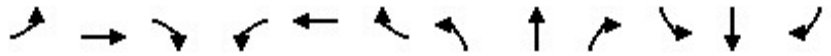
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	382	0	0	1271	788
Future Volume (veh/h)	0	382	0	0	1271	788
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				0.99
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	424			1412	876
Peak Hour Factor	0.90	0.90			0.90	0.90
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			2924	1354
Arrive On Green	0.00	0.00			0.86	0.86
Sat Flow, veh/h	0				3572	1576
Grp Volume(v), veh/h	0.0				1412	876
Grp Sat Flow(s),veh/h/ln					1702	1576
Q Serve(g_s), s					3.2	5.6
Cycle Q Clear(g_c), s					3.2	5.6
Prop In Lane						1.00
Lane Grp Cap(c), veh/h					2924	1354
V/C Ratio(X)					0.48	0.65
Avail Cap(c_a), veh/h					3487	1614
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.5	0.7
Incr Delay (d2), s/veh					0.1	0.7
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.1	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					0.7	1.4
LnGrp LOS					A	A
Approach Vol, veh/h					2288	
Approach Delay, s/veh					0.9	
Approach LOS					A	

Timer - Assigned Phs	6
Phs Duration (G+Y+Rc), s	31.9
Change Period (Y+Rc), s	4.5
Max Green Setting (Gmax), s	32.7
Max Q Clear Time (g_c+I1), s	7.6
Green Ext Time (p_c), s	19.8

Intersection Summary	
HCM 6th Ctrl Delay	0.9
HCM 6th LOS	A

Notes

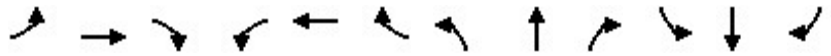
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	190	76	300	414	81	177	266	119	53	263	73
Future Volume (veh/h)	96	190	76	300	414	81	177	266	119	53	263	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	204	82	323	445	87	190	286	128	57	283	78
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	132	805	356	365	542	106	230	955	417	72	721	186
Arrive On Green	0.07	0.23	0.23	0.20	0.36	0.36	0.13	0.27	0.27	0.04	0.18	0.18
Sat Flow, veh/h	1781	3554	1570	1781	1518	297	1781	3554	1550	1781	3997	1032
Grp Volume(v), veh/h	103	204	82	323	0	532	190	286	128	57	238	123
Grp Sat Flow(s),veh/h/ln	1781	1777	1570	1781	0	1815	1781	1777	1550	1781	1702	1625
Q Serve(g_s), s	4.2	3.5	3.1	12.9	0.0	19.5	7.6	4.7	4.8	2.3	4.5	4.9
Cycle Q Clear(g_c), s	4.2	3.5	3.1	12.9	0.0	19.5	7.6	4.7	4.8	2.3	4.5	4.9
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		0.64
Lane Grp Cap(c), veh/h	132	805	356	365	0	648	230	955	417	72	614	293
V/C Ratio(X)	0.78	0.25	0.23	0.89	0.00	0.82	0.83	0.30	0.31	0.79	0.39	0.42
Avail Cap(c_a), veh/h	238	1600	707	404	0	986	258	1566	683	221	1431	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	23.2	23.1	28.3	0.0	21.4	31.1	21.3	21.4	34.8	26.5	26.6
Incr Delay (d2), s/veh	3.7	0.1	0.1	18.0	0.0	3.4	16.1	0.3	0.8	6.9	0.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	1.4	1.1	7.2	0.0	8.5	4.1	1.9	1.8	1.1	1.8	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.0	23.3	23.2	46.3	0.0	24.8	47.2	21.6	22.1	41.7	27.2	28.3
LnGrp LOS	D	C	C	D	A	C	D	C	C	D	C	C
Approach Vol, veh/h		389			855			604			418	
Approach Delay, s/veh		26.9			32.9			29.8			29.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	25.0	19.4	21.5	13.8	18.5	9.8	31.1
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	9.1	32.3	16.6	33.0	10.6	30.8	9.8	39.8
Max Q Clear Time (g_c+I1), s	14.3	6.8	14.9	5.5	9.6	6.9	6.2	21.5
Green Ext Time (p_c), s	0.0	4.0	0.1	1.0	0.0	3.7	0.0	3.6

Intersection Summary	
HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C



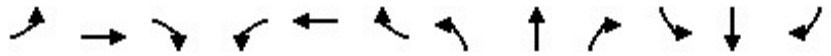
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	32	43	268	10	60	30	473	363	44	626	17
Future Volume (veh/h)	21	32	43	268	10	60	30	473	363	44	626	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	34	45	282	11	63	32	498	382	46	659	18
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	480	221	293	477	73	418	49	1442	630	64	2114	58
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.03	0.41	0.41	0.04	0.41	0.41
Sat Flow, veh/h	1319	727	963	1313	240	1374	1781	3554	1553	1781	5105	139
Grp Volume(v), veh/h	22	0	79	282	0	74	32	498	382	46	439	238
Grp Sat Flow(s),veh/h/ln	1319	0	1690	1313	0	1613	1781	1777	1553	1781	1702	1840
Q Serve(g_s), s	0.7	0.0	2.0	11.7	0.0	2.0	1.0	5.7	11.4	1.5	5.1	5.1
Cycle Q Clear(g_c), s	2.7	0.0	2.0	13.7	0.0	2.0	1.0	5.7	11.4	1.5	5.1	5.1
Prop In Lane	1.00		0.57	1.00		0.85	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	480	0	514	477	0	491	49	1442	630	64	1410	762
V/C Ratio(X)	0.05	0.00	0.15	0.59	0.00	0.15	0.65	0.35	0.61	0.72	0.31	0.31
Avail Cap(c_a), veh/h	978	0	1152	973	0	1100	911	3634	1588	911	3481	1881
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.9	0.0	14.9	19.9	0.0	14.9	28.2	12.0	13.7	28.0	11.6	11.6
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.4	0.0	0.1	5.2	0.3	1.7	5.5	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.7	3.4	0.0	0.7	0.5	2.0	3.6	0.7	1.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.9	0.0	14.9	20.3	0.0	14.9	33.5	12.3	15.4	33.5	11.7	11.8
LnGrp LOS	B	A	B	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		101			356			912			723	
Approach Delay, s/veh		15.2			19.2			14.3			13.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.5	29.5		22.7	6.0	30.0		22.7
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.6	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	3.5	13.4		4.7	3.0	7.1		15.7
Green Ext Time (p_c), s	0.0	10.4		0.3	0.0	4.8		0.8

Intersection Summary	
HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	502	792	70	101	784	63	84	257	74	75	134	609
Future Volume (veh/h)	502	792	70	101	784	63	84	257	74	75	134	609
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.94	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	512	808	71	103	800	64	86	262	76	77	137	621
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	917	1499	132	209	974	78	109	336	267	129	694	1234
Arrive On Green	0.27	0.45	0.45	0.16	0.39	0.39	0.06	0.18	0.18	0.07	0.20	0.20
Sat Flow, veh/h	3456	3303	290	1781	3327	266	1781	1870	1487	1781	3554	2530
Grp Volume(v), veh/h	512	435	444	103	427	437	86	262	76	77	137	621
Grp Sat Flow(s),veh/h/ln	1728	1777	1817	1781	1777	1816	1781	1870	1487	1781	1777	1265
Q Serve(g_s), s	14.1	19.5	19.5	5.8	23.7	23.8	5.2	14.7	3.7	4.6	3.5	3.6
Cycle Q Clear(g_c), s	14.1	19.5	19.5	5.8	23.7	23.8	5.2	14.7	3.7	4.6	3.5	3.6
Prop In Lane	1.00		0.16	1.00		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	917	806	824	209	520	532	109	336	267	129	694	1234
V/C Ratio(X)	0.56	0.54	0.54	0.49	0.82	0.82	0.79	0.78	0.28	0.60	0.20	0.50
Avail Cap(c_a), veh/h	917	806	824	209	520	532	139	466	370	167	937	1408
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.85	0.85	0.85	0.99	0.99	0.99	0.92	0.92	0.92
Uniform Delay (d), s/veh	34.8	21.7	21.7	43.4	31.0	31.0	50.9	43.1	22.2	49.5	37.1	9.2
Incr Delay (d2), s/veh	0.8	2.6	2.5	6.9	11.8	11.6	15.6	6.0	0.6	1.5	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	8.2	8.4	2.9	10.6	10.8	2.8	7.2	1.8	2.1	1.5	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	24.3	24.3	50.3	42.8	42.6	66.6	49.1	22.8	51.0	37.2	9.6
LnGrp LOS	D	C	C	D	D	D	E	D	C	D	D	A
Approach Vol, veh/h		1391			967			424			835	
Approach Delay, s/veh		28.4			43.5			47.9			18.0	
Approach LOS		C			D			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	24.6	17.3	55.1	11.1	26.5	34.4	38.0
Change Period (Y+Rc), s	5.0	* 4.9	4.4	5.2	4.4	5.0	5.2	* 5.8
Max Green Setting (Gmax), s	10.3	* 27	12.9	40.5	8.6	29.0	20.6	* 32
Max Q Clear Time (g_c+I1), s	16.6	16.7	7.8	21.5	7.2	5.6	16.1	25.8
Green Ext Time (p_c), s	0.0	1.4	0.0	6.9	0.0	5.9	0.8	2.5

Intersection Summary	
HCM 6th Ctrl Delay	32.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	800	98	35	145	0	0	0	0	129	160	804
Future Volume (veh/h)	0	800	98	35	145	0	0	0	0	129	160	804
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	870	107	38	158	0				140	174	874
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1496	184	70	1951	0				279	954	922
Arrive On Green	0.00	0.63	0.63	0.04	0.55	0.00				0.34	0.34	0.34
Sat Flow, veh/h	0	3277	392	1781	3647	0				816	2791	2696
Grp Volume(v), veh/h	0	486	491	38	158	0				314	0	874
Grp Sat Flow(s),veh/h/ln	0	1777	1798	1781	1777	0				1830	1777	1348
Q Serve(g_s), s	0.0	17.7	17.7	2.3	2.3	0.0				15.0	0.0	34.7
Cycle Q Clear(g_c), s	0.0	17.7	17.7	2.3	2.3	0.0				15.0	0.0	34.7
Prop In Lane	0.00		0.22	1.00		0.00				0.45		1.00
Lane Grp Cap(c), veh/h	0	835	845	70	1951	0				625	607	922
V/C Ratio(X)	0.00	0.58	0.58	0.55	0.08	0.00				0.50	0.00	0.95
Avail Cap(c_a), veh/h	0	835	845	123	1951	0				625	607	922
HCM Platoon Ratio	1.00	1.33	1.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.72	0.72	0.78	0.78	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	14.2	14.2	51.9	11.7	0.0				28.8	0.0	35.3
Incr Delay (d2), s/veh	0.0	2.1	2.1	1.9	0.1	0.0				2.9	0.0	19.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.0	6.0	1.0	0.9	0.0				7.1	0.0	13.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.4	16.4	53.8	11.8	0.0				31.6	0.0	54.8
LnGrp LOS	A	B	B	D	B	A				C	A	D
Approach Vol, veh/h		977			196						1188	
Approach Delay, s/veh		16.4			19.9						48.7	
Approach LOS		B			B						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.7	58.3		43.0		67.0
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	7.6	* 50		37.6		60.4
Max Q Clear Time (g_c+I1), s	4.3	19.7		36.7		4.3
Green Ext Time (p_c), s	0.0	1.9		0.3		0.3

Intersection Summary	
HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

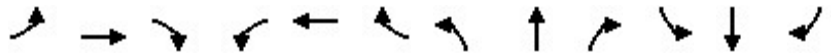
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	549	0	0	1099	782
Future Volume (veh/h)	0	549	0	0	1099	782
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	584			1169	832
Peak Hour Factor	0.94	0.94			0.94	0.94
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			2873	1334
Arrive On Green	0.00	0.00			0.84	0.84
Sat Flow, veh/h	0				3572	1580
Grp Volume(v), veh/h	0.0				1169	832
Grp Sat Flow(s),veh/h/ln					1702	1580
Q Serve(g_s), s					2.4	5.0
Cycle Q Clear(g_c), s					2.4	5.0
Prop In Lane						1.00
Lane Grp Cap(c), veh/h					2873	1334
V/C Ratio(X)					0.41	0.62
Avail Cap(c_a), veh/h					3720	1727
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.5	0.7
Incr Delay (d2), s/veh					0.1	0.5
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					0.6	1.2
LnGrp LOS					A	A
Approach Vol, veh/h					2001	
Approach Delay, s/veh					0.9	
Approach LOS					A	

Timer - Assigned Phs	6
Phs Duration (G+Y+Rc), s	28.8
Change Period (Y+Rc), s	4.5
Max Green Setting (Gmax), s	31.5
Max Q Clear Time (g_c+I1), s	7.0
Green Ext Time (p_c), s	17.3

Intersection Summary	
HCM 6th Ctrl Delay	0.9
HCM 6th LOS	A

Notes

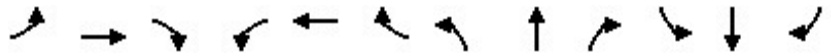
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	208	85	264	322	84	160	414	71	157	1019	53
Future Volume (veh/h)	107	208	85	264	322	84	160	414	71	157	1019	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	114	221	90	281	343	89	170	440	76	167	1084	56
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	664	295	316	406	105	204	1091	485	203	1524	79
Arrive On Green	0.08	0.19	0.19	0.18	0.28	0.28	0.11	0.31	0.31	0.11	0.31	0.31
Sat Flow, veh/h	1781	3554	1580	1781	1431	371	1781	3554	1579	1781	4970	257
Grp Volume(v), veh/h	114	221	90	281	0	432	170	440	76	167	742	398
Grp Sat Flow(s),veh/h/ln	1781	1777	1580	1781	0	1803	1781	1777	1579	1781	1702	1822
Q Serve(g_s), s	5.6	4.8	4.3	13.6	0.0	20.0	8.3	8.7	3.1	8.1	17.1	17.1
Cycle Q Clear(g_c), s	5.6	4.8	4.3	13.6	0.0	20.0	8.3	8.7	3.1	8.1	17.1	17.1
Prop In Lane	1.00		1.00	1.00		0.21	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	144	664	295	316	0	511	204	1091	485	203	1044	559
V/C Ratio(X)	0.79	0.33	0.30	0.89	0.00	0.85	0.83	0.40	0.16	0.82	0.71	0.71
Avail Cap(c_a), veh/h	209	1326	590	336	0	801	214	1091	485	373	1182	633
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	31.2	31.0	35.5	0.0	29.9	38.3	24.2	22.3	38.3	27.2	27.2
Incr Delay (d2), s/veh	7.2	0.1	0.2	22.2	0.0	5.0	21.6	0.4	0.3	3.2	2.3	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	2.1	1.7	7.8	0.0	9.2	4.7	3.6	1.2	3.6	6.9	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.1	31.3	31.2	57.8	0.0	34.8	59.9	24.7	22.6	41.5	29.5	31.4
LnGrp LOS	D	C	C	E	A	C	E	C	C	D	C	C
Approach Vol, veh/h		425			713			686			1307	
Approach Delay, s/veh		35.5			43.9			33.2			31.6	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	32.5	20.1	21.4	14.5	32.4	11.5	30.0
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	18.5	22.8	16.7	33.0	10.6	30.7	10.4	39.3
Max Q Clear Time (g_c+I1), s	10.1	10.7	15.6	6.8	10.3	19.1	7.6	22.0
Green Ext Time (p_c), s	0.1	3.8	0.1	1.1	0.0	7.7	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	35.3
HCM 6th LOS	D



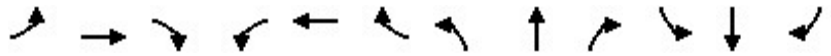
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	45	48	226	3	10	19	550	426	212	1265	22
Future Volume (veh/h)	30	45	48	226	3	10	19	550	426	212	1265	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	52	56	263	3	12	22	640	495	247	1471	26
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	485	239	258	400	95	379	34	1295	574	284	2608	46
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.02	0.36	0.36	0.16	0.50	0.50
Sat Flow, veh/h	1387	820	883	1277	325	1299	1781	3554	1573	1781	5166	91
Grp Volume(v), veh/h	35	0	108	263	0	15	22	640	495	247	969	528
Grp Sat Flow(s),veh/h/ln	1387	0	1703	1277	0	1624	1781	1777	1573	1781	1702	1853
Q Serve(g_s), s	1.5	0.0	3.9	15.9	0.0	0.5	1.0	11.3	23.6	11.0	16.0	16.0
Cycle Q Clear(g_c), s	2.0	0.0	3.9	19.8	0.0	0.5	1.0	11.3	23.6	11.0	16.0	16.0
Prop In Lane	1.00		0.52	1.00		0.80	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	485	0	497	400	0	474	34	1295	574	284	1719	936
V/C Ratio(X)	0.07	0.00	0.22	0.66	0.00	0.03	0.64	0.49	0.86	0.87	0.56	0.56
Avail Cap(c_a), veh/h	625	0	669	517	0	622	119	1369	606	299	1719	936
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	0.0	21.7	29.2	0.0	20.5	39.4	19.9	23.9	33.2	13.9	13.9
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.8	0.0	0.0	7.2	0.5	12.7	20.9	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.5	4.8	0.0	0.2	0.5	4.5	10.1	6.2	5.5	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.2	0.0	21.8	30.0	0.0	20.5	46.6	20.5	36.6	54.1	14.3	14.7
LnGrp LOS	C	A	C	C	A	C	D	C	D	D	B	B
Approach Vol, veh/h		143			278			1157			1744	
Approach Delay, s/veh		21.6			29.5			27.8			20.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.3	35.2		28.4	6.0	46.6		28.4
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	13.6	* 31		* 32	5.4	38.7		* 31
Max Q Clear Time (g_c+I1), s	13.0	25.6		5.9	3.0	18.0		21.8
Green Ext Time (p_c), s	0.0	3.9		0.4	0.0	10.5		0.4

Intersection Summary	
HCM 6th Ctrl Delay	23.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	503	1276	89	188	525	100	95	299	144	203	761	660
Future Volume (veh/h)	503	1276	89	188	525	100	95	299	144	203	761	660
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	585	1484	103	219	610	116	110	348	167	236	885	767
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	665	1656	114	959	2512	477	112	335	282	226	878	1220
Arrive On Green	0.19	0.49	0.49	0.54	0.84	0.84	0.06	0.18	0.18	0.13	0.25	0.25
Sat Flow, veh/h	3456	3369	233	1781	2980	565	1781	1870	1572	1781	3554	2761
Grp Volume(v), veh/h	585	779	808	219	363	363	110	348	167	236	885	767
Grp Sat Flow(s),veh/h/ln	1728	1777	1825	1781	1777	1768	1781	1870	1572	1781	1777	1381
Q Serve(g_s), s	23.0	55.6	56.6	9.1	5.6	5.7	8.6	25.1	13.7	17.8	34.6	30.2
Cycle Q Clear(g_c), s	23.0	55.6	56.6	9.1	5.6	5.7	8.6	25.1	13.7	17.8	34.6	30.2
Prop In Lane	1.00		0.13	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	665	873	897	959	1498	1491	112	335	282	226	878	1220
V/C Ratio(X)	0.88	0.89	0.90	0.23	0.24	0.24	0.98	1.04	0.59	1.04	1.01	0.63
Avail Cap(c_a), veh/h	1002	873	897	959	1498	1491	112	335	282	226	878	1220
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	0.99	0.99	0.99	0.80	0.80	0.80
Uniform Delay (d), s/veh	54.9	32.2	32.5	17.0	2.2	2.2	65.5	57.5	52.8	61.1	52.7	30.4
Incr Delay (d2), s/veh	6.1	13.4	13.9	0.5	0.3	0.3	78.7	59.0	3.5	64.9	29.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	26.0	27.3	3.8	1.4	1.4	6.4	17.3	5.6	12.1	18.8	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.1	45.6	46.4	17.5	2.5	2.5	144.2	116.5	56.2	126.0	81.7	31.4
LnGrp LOS	E	D	D	B	A	A	F	F	E	F	F	C
Approach Vol, veh/h		2172			945			625			1888	
Approach Delay, s/veh		50.1			6.0			105.3			66.8	
Approach LOS		D			A			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.8	30.0	83.2	74.0	13.2	39.6	31.4	125.8
Change Period (Y+Rc), s	5.0	* 4.9	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	17.8	* 25	9.4	* 69	8.8	34.0	40.6	37.0
Max Q Clear Time (g_c+I1), s	19.6	27.1	11.1	58.6	10.6	36.6	25.0	7.7
Green Ext Time (p_c), s	0.0	0.0	0.0	8.1	0.0	0.0	1.9	4.0

Intersection Summary	
HCM 6th Ctrl Delay	54.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1391	153	37	176	0	0	0	0	294	655	665
Future Volume (veh/h)	0	1391	153	37	176	0	0	0	0	294	655	665
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1480	163	39	187	0				313	697	707
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	3304	361	70	3916	0				332	798	862
Arrive On Green	0.00	1.00	1.00	0.04	1.00	0.00				0.31	0.31	0.31
Sat Flow, veh/h	0	3324	353	1781	3647	0				1056	2538	2741
Grp Volume(v), veh/h	0	808	835	39	187	0				539	471	707
Grp Sat Flow(s),veh/h/ln	0	1777	1806	1781	1777	0				1818	1777	1370
Q Serve(g_s), s	0.0	0.0	0.0	2.4	0.0	0.0				31.8	27.2	26.2
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.4	0.0	0.0				31.8	27.2	26.2
Prop In Lane	0.00		0.20	1.00		0.00				0.58		1.00
Lane Grp Cap(c), veh/h	0	1817	1847	70	3916	0				572	559	862
V/C Ratio(X)	0.00	0.44	0.45	0.56	0.05	0.00				0.94	0.84	0.82
Avail Cap(c_a), veh/h	0	1817	1847	70	3916	0				572	559	862
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.29	0.29	0.61	0.61	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	51.9	0.0	0.0				36.7	35.2	34.8
Incr Delay (d2), s/veh	0.0	0.2	0.2	3.8	0.0	0.0				25.8	14.4	8.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.1	1.1	0.0	0.0				18.1	14.0	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.2	0.2	55.7	0.0	0.0				62.5	49.6	43.4
LnGrp LOS	A	A	A	E	A	A				E	D	D
Approach Vol, veh/h		1643			226						1717	
Approach Delay, s/veh		0.2			9.6						51.1	
Approach LOS		A			A						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.7	120.8		40.0		129.5
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	4.3	* 56		34.6		63.4
Max Q Clear Time (g_c+I1), s	4.4	2.0		33.8		2.0
Green Ext Time (p_c), s	0.0	4.1		0.5		0.4

Intersection Summary	
HCM 6th Ctrl Delay	25.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	664	0	0	2128	513
Future Volume (veh/h)	0	664	0	0	2128	513
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	706			2264	546
Peak Hour Factor	0.94	0.94			0.94	0.94
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			3721	841
Arrive On Green	0.00	0.00			0.89	0.89
Sat Flow, veh/h	0				4333	941
Grp Volume(v), veh/h	0.0				1823	987
Grp Sat Flow(s),veh/h/ln					1702	1701
Q Serve(g_s), s					5.2	6.2
Cycle Q Clear(g_c), s					5.2	6.2
Prop In Lane						0.55
Lane Grp Cap(c), veh/h					3042	1520
V/C Ratio(X)					0.60	0.65
Avail Cap(c_a), veh/h					3404	1701
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.5	0.6
Incr Delay (d2), s/veh					0.2	0.7
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.1	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					0.8	1.3
LnGrp LOS					A	A
Approach Vol, veh/h					2810	
Approach Delay, s/veh					1.0	
Approach LOS					A	

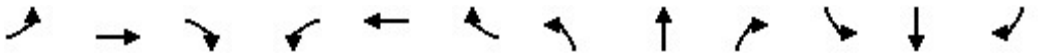
Timer - Assigned Phs	6
Phs Duration (G+Y+Rc), s	42.3
Change Period (Y+Rc), s	4.5
Max Green Setting (Gmax), s	42.3
Max Q Clear Time (g_c+I1), s	8.2
Green Ext Time (p_c), s	29.6

Intersection Summary	
HCM 6th Ctrl Delay	1.0
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

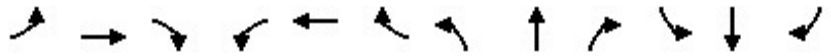
2026 Conditions



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	207	89	214	180	77	101	130	177	84	100	72
Future Volume (veh/h)	35	207	89	214	180	77	101	130	177	84	100	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	220	95	228	191	82	107	138	188	89	106	77
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	1308	660	314	808	636	137	756	471	115	713	308
Arrive On Green	0.03	0.37	0.37	0.09	0.43	0.43	0.08	0.21	0.21	0.06	0.20	0.20
Sat Flow, veh/h	1781	3554	1461	3456	1870	1471	1781	3554	1536	1781	3554	1534
Grp Volume(v), veh/h	37	220	95	228	191	82	107	138	188	89	106	77
Grp Sat Flow(s),veh/h/ln	1781	1777	1461	1728	1870	1471	1781	1777	1536	1781	1777	1534
Q Serve(g_s), s	1.8	3.7	3.4	5.7	5.7	3.0	5.2	2.8	8.6	4.4	2.2	3.8
Cycle Q Clear(g_c), s	1.8	3.7	3.4	5.7	5.7	3.0	5.2	2.8	8.6	4.4	2.2	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	48	1308	660	314	808	636	137	756	471	115	713	308
V/C Ratio(X)	0.77	0.17	0.14	0.73	0.24	0.13	0.78	0.18	0.40	0.77	0.15	0.25
Avail Cap(c_a), veh/h	602	1600	780	1167	842	662	602	1600	836	602	1600	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	18.9	14.6	39.3	16.0	15.2	40.3	28.6	24.5	40.9	29.3	29.9
Incr Delay (d2), s/veh	9.3	0.1	0.1	1.2	0.1	0.0	3.6	0.1	0.5	4.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.5	1.1	2.4	2.4	1.0	2.4	1.2	3.1	2.0	0.9	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	19.0	14.7	40.5	16.0	15.2	43.9	28.7	25.1	45.0	29.3	30.0
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		352			501			433			272	
Approach Delay, s/veh		21.3			27.0			30.9			34.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	38.6	12.2	24.5	7.8	44.3	11.1	25.6
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	7.7	5.7	7.2	5.8	3.8	7.7	6.4	10.6
Green Ext Time (p_c), s	0.4	2.3	0.1	0.6	0.0	1.0	0.1	1.6

Intersection Summary	
HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C



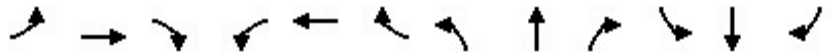
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	0	9	21	0	38	82	313	24	71	288	34
Future Volume (veh/h)	10	0	9	21	0	38	82	313	24	71	288	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	0	10	23	0	41	89	340	26	77	313	37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	260	43	126	461	0	369	120	1557	117	109	1462	168
Arrive On Green	0.18	0.00	0.18	0.18	0.00	0.18	0.07	0.32	0.32	0.06	0.32	0.32
Sat Flow, veh/h	543	244	716	1394	0	1547	1781	4831	363	1781	4626	532
Grp Volume(v), veh/h	21	0	0	23	0	41	89	238	128	77	228	122
Grp Sat Flow(s),veh/h/ln	1504	0	0	1394	0	1547	1781	1702	1790	1781	1702	1754
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.7	1.6	1.7	1.7	1.4	1.6	1.7
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.4	0.0	0.7	1.6	1.7	1.7	1.4	1.6	1.7
Prop In Lane	0.52		0.48	1.00		1.00	1.00		0.20	1.00		0.30
Lane Grp Cap(c), veh/h	429	0	0	461	0	369	120	1097	577	109	1076	554
V/C Ratio(X)	0.05	0.00	0.00	0.05	0.00	0.11	0.74	0.22	0.22	0.71	0.21	0.22
Avail Cap(c_a), veh/h	1890	0	0	1865	0	1951	1601	6119	3218	1601	6119	3153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.5	0.0	0.0	11.5	0.0	10.0	15.3	8.2	8.3	15.4	8.4	8.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.1	0.3	3.1	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.2	0.7	0.5	0.5	0.6	0.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	0.0	0.0	11.5	0.0	10.0	18.6	8.4	8.5	18.5	8.5	8.6
LnGrp LOS	B	A	A	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		21			64			455			427	
Approach Delay, s/veh		11.5			10.6			10.4			10.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.4	16.2		10.8	6.6	16.0		10.8
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.4	3.7		2.3	3.6	3.7		2.7
Green Ext Time (p_c), s	0.1	3.5		0.1	0.1	2.9		0.1

Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	11	29	41	51	13	360	634	114	41	425	195
Future Volume (veh/h)	19	11	29	41	51	13	360	634	114	41	425	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.75	1.00		0.74	1.00		0.94	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	12	31	44	55	14	387	682	123	44	457	210
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	476	301	57	474	299	417	1720	720	57	666	302
Arrive On Green	0.03	0.25	0.25	0.03	0.25	0.25	0.23	0.48	0.48	0.03	0.29	0.29
Sat Flow, veh/h	1781	1870	1181	1781	1870	1180	1781	3554	1487	1781	2298	1043
Grp Volume(v), veh/h	20	12	31	44	55	14	387	682	123	44	352	315
Grp Sat Flow(s),veh/h/ln	1781	1870	1181	1781	1870	1180	1781	1777	1487	1781	1777	1564
Q Serve(g_s), s	1.3	0.6	2.4	2.9	2.7	1.1	25.1	14.5	5.5	2.9	20.7	21.2
Cycle Q Clear(g_c), s	1.3	0.6	2.4	2.9	2.7	1.1	25.1	14.5	5.5	2.9	20.7	21.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.67
Lane Grp Cap(c), veh/h	58	476	301	57	474	299	417	1720	720	57	515	454
V/C Ratio(X)	0.34	0.03	0.10	0.77	0.12	0.05	0.93	0.40	0.17	0.77	0.68	0.69
Avail Cap(c_a), veh/h	452	476	301	452	474	299	452	1803	755	452	901	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	33.1	33.8	56.8	34.0	33.3	44.3	19.5	17.2	56.8	37.2	37.3
Incr Delay (d2), s/veh	1.3	0.0	0.1	8.0	0.0	0.0	25.0	0.2	0.1	8.0	4.4	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.3	0.7	1.4	1.2	0.3	13.9	6.0	1.9	1.4	9.6	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.2	33.1	33.8	64.9	34.0	33.4	69.3	19.7	17.3	64.9	41.5	42.5
LnGrp LOS	E	C	C	E	C	C	E	B	B	E	D	D
Approach Vol, veh/h		63			113			1192			711	
Approach Delay, s/veh		41.1			45.9			35.6			43.4	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	65.9	8.2	35.0	32.1	43.0	8.3	34.9
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	4.9	16.5	4.9	4.4	27.1	23.2	3.3	4.7
Green Ext Time (p_c), s	0.0	7.8	0.0	0.1	0.6	11.1	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	39.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

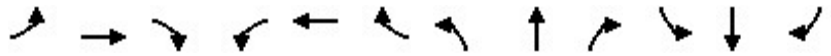
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	181	17	148	118	0	0	0	0	195	24	31
Future Volume (veh/h)	0	181	17	148	118	0	0	0	0	195	24	31
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	199	19	163	130	0				233	0	34
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	239	476	209	342	653	0				963	0	633
Arrive On Green	0.00	0.13	0.13	0.19	0.19	0.00				0.27	0.00	0.27
Sat Flow, veh/h	1781	3554	1561	1781	3572	0				3563	0	1557
Grp Volume(v), veh/h	0	199	19	163	130	0				233	0	34
Grp Sat Flow(s),veh/h/ln	1781	1777	1561	1781	1702	0				1781	0	1557
Q Serve(g_s), s	0.0	1.8	0.4	2.9	1.2	0.0				1.8	0.0	0.5
Cycle Q Clear(g_c), s	0.0	1.8	0.4	2.9	1.2	0.0				1.8	0.0	0.5
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	239	476	209	342	653	0				963	0	633
V/C Ratio(X)	0.00	0.42	0.09	0.48	0.20	0.00				0.24	0.00	0.05
Avail Cap(c_a), veh/h	2978	5940	2610	2978	5690	0				3474	0	1731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.3	13.6	12.9	12.2	0.0				10.2	0.0	6.5
Incr Delay (d2), s/veh	0.0	0.2	0.1	1.2	0.2	0.0				0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.1	0.9	0.3	0.0				0.6	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.5	13.7	14.1	12.4	0.0				10.3	0.0	6.5
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		218			293						267	
Approach Delay, s/veh		14.4			13.3						9.8	
Approach LOS		B			B						A	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		8.8		15.9		11.2
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		3.8		3.8		4.9
Green Ext Time (p_c), s		0.8		0.5		2.0

Intersection Summary	
HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	321	0	0	254	331	29	6	60	22	0	287
Future Volume (veh/h)	83	321	0	0	254	331	29	6	60	22	0	287
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	92	357	0	0	282	368	32	7	67	24	0	319
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	123	1621	0	0	577	510	148	12	118	28	0	376
Arrive On Green	0.07	0.46	0.00	0.00	0.32	0.32	0.08	0.08	0.08	0.25	0.00	0.25
Sat Flow, veh/h	1781	3647	0	0	1870	1570	1781	148	1413	111	0	1477
Grp Volume(v), veh/h	92	357	0	0	282	368	32	0	74	343	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1570	1781	0	1560	1589	0	0
Q Serve(g_s), s	3.6	4.4	0.0	0.0	9.2	14.8	1.2	0.0	3.3	14.7	0.0	0.0
Cycle Q Clear(g_c), s	3.6	4.4	0.0	0.0	9.2	14.8	1.2	0.0	3.3	14.7	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.91	0.07		0.93
Lane Grp Cap(c), veh/h	123	1621	0	0	577	510	148	0	130	404	0	0
V/C Ratio(X)	0.75	0.22	0.00	0.00	0.49	0.72	0.22	0.00	0.57	0.85	0.00	0.00
Avail Cap(c_a), veh/h	744	2969	0	0	1484	1312	992	0	869	885	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	32.8	11.8	0.0	0.0	19.5	21.4	30.7	0.0	31.7	25.5	0.0	0.0
Incr Delay (d2), s/veh	10.3	0.0	0.0	0.0	0.8	2.4	0.3	0.0	1.5	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.4	0.0	0.0	3.4	5.1	0.5	0.0	1.2	5.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.2	11.8	0.0	0.0	20.3	23.8	31.0	0.0	33.1	27.4	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	C	C	A	A
Approach Vol, veh/h		449			650			106			343	
Approach Delay, s/veh		18.2			22.2			32.5			27.4	
Approach LOS		B			C			C			C	

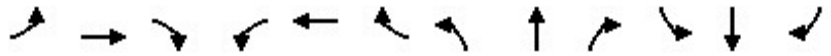
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		37.2		22.3	9.5	27.7		12.4				
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4				
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s		6.4		16.7	5.6	16.8		5.3				
Green Ext Time (p_c), s		1.4		1.6	0.3	5.3		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		22.9
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



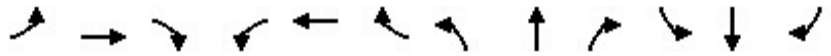
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	347	61	304	400	0	0	0	0	387	244	195
Future Volume (veh/h)	0	347	61	304	400	0	0	0	0	387	244	195
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	354	62	310	408	0				395	249	199
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1898	843	390	2484	0				656	345	285
Arrive On Green	0.00	0.53	0.53	0.23	1.00	0.00				0.18	0.18	0.18
Sat Flow, veh/h	0	3647	1579	3456	3647	0				3563	1870	1546
Grp Volume(v), veh/h	0	354	62	310	408	0				395	249	199
Grp Sat Flow(s),veh/h/ln	0	1777	1579	1728	1777	0				1781	1870	1546
Q Serve(g_s), s	0.0	4.3	1.6	7.1	0.0	0.0				8.5	10.5	10.1
Cycle Q Clear(g_c), s	0.0	4.3	1.6	7.1	0.0	0.0				8.5	10.5	10.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1898	843	390	2484	0				656	345	285
V/C Ratio(X)	0.00	0.19	0.07	0.80	0.16	0.00				0.60	0.72	0.70
Avail Cap(c_a), veh/h	0	1898	843	703	2484	0				1361	715	591
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.99	0.99	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.1	9.5	31.6	0.0	0.0				31.4	32.2	32.1
Incr Delay (d2), s/veh	0.0	0.2	0.2	1.4	0.1	0.0				0.3	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	0.5	2.6	0.0	0.0				3.6	4.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.3	9.7	33.0	0.1	0.0				31.8	33.3	33.2
LnGrp LOS	A	B	A	C	A	A				C	C	C
Approach Vol, veh/h		416			718						843	
Approach Delay, s/veh		10.2			14.3						32.6	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.9	49.8		20.4		63.6
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	9.1	6.3		12.5		2.0
Green Ext Time (p_c), s	0.4	2.3		2.0		3.0

Intersection Summary	
HCM 6th Ctrl Delay	21.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

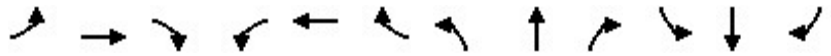


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	212	533	0	0	573	563	124	204	26	0	0	0
Future Volume (veh/h)	212	533	0	0	573	563	124	204	26	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	214	538	0	0	579	569	125	206	26			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1281	2714	0	0	1189	519	206	378	47			
Arrive On Green	0.74	1.00	0.00	0.00	0.33	0.33	0.12	0.12	0.12			
Sat Flow, veh/h	3456	3647	0	0	3647	1553	1721	3157	394			
Grp Volume(v), veh/h	214	538	0	0	579	569	130	110	118			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1553	1784	1702	1785			
Q Serve(g_s), s	1.5	0.0	0.0	0.0	10.9	28.1	5.8	5.1	5.2			
Cycle Q Clear(g_c), s	1.5	0.0	0.0	0.0	10.9	28.1	5.8	5.1	5.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.96		0.22			
Lane Grp Cap(c), veh/h	1281	2714	0	0	1189	519	213	204	214			
V/C Ratio(X)	0.17	0.20	0.00	0.00	0.49	1.10	0.61	0.54	0.55			
Avail Cap(c_a), veh/h	1281	2714	0	0	1189	519	597	569	597			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	7.0	0.0	0.0	0.0	22.2	28.0	35.1	34.8	34.9			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.4	68.0	1.0	0.8	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.0	0.0	4.4	19.1	2.5	2.1	2.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.1	0.2	0.0	0.0	23.6	96.0	36.1	35.6	35.7			
LnGrp LOS	A	A	A	A	C	F	D	D	D			
Approach Vol, veh/h		752			1148			357				
Approach Delay, s/veh		2.1			59.5			35.8				
Approach LOS		A			E			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.0			36.0	33.0		15.0				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			3.5	30.1		7.8				
Green Ext Time (p_c), s		4.4			0.4	0.0		1.3				

Intersection Summary	
HCM 6th Ctrl Delay	36.6
HCM 6th LOS	D

Notes

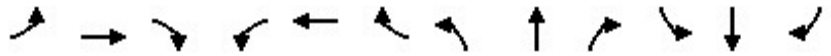
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	17	44	12	904	19	0	0	0
Future Volume (veh/h)	0	0	0	0	17	44	12	904	19	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	22	56	15	1159	24			
Peak Hour Factor				0.78	0.78	0.78	0.78	0.78	0.78			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	30	77	115	3109	64			
Arrive On Green				0.00	0.06	0.06	0.63	0.63	0.63			
Sat Flow, veh/h				0	465	1184	18	4973	102			
Grp Volume(v), veh/h				0	0	78	439	364	395			
Grp Sat Flow(s),veh/h/ln				0	0	1650	1864	1549	1680			
Q Serve(g_s), s				0.0	0.0	1.7	0.0	4.1	4.1			
Cycle Q Clear(g_c), s				0.0	0.0	1.7	4.1	4.1	4.1			
Prop In Lane				0.00		0.72	0.03		0.06			
Lane Grp Cap(c), veh/h				0	0	107	1270	968	1051			
V/C Ratio(X)				0.00	0.00	0.73	0.35	0.38	0.38			
Avail Cap(c_a), veh/h				0	0	1843	3214	2596	2816			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	16.4	3.3	3.3	3.3			
Incr Delay (d2), s/veh				0.0	0.0	3.6	0.2	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.6	0.6	0.5	0.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	20.0	3.5	3.6	3.6			
LnGrp LOS				A	A	B	A	A	A			
Approach Vol, veh/h					78			1198				
Approach Delay, s/veh					20.0			3.6				
Approach LOS					B			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	28.0							7.8				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	6.1							3.7				
Green Ext Time (p_c), s	16.3							0.3				

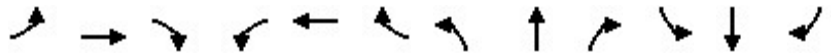
Intersection Summary												
HCM 6th Ctrl Delay			4.6									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	149	63	335	277	60	169	242	65	60	253	56
Future Volume (veh/h)	42	149	63	335	277	60	169	242	65	60	253	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	160	68	360	298	65	182	260	70	65	272	60
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	294	246	416	529	115	230	1044	264	83	741	155
Arrive On Green	0.03	0.16	0.16	0.23	0.36	0.36	0.13	0.26	0.26	0.05	0.18	0.18
Sat Flow, veh/h	1781	1870	1570	1781	1486	324	1781	4034	1022	1781	4202	881
Grp Volume(v), veh/h	45	160	68	360	0	363	182	217	113	65	218	114
Grp Sat Flow(s),veh/h/ln	1781	1870	1570	1781	0	1810	1781	1702	1653	1781	1702	1679
Q Serve(g_s), s	1.6	4.9	2.4	12.1	0.0	10.1	6.2	3.2	3.4	2.3	3.5	3.8
Cycle Q Clear(g_c), s	1.6	4.9	2.4	12.1	0.0	10.1	6.2	3.2	3.4	2.3	3.5	3.8
Prop In Lane	1.00		1.00	1.00		0.18	1.00		0.62	1.00		0.52
Lane Grp Cap(c), veh/h	62	294	246	416	0	645	230	880	427	83	601	296
V/C Ratio(X)	0.73	0.54	0.28	0.86	0.00	0.56	0.79	0.25	0.26	0.78	0.36	0.39
Avail Cap(c_a), veh/h	854	1196	1004	854	0	1158	854	3265	1585	854	3265	1611
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	24.3	23.2	23.0	0.0	16.2	26.4	18.4	18.5	29.5	22.7	22.8
Incr Delay (d2), s/veh	6.0	0.6	0.2	2.1	0.0	0.8	2.3	0.3	0.6	5.8	0.7	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.1	0.9	5.1	0.0	4.0	2.6	1.2	1.3	1.0	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.9	24.9	23.5	25.2	0.0	17.0	28.8	18.6	19.1	35.3	23.3	24.2
LnGrp LOS	D	C	C	C	A	B	C	B	B	D	C	C
Approach Vol, veh/h		273			723			512			397	
Approach Delay, s/veh		26.3			21.1			22.3			25.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	21.5	19.0	14.7	12.5	16.3	6.6	27.2
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	14.3	5.4	14.1	6.9	8.2	5.8	3.6	12.1
Green Ext Time (p_c), s	0.1	4.1	0.5	0.7	0.2	4.0	0.0	2.5

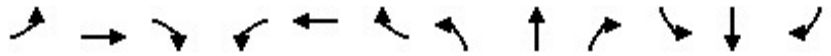
Intersection Summary	
HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	104	187	137	176	0	0	0	0	87	1403	482
Future Volume (veh/h)	0	104	187	137	176	0	0	0	0	87	1403	482
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	118	212	156	200	0				99	1594	548
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	446	378	262	404	0				1104	2333	781
Arrive On Green	0.00	0.24	0.24	0.24	0.24	0.00				0.62	0.62	0.62
Sat Flow, veh/h	0	1870	1585	783	1779	0				1781	3765	1261
Grp Volume(v), veh/h	0	118	212	171	185	0				99	1437	705
Grp Sat Flow(s),veh/h/ln	0	1870	1585	860	1617	0				1781	1702	1622
Q Serve(g_s), s	0.0	4.7	10.8	13.7	9.0	0.0				2.0	25.4	26.7
Cycle Q Clear(g_c), s	0.0	4.7	10.8	18.4	9.0	0.0				2.0	25.4	26.7
Prop In Lane	0.00		1.00	0.91		0.00				1.00		0.78
Lane Grp Cap(c), veh/h	0	446	378	280	385	0				1104	2109	1005
V/C Ratio(X)	0.00	0.26	0.56	0.61	0.48	0.00				0.09	0.68	0.70
Avail Cap(c_a), veh/h	0	614	520	378	531	0				1169	2234	1065
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	28.3	30.6	35.7	30.0	0.0				7.0	11.4	11.7
Incr Delay (d2), s/veh	0.0	0.1	0.5	1.6	0.7	0.0				0.1	1.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.1	4.1	3.8	3.6	0.0				0.7	8.7	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.4	31.1	37.3	30.6	0.0				7.1	12.5	14.1
LnGrp LOS	A	C	C	D	C	A				A	B	B
Approach Vol, veh/h		330			356						2241	
Approach Delay, s/veh		30.1			33.8						12.7	
Approach LOS		C			C						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		28.5		62.9		28.5
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		12.8		28.7		20.4
Green Ext Time (p_c), s		0.8		27.9		1.4

Intersection Summary	
HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B



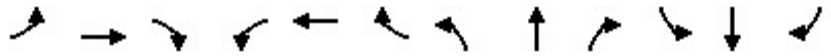
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	17	82	0	33	22	275	960	21	0	0	0
Future Volume (veh/h)	92	17	82	0	33	22	275	960	21	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	97	18	86	0	35	23	289	1011	22			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	361	50	1056	0	170	112	899	1794	39			
Arrive On Green	0.16	0.16	0.16	0.00	0.16	0.16	0.50	0.50	0.50			
Sat Flow, veh/h	971	309	1570	0	1045	687	1781	3553	77			
Grp Volume(v), veh/h	115	0	86	0	0	58	289	506	527			
Grp Sat Flow(s),veh/h/ln	1281	0	1570	0	0	1731	1781	1777	1854			
Q Serve(g_s), s	2.0	0.0	0.0	0.0	0.0	1.0	3.1	6.5	6.5			
Cycle Q Clear(g_c), s	3.0	0.0	0.0	0.0	0.0	1.0	3.1	6.5	6.5			
Prop In Lane	0.84		1.00	0.00		0.40	1.00		0.04			
Lane Grp Cap(c), veh/h	411	0	1056	0	0	282	899	897	936			
V/C Ratio(X)	0.28	0.00	0.08	0.00	0.00	0.21	0.32	0.56	0.56			
Avail Cap(c_a), veh/h	1464	0	2236	0	0	1583	1601	1597	1666			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	12.9	0.0	1.9	0.0	0.0	11.9	4.8	5.6	5.6			
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.1	0.2	0.6	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.0	0.0	0.3	0.6	1.3	1.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.2	0.0	1.9	0.0	0.0	12.0	5.0	6.2	6.2			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		201			58			1322				
Approach Delay, s/veh		8.4			12.0			5.9				
Approach LOS		A			B			A				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	21.1	11.7	11.7
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	8.5	5.0	3.0
Green Ext Time (p_c), s	8.1	0.9	0.2

Intersection Summary	
HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	23	28	10	7	7	31	440	126	103	607	8
Future Volume (veh/h)	3	23	28	10	7	7	31	440	126	103	607	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	25	31	11	8	8	34	484	138	113	667	9
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	409	145	180	373	164	164	54	2174	663	227	2392	32
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.03	0.43	0.43	0.07	0.46	0.46
Sat Flow, veh/h	1391	757	939	1342	856	856	1781	5106	1558	3456	5190	70
Grp Volume(v), veh/h	3	0	56	11	0	16	34	484	138	113	437	239
Grp Sat Flow(s),veh/h/ln	1391	0	1697	1342	0	1713	1781	1702	1558	1728	1702	1855
Q Serve(g_s), s	0.1	0.0	1.3	0.3	0.0	0.4	0.9	2.8	2.6	1.5	3.7	3.7
Cycle Q Clear(g_c), s	0.4	0.0	1.3	1.6	0.0	0.4	0.9	2.8	2.6	1.5	3.7	3.7
Prop In Lane	1.00		0.55	1.00		0.50	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	409	0	325	373	0	328	54	2174	663	227	1569	855
V/C Ratio(X)	0.01	0.00	0.17	0.03	0.00	0.05	0.63	0.22	0.21	0.50	0.28	0.28
Avail Cap(c_a), veh/h	1327	0	1445	1259	0	1458	1138	6522	1989	2207	4348	2370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	0.0	15.9	16.6	0.0	15.5	22.5	8.6	8.5	21.2	7.8	7.8
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.0	4.3	0.1	0.3	0.6	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	0.1	0.0	0.1	0.4	0.8	0.7	0.6	1.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.7	0.0	16.0	16.6	0.0	15.5	26.8	8.6	8.8	21.8	7.9	8.0
LnGrp LOS	B	A	B	B	A	B	C	A	A	C	A	A
Approach Vol, veh/h		59			27			656			789	
Approach Delay, s/veh		16.0			16.0			9.6			9.9	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.5	25.7		13.8	5.8	27.4		13.8
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	3.5	4.8		3.3	2.9	5.7		3.6
Green Ext Time (p_c), s	0.2	7.6		0.2	0.0	4.8		0.1

Intersection Summary	
HCM 6th Ctrl Delay	10.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

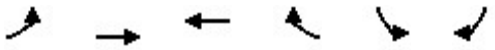
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2249	10	0	4510	4	0	0	3	0	0	2
Future Vol, veh/h	0	2249	10	0	4510	4	0	0	3	0	0	2
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	2471	11	0	4956	4	0	0	3	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1241	-	-	2482
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	143	0	0	19
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	143	-	-	19
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	30.8	217.9
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	143	-	-	-	-	19
HCM Lane V/C Ratio	0.023	-	-	-	-	0.116
HCM Control Delay (s)	30.8	-	-	-	-	217.9
HCM Lane LOS	D	-	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.3



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	775	1496	2104	56	28	50
Future Volume (veh/h)	775	1496	2104	56	28	50
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	881	1700	2391	0	32	57
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	814	4290	2930		90	80
Arrive On Green	0.24	0.86	0.59	0.00	0.05	0.05
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	881	1700	2391	0	32	57
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	27.8	8.5	44.8	0.0	2.0	4.2
Cycle Q Clear(g_c), s	27.8	8.5	44.8	0.0	2.0	4.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	814	4290	2930		90	80
V/C Ratio(X)	1.08	0.40	0.82		0.36	0.71
Avail Cap(c_a), veh/h	814	4290	2930		479	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.45	0.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	1.7	19.3	0.0	54.2	55.2
Incr Delay (d2), s/veh	56.1	0.3	1.2	0.0	0.9	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.8	1.0	15.6	0.0	0.9	3.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	101.2	2.0	20.5	0.0	55.1	59.5
LnGrp LOS	F	A	C		E	E
Approach Vol, veh/h		2581	2391	A	89	
Approach Delay, s/veh		35.9	20.5		57.9	
Approach LOS		D	C		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		106.9		11.1	32.2	74.7
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		75.8		31.7	27.8	* 44
Max Q Clear Time (g_c+I1), s		10.5		6.2	29.8	46.8
Green Ext Time (p_c), s		51.5		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	29.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	293	665	25	48	991	41	126	209	69	44	152	508
Future Volume (veh/h)	293	665	25	48	991	41	126	209	69	44	152	508
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.94	1.00		0.88
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	315	715	27	52	1066	44	135	225	74	47	163	546
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	340	1635	62	203	1382	57	159	912	274	61	934	558
Arrive On Green	0.19	0.47	0.47	0.15	0.53	0.53	0.09	0.24	0.24	0.03	0.18	0.18
Sat Flow, veh/h	1781	3489	132	1781	3477	144	1781	3833	1151	1781	5106	1398
Grp Volume(v), veh/h	315	364	378	52	545	565	135	197	102	47	163	546
Grp Sat Flow(s),veh/h/ln	1781	1777	1844	1781	1777	1844	1781	1702	1581	1781	1702	1398
Q Serve(g_s), s	24.3	19.2	19.2	3.6	34.2	34.2	10.5	6.6	7.3	3.7	3.8	25.6
Cycle Q Clear(g_c), s	24.3	19.2	19.2	3.6	34.2	34.2	10.5	6.6	7.3	3.7	3.8	25.6
Prop In Lane	1.00		0.07	1.00		0.08	1.00		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	340	833	864	203	706	733	159	810	376	61	934	558
V/C Ratio(X)	0.93	0.44	0.44	0.26	0.77	0.77	0.85	0.24	0.27	0.77	0.17	0.98
Avail Cap(c_a), veh/h	382	833	864	203	706	733	244	810	376	244	934	558
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	0.99	0.99	0.99	0.99	0.99	0.99
Uniform Delay (d), s/veh	55.7	24.9	24.9	54.2	27.9	27.9	62.8	43.2	43.5	67.1	48.3	44.2
Incr Delay (d2), s/veh	27.0	1.7	1.6	2.7	7.1	6.8	9.9	0.2	0.4	7.5	0.1	32.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.3	8.3	8.6	1.7	14.2	14.7	5.2	2.8	2.9	1.8	1.6	23.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.7	26.5	26.5	56.9	35.0	34.8	72.7	43.3	43.9	74.5	48.4	76.7
LnGrp LOS	F	C	C	E	D	C	E	D	D	E	D	E
Approach Vol, veh/h		1057			1162			434			756	
Approach Delay, s/veh		43.3			35.9			52.6			70.5	
Approach LOS		D			D			D			E	

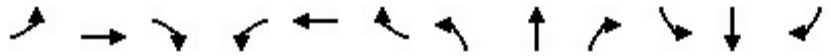
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	38.3	21.7	70.8	16.9	30.6	31.1	61.4
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.3	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	5.7	9.3	5.6	21.2	12.5	27.6	26.3	36.2
Green Ext Time (p_c), s	0.0	1.8	0.0	7.1	0.1	0.0	0.3	4.2

Intersection Summary	
HCM 6th Ctrl Delay	48.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	683	73	29	169	0	0	0	0	183	217	935
Future Volume (veh/h)	0	683	73	29	169	0	0	0	0	183	217	935
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	767	82	33	190	0				206	244	1051
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1303	139	58	1660	0				796	1673	696
Arrive On Green	0.00	0.81	0.81	0.03	0.47	0.00				0.45	0.45	0.45
Sat Flow, veh/h	0	3327	346	1781	3647	0				1781	3741	1556
Grp Volume(v), veh/h	0	421	428	33	190	0				206	244	1051
Grp Sat Flow(s),veh/h/ln	0	1777	1802	1781	1777	0				1781	1870	1556
Q Serve(g_s), s	0.0	12.2	12.3	2.6	4.2	0.0				10.1	5.4	62.6
Cycle Q Clear(g_c), s	0.0	12.2	12.3	2.6	4.2	0.0				10.1	5.4	62.6
Prop In Lane	0.00		0.19	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	716	726	58	1660	0				796	1673	696
V/C Ratio(X)	0.00	0.59	0.59	0.57	0.11	0.00				0.26	0.15	1.51
Avail Cap(c_a), veh/h	0	716	726	99	1660	0				796	1673	696
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.94	0.94	0.83	0.83	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.3	9.3	66.8	21.0	0.0				24.2	22.9	38.7
Incr Delay (d2), s/veh	0.0	3.3	3.3	2.7	0.1	0.0				0.8	0.2	237.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.6	3.6	1.2	1.8	0.0				4.6	2.5	69.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.6	12.6	69.4	21.1	0.0				25.0	23.1	275.8
LnGrp LOS	A	B	B	E	C	A				C	C	F
Approach Vol, veh/h		849			223						1501	
Approach Delay, s/veh		12.6			28.3						200.3	
Approach LOS		B			C						F	

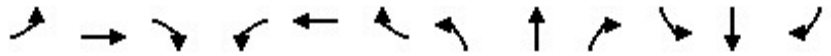
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.0	63.0		68.0		72.0
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	7.6	* 55		62.6		65.4
Max Q Clear Time (g_c+I1), s	4.6	14.3		64.6		6.2
Green Ext Time (p_c), s	0.0	1.6		0.0		0.4

Intersection Summary		
HCM 6th Ctrl Delay		123.5
HCM 6th LOS		F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	520	352	0	0	172	141	45	104	36	0	0	0
Future Volume (veh/h)	520	352	0	0	172	141	45	104	36	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	553	374	0	0	183	150	48	111	38			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1529	1487	0	0	554	426	85	212	127			
Arrive On Green	0.44	0.79	0.00	0.00	0.29	0.29	0.08	0.08	0.08			
Sat Flow, veh/h	3456	1870	0	0	1993	1461	1029	2567	1537			
Grp Volume(v), veh/h	553	374	0	0	170	163	85	74	38			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1584	1819	1777	1537			
Q Serve(g_s), s	8.5	4.1	0.0	0.0	6.0	6.5	3.6	3.2	1.9			
Cycle Q Clear(g_c), s	8.5	4.1	0.0	0.0	6.0	6.5	3.6	3.2	1.9			
Prop In Lane	1.00		0.00	0.00		0.92	0.57		1.00			
Lane Grp Cap(c), veh/h	1529	1487	0	0	518	461	150	147	127			
V/C Ratio(X)	0.36	0.25	0.00	0.00	0.33	0.35	0.57	0.51	0.30			
Avail Cap(c_a), veh/h	1529	1487	0	0	580	517	389	380	329			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.80	0.80	0.00	0.00	1.00	1.00	0.98	0.98	0.98			
Uniform Delay (d), s/veh	14.8	2.1	0.0	0.0	22.2	22.4	35.3	35.1	34.5			
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.0	0.1	0.2	1.2	1.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.0	0.7	0.0	0.0	2.4	2.3	1.6	1.4	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.9	2.4	0.0	0.0	22.4	22.6	36.5	36.1	35.0			
LnGrp LOS	B	A	A	A	C	C	D	D	D			
Approach Vol, veh/h		927			333			197				
Approach Delay, s/veh		9.9			22.5			36.1				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.5			40.3	28.2		11.5				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		6.1			10.5	8.5		5.6				
Green Ext Time (p_c), s		1.4			1.6	1.1		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	16.3
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

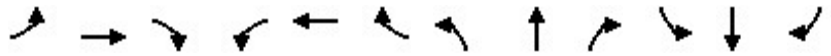
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	100	1691	513	0	0	1494
Future Volume (veh/h)	100	1691	513	0	0	1494
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	108	0	552	0	0	1606
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	156		3181	0	259	5172
Arrive On Green	0.09	0.00	0.64	0.00	0.00	0.82
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	108	0	552	0	0	1606
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	6.5	0.0	5.0	0.0	0.0	6.7
Cycle Q Clear(g_c), s	6.5	0.0	5.0	0.0	0.0	6.7
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	156		3181	0	259	5172
V/C Ratio(X)	0.69		0.17	0.00	0.00	0.31
Avail Cap(c_a), veh/h	486		3181	0	742	5172
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.00	0.87	0.00	0.00	0.92
Uniform Delay (d), s/veh	48.7	0.0	8.1	0.0	0.0	2.3
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	1.6	0.0	0.0	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.1	0.0	8.1	0.0	0.0	2.4
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	108	A	552			1606
Approach Delay, s/veh	50.1		8.1			2.4
Approach LOS	D		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	20.4	75.1			95.5	14.5
Change Period (Y+Rc), s	4.4	4.9			4.9	4.9
Max Green Setting (Gmax), s	15.8	20.0			70.2	30.0
Max Q Clear Time (g_c+I1), s	10.0	7.0			8.7	8.5
Green Ext Time (p_c), s	0.0	3.8			23.4	0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



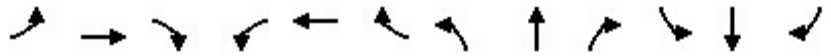
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	243	1688	133	111	241	0	0	191	25
Future Volume (veh/h)	0	0	0	243	1688	133	111	241	0	0	191	25
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.88
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				259	1796	141	118	256	0	0	203	27
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				340	2521	202	146	1439	0	0	639	80
Arrive On Green				0.19	0.19	0.19	0.16	0.56	0.00	0.00	0.14	0.14
Sat Flow, veh/h				593	4395	353	1781	5274	0	0	4682	567
Grp Volume(v), veh/h				804	674	719	118	256	0	0	150	80
Grp Sat Flow(s),veh/h/ln				1841	1702	1799	1781	1702	0	0	1702	1677
Q Serve(g_s), s				45.5	40.6	41.1	7.0	2.7	0.0	0.0	4.4	4.7
Cycle Q Clear(g_c), s				45.5	40.6	41.1	7.0	2.7	0.0	0.0	4.4	4.7
Prop In Lane				0.32		0.20	1.00		0.00	0.00		0.34
Lane Grp Cap(c), veh/h				1056	976	1032	146	1439	0	0	482	237
V/C Ratio(X)				0.76	0.69	0.70	0.81	0.18	0.00	0.00	0.31	0.34
Avail Cap(c_a), veh/h				1056	976	1032	155	1629	0	0	591	291
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.65	0.65	0.65	0.68	0.68	0.00	0.00	0.95	0.95
Uniform Delay (d), s/veh				37.5	35.5	35.7	45.1	17.8	0.0	0.0	42.4	42.6
Incr Delay (d2), s/veh				3.4	2.6	2.6	16.4	0.0	0.0	0.0	0.2	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				23.4	19.2	20.4	3.5	1.0	0.0	0.0	1.8	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				40.9	38.1	38.2	61.5	17.9	0.0	0.0	42.6	43.1
LnGrp LOS				D	D	D	E	B	A	A	D	D
Approach Vol, veh/h					2196			374			230	
Approach Delay, s/veh					39.1			31.6			42.8	
Approach LOS					D			C			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	14.9	22.0	69.0	36.9
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	9.6	* 19	63.1	35.1
Max Q Clear Time (g_c+I1), s	9.0	6.7	47.5	4.7
Green Ext Time (p_c), s	0.0	0.8	11.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	38.4
HCM 6th LOS	D

Notes

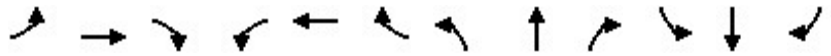
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	276	2032	0	0	0	0	0	175	58
Future Volume (veh/h)	0	0	0	276	2032	0	0	0	0	0	175	58
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				291	2139	0				0	184	61
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				418	3306	0				0	761	229
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				589	4824	0				0	4007	1156
Grp Volume(v), veh/h				910	1520	0				0	161	84
Grp Sat Flow(s),veh/h/ln				1841	1702	0				0	1702	1591
Q Serve(g_s), s				49.7	44.1	0.0				0.0	4.4	4.9
Cycle Q Clear(g_c), s				49.7	44.1	0.0				0.0	4.4	4.9
Prop In Lane				0.32		0.00				0.00		0.73
Lane Grp Cap(c), veh/h				1307	2417	0				0	675	315
V/C Ratio(X)				0.70	0.63	0.00				0.00	0.24	0.27
Avail Cap(c_a), veh/h				1307	2417	0				0	675	315
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				31.3	29.1	0.0				0.0	37.1	37.3
Incr Delay (d2), s/veh				3.1	1.3	0.0				0.0	0.8	2.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				25.5	20.4	0.0				0.0	1.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				34.3	30.4	0.0				0.0	38.0	39.4
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2430						245	
Approach Delay, s/veh					31.8						38.4	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.7		83.3						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.8		78.1						
Max Q Clear Time (g_c+I1), s				6.9		51.7						
Green Ext Time (p_c), s				0.3		4.5						

Intersection Summary												
HCM 6th Ctrl Delay			32.5									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2240	124	71	96	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2240	124	71	96	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2383	132	76	102	0			
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3468	190	295	437	0			
Arrive On Green				0.00	0.23	0.23	0.20	0.20	0.00			
Sat Flow, veh/h				0	5117	271	1440	2228	0			
Grp Volume(v), veh/h				0	1631	884	95	83	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1815	1798	1777	0			
Q Serve(g_s), s				0.0	48.1	49.0	4.9	4.3	0.0			
Cycle Q Clear(g_c), s				0.0	48.1	49.0	4.9	4.3	0.0			
Prop In Lane				0.00		0.15	0.80		0.00			
Lane Grp Cap(c), veh/h				0	2386	1272	368	363	0			
V/C Ratio(X)				0.00	0.68	0.69	0.26	0.23	0.00			
Avail Cap(c_a), veh/h				0	2386	1272	368	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	31.1	31.5	36.7	36.5	0.0			
Incr Delay (d2), s/veh				0.0	1.6	3.1	1.7	1.5	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	22.4	24.8	2.3	2.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	32.8	34.6	38.4	38.0	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2515			178				
Approach Delay, s/veh					33.4			38.2				
Approach LOS					C			D				

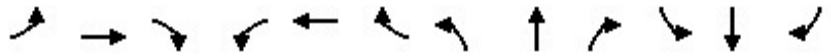
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						51.0		6.9				
Green Ext Time (p_c), s						21.5		0.8				

Intersection Summary		
HCM 6th Ctrl Delay	33.7	
HCM 6th LOS	C	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	342	2411	0	0	0	0	0	219	39
Future Volume (veh/h)	0	0	0	342	2411	0	0	0	0	0	219	39
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				349	2460	0				0	223	40
Peak Hour Factor				0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				426	3249	0				0	733	312
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				608	4804	0				0	3647	1514
Grp Volume(v), veh/h				1056	1753	0				0	223	40
Grp Sat Flow(s),veh/h/ln				1840	1702	0				0	1777	1514
Q Serve(g_s), s				59.9	52.5	0.0				0.0	5.8	2.4
Cycle Q Clear(g_c), s				59.9	52.5	0.0				0.0	5.8	2.4
Prop In Lane				0.33		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1290	2386	0				0	733	312
V/C Ratio(X)				0.82	0.73	0.00				0.00	0.30	0.13
Avail Cap(c_a), veh/h				1290	2386	0				0	733	312
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				35.7	32.8	0.0				0.0	37.0	35.6
Incr Delay (d2), s/veh				5.9	2.1	0.0				0.0	1.1	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				31.5	24.5	0.0				0.0	2.7	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				41.5	34.9	0.0				0.0	38.0	36.4
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					2809						263	
Approach Delay, s/veh					37.4						37.8	
Approach LOS					D						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				27.6		82.4						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				22.7		77.1						
Max Q Clear Time (g_c+I1), s				7.8		61.9						
Green Ext Time (p_c), s				1.3		14.1						

Intersection Summary												
HCM 6th Ctrl Delay			37.4									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2694	78	69	55	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2694	78	69	55	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2777	80	71	57	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3713	106	316	315	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5267	145	1781	1870	0			
Grp Volume(v), veh/h				0	1845	1012	71	57	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1840	1781	1777	0			
Q Serve(g_s), s				0.0	35.4	36.5	3.8	3.0	0.0			
Cycle Q Clear(g_c), s				0.0	35.4	36.5	3.8	3.0	0.0			
Prop In Lane				0.00		0.08	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2479	1340	316	315	0			
V/C Ratio(X)				0.00	0.74	0.76	0.22	0.18	0.00			
Avail Cap(c_a), veh/h				0	2479	1340	316	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	8.9	9.0	38.8	38.5	0.0			
Incr Delay (d2), s/veh				0.0	2.1	4.0	1.6	1.3	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	11.7	13.7	1.8	1.4	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	10.9	13.0	40.4	39.7	0.0			
LnGrp LOS				A	B	B	D	D	A			
Approach Vol, veh/h					2857			128				
Approach Delay, s/veh					11.7			40.1				
Approach LOS					B			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						38.5		5.8				
Green Ext Time (p_c), s						35.3		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	12.9
HCM 6th LOS	B

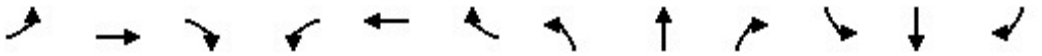
Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	135	480	1	100	0	0	0	17
Future Vol, veh/h	0	0	0	0	135	480	1	100	0	0	0	17
Conflicting Peds, #/hr	5	0	2	2	0	5	21	0	0	0	0	21
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	139	495	1	103	0	0	0	18

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	91	639	-	-	-	343
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	91	639	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	883	392	0	0	0	653
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	906	469	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	859	390	-	-	-	650
Mov Cap-2 Maneuver	-	-	-	859	390	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	882	467	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	17.5	10.7
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	390	-	-	650
HCM Lane V/C Ratio	0.264	-	-	0.027
HCM Control Delay (s)	17.5	-	-	10.7
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1	-	-	0.1



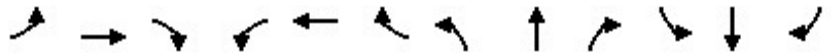
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	507	83	1050	614	0
Future Volume (veh/h)	0	0	0	0	0	0	0	507	83	1050	614	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	576	94	1193	698	0
Peak Hour Factor	0.88	0.88	0.88				0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1133	352	3443	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.23	0.23	0.91	1.00	0.00
Sat Flow, veh/h		0					0	5149	1547	5023	1826	0
Grp Volume(v), veh/h		0.0					0	576	94	1193	698	0
Grp Sat Flow(s),veh/h/ln							0	1662	1547	1674	1826	0
Q Serve(g_s), s							0.0	11.1	5.5	3.4	0.0	0.0
Cycle Q Clear(g_c), s							0.0	11.1	5.5	3.4	0.0	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1133	352	3443	1740	0
V/C Ratio(X)							0.00	0.51	0.27	0.35	0.40	0.00
Avail Cap(c_a), veh/h							0	1205	374	3443	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.95	0.95	0.00
Uniform Delay (d), s/veh							0.0	37.1	35.0	1.7	0.0	0.0
Incr Delay (d2), s/veh							0.0	0.9	1.1	0.1	0.7	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	4.4	2.1	0.7	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	38.1	36.0	1.7	0.7	0.0
LnGrp LOS							A	D	D	A	A	A
Approach Vol, veh/h								670			1891	
Approach Delay, s/veh								37.8			1.3	
Approach LOS								D			A	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	79.8	30.2				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				40.0						
Max Q Clear Time (g_c+I1), s	5.4	13.1				2.0						
Green Ext Time (p_c), s	5.2	5.9				6.8						

Intersection Summary		
HCM 6th Ctrl Delay		10.9
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



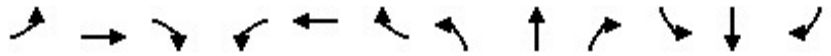
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	1006	40	0	0	0	0	293	196	90	330	0
Future Volume (veh/h)	54	1006	40	0	0	0	0	293	196	90	330	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	59	1105	44				0	322	215	99	363	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	154	3072	950				0	616	275	129	1497	0
Arrive On Green	0.20	0.20	0.20				0.00	0.18	0.18	0.14	0.59	0.00
Sat Flow, veh/h	251	5011	1549				0	3572	1520	1781	5274	0
Grp Volume(v), veh/h	436	728	44				0	322	215	99	363	0
Grp Sat Flow(s),veh/h/ln	1858	1702	1549				0	1702	1520	1781	1702	0
Q Serve(g_s), s	22.3	20.2	2.5				0.0	9.4	14.8	5.9	3.8	0.0
Cycle Q Clear(g_c), s	22.3	20.2	2.5				0.0	9.4	14.8	5.9	3.8	0.0
Prop In Lane	0.14		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1139	2087	950				0	616	275	129	1497	0
V/C Ratio(X)	0.38	0.35	0.05				0.00	0.52	0.78	0.77	0.24	0.00
Avail Cap(c_a), veh/h	1139	2087	950				0	916	409	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.74	0.74	0.74				0.00	1.00	1.00	0.90	0.90	0.00
Uniform Delay (d), s/veh	25.9	25.0	18.0				0.0	40.8	43.0	46.1	16.9	0.0
Incr Delay (d2), s/veh	0.7	0.3	0.1				0.0	0.8	6.2	3.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	9.3	0.9				0.0	4.0	6.0	2.5	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.6	25.4	18.0				0.0	41.5	49.2	49.4	16.9	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1208						537			462	
Approach Delay, s/veh		25.5						44.6			23.9	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	72.3	37.7	12.4	25.3
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	24.3	5.8	7.9	16.8
Green Ext Time (p_c), s	11.7	2.0	0.1	3.1

Intersection Summary	
HCM 6th Ctrl Delay	29.8
HCM 6th LOS	C

Notes

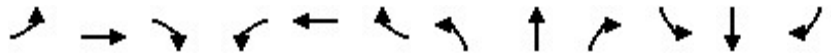
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



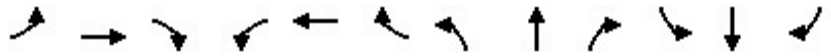
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1264	32	0	0	0	0	0	0	146	316	0
Future Volume (veh/h)	0	1264	32	0	0	0	0	0	0	146	316	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1359	34							157	340	0
Peak Hour Factor	0.93	0.93	0.93							0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2984	75							501	1204	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5290	128							1528	3838	0
Grp Volume(v), veh/h	0	903	490							184	313	0
Grp Sat Flow(s),veh/h/ln	0	1702	1845							1794	1702	0
Q Serve(g_s), s	0.0	25.8	25.8							10.4	9.3	0.0
Cycle Q Clear(g_c), s	0.0	25.8	25.8							10.4	9.3	0.0
Prop In Lane	0.00		0.07							0.85		0.00
Lane Grp Cap(c), veh/h	0	1984	1075							589	1117	0
V/C Ratio(X)	0.00	0.46	0.46							0.31	0.28	0.00
Avail Cap(c_a), veh/h	0	1984	1075							589	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	29.0	29.0							37.6	37.1	0.0
Incr Delay (d2), s/veh	0.0	0.8	1.4							1.4	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.0	13.1							5.3	4.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.7	30.4							39.0	37.7	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1393									497	
Approach Delay, s/veh		30.0									38.2	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	27.8	12.4
Green Ext Time (p_c), s	4.1	1.3

Intersection Summary	
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C



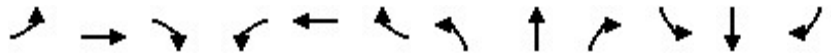
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1603	0	0	0	0	0	97	208	0	0	0
Future Volume (veh/h)	49	1603	0	0	0	0	0	97	208	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.94			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	53	1724	0				0	104	224			
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	85	2936	0				0	599	505			
Arrive On Green	0.19	0.19	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	148	5287	0				0	1870	1496			
Grp Volume(v), veh/h	667	1110	0				0	104	224			
Grp Sat Flow(s),veh/h/ln	1863	1702	0				0	1777	1496			
Q Serve(g_s), s	36.2	32.6	0.0				0.0	4.5	12.8			
Cycle Q Clear(g_c), s	36.2	32.6	0.0				0.0	4.5	12.8			
Prop In Lane	0.08		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1069	1953	0				0	599	505			
V/C Ratio(X)	0.62	0.57	0.00				0.00	0.17	0.44			
Avail Cap(c_a), veh/h	1069	1953	0				0	599	505			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	33.7	32.2	0.0				0.0	25.7	28.4			
Incr Delay (d2), s/veh	2.8	1.2	0.0				0.0	0.6	2.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.8	15.1	0.0				0.0	2.0	5.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.5	33.4	0.0				0.0	26.3	31.2			
LnGrp LOS	D	C	A				A	C	C			
Approach Vol, veh/h		1777						328				
Approach Delay, s/veh		34.6						29.7				
Approach LOS		C						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		68.0						42.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		63.1						37.1				
Max Q Clear Time (g_c+I1), s		38.2						14.8				
Green Ext Time (p_c), s		14.7						2.2				
Intersection Summary												
HCM 6th Ctrl Delay			33.8									
HCM 6th LOS			C									



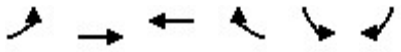
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1930	70	0	0	0	0	0	0	207	351	0
Future Volume (veh/h)	0	1930	70	0	0	0	0	0	0	207	351	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1969	71							211	358	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3316	119							455	908	0
Arrive On Green	0.00	0.22	0.22							0.08	0.08	0.00
Sat Flow, veh/h	0	5227	182							1781	3647	0
Grp Volume(v), veh/h	0	1324	716							211	358	0
Grp Sat Flow(s),veh/h/ln	0	1702	1837							1781	1777	0
Q Serve(g_s), s	0.0	38.5	38.6							12.4	10.5	0.0
Cycle Q Clear(g_c), s	0.0	38.5	38.6							12.4	10.5	0.0
Prop In Lane	0.00		0.10							1.00		0.00
Lane Grp Cap(c), veh/h	0	2231	1204							455	908	0
V/C Ratio(X)	0.00	0.59	0.60							0.46	0.39	0.00
Avail Cap(c_a), veh/h	0	2231	1204							455	908	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	29.9	30.0							43.2	42.3	0.0
Incr Delay (d2), s/veh	0.0	1.2	2.2							3.4	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.8	19.6							6.4	5.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.1	32.1							46.6	43.6	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		2040									569	
Approach Delay, s/veh		31.5									44.7	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	77.0	33.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	72.1	28.1
Max Q Clear Time (g_c+I1), s	40.6	14.4
Green Ext Time (p_c), s	20.2	2.6

Intersection Summary	
HCM 6th Ctrl Delay	34.3
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	1803	0	0	0	0	0	67	57	0	0	0
Future Volume (veh/h)	86	1803	0	0	0	0	0	67	57	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	93	1960	0				0	73	62			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	159	3578	0				0	385	295			
Arrive On Green	0.23	0.23	0.00				0.00	0.20	0.20			
Sat Flow, veh/h	224	5207	0				0	2008	1468			
Grp Volume(v), veh/h	770	1283	0				0	67	68			
Grp Sat Flow(s),veh/h/ln	1859	1702	0				0	1777	1606			
Q Serve(g_s), s	40.4	36.2	0.0				0.0	3.5	3.9			
Cycle Q Clear(g_c), s	40.4	36.2	0.0				0.0	3.5	3.9			
Prop In Lane	0.12		0.00				0.00		0.91			
Lane Grp Cap(c), veh/h	1320	2417	0				0	357	323			
V/C Ratio(X)	0.58	0.53	0.00				0.00	0.19	0.21			
Avail Cap(c_a), veh/h	1320	2417	0				0	357	323			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	27.7	26.1	0.0				0.0	36.5	36.7			
Incr Delay (d2), s/veh	1.9	0.8	0.0				0.0	1.2	1.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	20.8	16.8	0.0				0.0	1.6	1.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.6	26.9	0.0				0.0	37.7	38.1			
LnGrp LOS	C	C	A				A	D	D			
Approach Vol, veh/h		2053						135				
Approach Delay, s/veh		27.9						37.9				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		83.0						27.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		78.1						22.1				
Max Q Clear Time (g_c+I1), s		42.4						5.9				
Green Ext Time (p_c), s		22.0						0.6				
Intersection Summary												
HCM 6th Ctrl Delay			28.5									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	53	754	951	81	80	104
Future Volume (veh/h)	53	754	951	81	80	104
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	55	785	991	84	83	108
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	71	4103	3484	295	298	137
Arrive On Green	0.01	0.27	1.00	1.00	0.09	0.09
Sat Flow, veh/h	1781	5149	4837	395	3456	1585
Grp Volume(v), veh/h	55	785	704	371	83	108
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1745	1728	1585
Q Serve(g_s), s	3.6	14.3	0.0	0.0	2.7	7.9
Cycle Q Clear(g_c), s	3.6	14.3	0.0	0.0	2.7	7.9
Prop In Lane	1.00			0.23	1.00	1.00
Lane Grp Cap(c), veh/h	71	4103	2478	1301	298	137
V/C Ratio(X)	0.77	0.19	0.28	0.29	0.28	0.79
Avail Cap(c_a), veh/h	319	4103	2478	1301	884	406
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.96	0.96	1.00	1.00
Uniform Delay (d), s/veh	57.7	12.8	0.0	0.0	50.5	52.9
Incr Delay (d2), s/veh	6.1	0.1	0.3	0.5	0.2	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	6.3	0.1	0.2	1.2	6.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	63.7	12.9	0.3	0.5	50.7	56.7
LnGrp LOS	E	B	A	A	D	E
Approach Vol, veh/h		840	1075		191	
Approach Delay, s/veh		16.2	0.4		54.1	
Approach LOS		B	A		D	

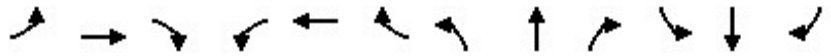
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		102.9		15.1	9.1	93.8
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 77		30.2	21.1	51.6
Max Q Clear Time (g_c+I1), s		16.3		9.9	5.6	2.0
Green Ext Time (p_c), s		16.6		0.3	0.0	21.4

Intersection Summary		
HCM 6th Ctrl Delay		11.6
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	745	13	12	1018	5	0	13	14	41	0	16
Future Volume (veh/h)	65	745	13	12	1018	5	0	13	14	41	0	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	768	13	12	1049	0	0	13	14	42	0	16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	747	3591	61	60	1567		35	16	17	227	0	102
Arrive On Green	0.84	1.00	1.00	0.03	0.31	0.00	0.00	0.02	0.02	0.07	0.00	0.07
Sat Flow, veh/h	1781	5046	85	1781	4985	1585	1781	807	869	3456	0	1556
Grp Volume(v), veh/h	67	505	276	12	1049	0	0	0	27	42	0	16
Grp Sat Flow(s),veh/h/ln	1781	1662	1808	1781	1662	1585	1781	0	1676	1728	0	1556
Q Serve(g_s), s	0.8	0.0	0.0	0.8	21.6	0.0	0.0	0.0	1.9	1.4	0.0	1.1
Cycle Q Clear(g_c), s	0.8	0.0	0.0	0.8	21.6	0.0	0.0	0.0	1.9	1.4	0.0	1.1
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	747	2365	1287	60	1567		35	0	33	227	0	102
V/C Ratio(X)	0.09	0.21	0.21	0.20	0.67		0.00	0.00	0.81	0.18	0.00	0.16
Avail Cap(c_a), veh/h	747	2365	1287	168	1567		251	0	236	999	0	450
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.6	0.0	0.0	55.4	35.1	0.0	0.0	0.0	57.6	52.1	0.0	52.0
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.6	2.3	0.0	0.0	0.0	15.5	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.1	0.3	8.7	0.0	0.0	0.0	1.0	0.6	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.6	0.2	0.4	56.0	37.4	0.0	0.0	0.0	73.1	52.3	0.0	52.3
LnGrp LOS	A	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		848			1061	A		27			58	
Approach Delay, s/veh		0.7			37.6			73.1			52.3	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	89.7		12.7	55.2	42.9		7.2
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.1	21.6		34.1	10.2	* 37		16.6
Max Q Clear Time (g_c+I1), s	2.8	2.0		3.4	2.8	23.6		3.9
Green Ext Time (p_c), s	0.0	7.9		0.1	0.0	8.3		0.0

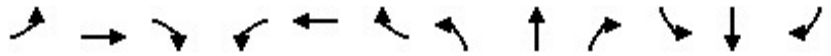
Intersection Summary	
HCM 6th Ctrl Delay	22.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	867	90	270	2232	133	97	31	154	462	4	7
Future Volume (veh/h)	8	867	90	270	2232	133	97	31	154	462	4	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	894	93	278	2301	137	100	32	0	476	4	7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	394	2448	935	336	2185	130	398	215		456	76	133
Arrive On Green	0.22	0.49	0.49	0.10	0.36	0.36	0.12	0.12	0.00	0.13	0.13	0.13
Sat Flow, veh/h	1781	4985	1533	3456	6095	362	3456	1870	1585	3563	596	1042
Grp Volume(v), veh/h	8	894	93	278	1777	661	100	32	0	476	0	11
Grp Sat Flow(s),veh/h/ln	1781	1662	1533	1728	1570	1746	1728	1870	1585	1781	0	1638
Q Serve(g_s), s	0.4	13.1	3.0	9.3	42.3	42.3	3.1	1.8	0.0	15.1	0.0	0.7
Cycle Q Clear(g_c), s	0.4	13.1	3.0	9.3	42.3	42.3	3.1	1.8	0.0	15.1	0.0	0.7
Prop In Lane	1.00		1.00	1.00		0.21	1.00		1.00	1.00		0.64
Lane Grp Cap(c), veh/h	394	2448	935	336	1689	626	398	215		456	0	210
V/C Ratio(X)	0.02	0.37	0.10	0.83	1.05	1.06	0.25	0.15		1.04	0.00	0.05
Avail Cap(c_a), veh/h	394	2448	935	416	1689	626	1084	586		456	0	210
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.9	18.6	9.7	52.3	37.8	37.9	47.6	47.0	0.0	51.5	0.0	45.2
Incr Delay (d2), s/veh	0.0	0.4	0.2	9.0	37.2	51.5	0.1	0.1	0.0	54.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.9	1.4	4.4	21.1	26.0	1.3	0.9	0.0	10.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.9	19.0	10.0	61.3	75.0	89.3	47.7	47.1	0.0	105.6	0.0	45.3
LnGrp LOS	D	B	A	E	F	F	D	D		F	A	D
Approach Vol, veh/h		995			2716			132	A		487	
Approach Delay, s/veh		18.3			77.1			47.6			104.2	
Approach LOS		B			E			D			F	

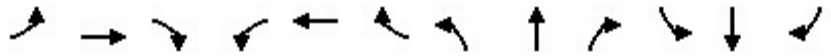
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.9	63.6		20.0	31.8	47.7		18.5
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	11.5	31.8		15.1	4.0	* 42		37.0
Max Q Clear Time (g_c+I1), s	11.3	15.1		17.1	2.4	44.3		5.1
Green Ext Time (p_c), s	0.2	9.2		0.0	0.0	0.0		0.3

Intersection Summary	
HCM 6th Ctrl Delay	65.7
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



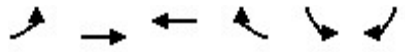
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	5	17	4	6	12	13	185	9	22	297	61
Future Volume (veh/h)	35	5	17	4	6	12	13	185	9	22	297	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	15	18	4	8	12	14	197	10	23	316	65
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	41	49	32	63	80	193	1000	50	211	880	178
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.11	0.29	0.29	0.12	0.30	0.30
Sat Flow, veh/h	1781	766	919	613	1226	1558	1781	3433	173	1781	2918	590
Grp Volume(v), veh/h	30	0	33	12	0	12	14	101	106	23	190	191
Grp Sat Flow(s),veh/h/ln	1781	0	1686	1840	0	1558	1781	1777	1829	1781	1777	1731
Q Serve(g_s), s	0.5	0.0	0.6	0.2	0.0	0.2	0.2	1.4	1.4	0.4	2.8	2.8
Cycle Q Clear(g_c), s	0.5	0.0	0.6	0.2	0.0	0.2	0.2	1.4	1.4	0.4	2.8	2.8
Prop In Lane	1.00		0.55	0.33		1.00	1.00		0.09	1.00		0.34
Lane Grp Cap(c), veh/h	95	0	90	95	0	80	193	517	533	211	536	522
V/C Ratio(X)	0.32	0.00	0.37	0.13	0.00	0.15	0.07	0.20	0.20	0.11	0.36	0.37
Avail Cap(c_a), veh/h	2162	0	2046	2232	0	1890	1351	2695	2774	2162	2695	2626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	15.1	14.9	0.0	14.9	13.2	8.8	8.8	13.0	9.0	9.0
Incr Delay (d2), s/veh	1.4	0.0	1.9	0.2	0.0	0.3	0.1	0.1	0.1	0.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	0.1	0.0	0.1	0.1	0.4	0.4	0.1	0.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	16.9	15.1	0.0	15.3	13.3	8.9	8.9	13.1	9.3	9.4
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		63			24			221			404	
Approach Delay, s/veh		16.7			15.2			9.2			9.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	13.6		5.8	7.6	13.9		5.7
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	40.0	50.0		40.0	25.0	50.0		40.0
Max Q Clear Time (g_c+I1), s	2.4	3.4		2.6	2.2	4.8		2.2
Green Ext Time (p_c), s	0.0	1.0		0.2	0.0	1.9		0.0

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	144	2	4	59	117	193
Future Volume (veh/h)	144	2	4	59	117	193
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	149	0	4	0	121	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	585	307	1029		226	
Arrive On Green	0.16	0.00	0.55	0.00	0.07	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	149	0	4	0	121	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	2.0	0.0	0.1	0.0	1.8	0.0
Cycle Q Clear(g_c), s	2.0	0.0	0.1	0.0	1.8	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	585	307	1029		226	
V/C Ratio(X)	0.25	0.00	0.00		0.54	
Avail Cap(c_a), veh/h	3267	1715	1029		2536	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	19.9	0.0	5.5	0.0	24.7	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.0	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.1	0.0	5.5	0.0	26.6	0.0
LnGrp LOS	C	A	A		C	
Approach Vol, veh/h		149	4	A	121	A
Approach Delay, s/veh		20.1	5.5		26.6	
Approach LOS		C	A		C	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	13.0		7.6		34.0
Change Period (Y+Rc), s	4.0		4.0		4.0
Max Green Setting (Gmax), s	50.0		40.0		30.0
Max Q Clear Time (g_c+I1), s	4.0		3.8		2.1
Green Ext Time (p_c), s	0.5		0.4		0.0

Intersection Summary	
HCM 6th Ctrl Delay	22.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

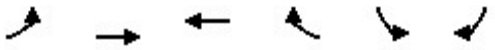
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	111	52	0	0	2
Future Vol, veh/h	9	111	52	0	0	2
Conflicting Peds, #/hr	7	0	0	7	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	129	60	0	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	67	0	-	0	153	39
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	86	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1533	-	-	-	823	1024
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	927	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1523	-	-	-	806	1015
Mov Cap-2 Maneuver	-	-	-	-	806	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	921	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1523	-	-	-	1015
HCM Lane V/C Ratio	0.007	-	-	-	0.002
HCM Control Delay (s)	7.4	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



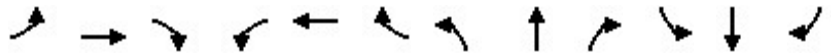
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	95	709	4712	0	0	101
Future Volume (veh/h)	95	709	4712	0	0	101
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	100	746	4960	0	0	106
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	126	4145	5349		284	130
Arrive On Green	0.07	0.83	0.72	0.00	0.00	0.08
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	100	746	4960	0	0	106
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	6.5	3.5	66.5	0.0	0.0	7.8
Cycle Q Clear(g_c), s	6.5	3.5	66.5	0.0	0.0	7.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	126	4145	5349		284	130
V/C Ratio(X)	0.79	0.18	0.93		0.00	0.81
Avail Cap(c_a), veh/h	319	4145	5349		723	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	54.0	2.0	13.7	0.0	0.0	53.3
Incr Delay (d2), s/veh	10.6	0.1	3.8	0.0	0.0	11.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.6	17.8	0.0	0.0	7.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	64.6	2.1	17.6	0.0	0.0	64.8
LnGrp LOS	E	A	B		A	E
Approach Vol, veh/h		846	4960	A	106	
Approach Delay, s/veh		9.5	17.6		64.8	
Approach LOS		A	B		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		103.4		14.6	12.8	90.7
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		83.1		24.7	21.1	57.6
Max Q Clear Time (g_c+I1), s		5.5		9.8	8.5	68.5
Green Ext Time (p_c), s		15.2		0.2	0.2	0.0

Intersection Summary		
HCM 6th Ctrl Delay		17.2
HCM 6th LOS		B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



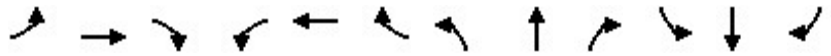
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	2274	18	63	3151	43	6	0	86	10	1	25
Future Volume (veh/h)	57	2274	18	63	3151	43	6	0	86	10	1	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	2419	19	67	3352	46	6	0	91	11	1	27
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	90	4773	1173	112	4768	65	154	0	119	144	5	129
Arrive On Green	0.05	0.76	0.76	0.06	1.00	1.00	0.08	0.00	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1781	6281	1543	3456	6431	88	1108	0	1421	1302	57	1531
Grp Volume(v), veh/h	61	2419	19	67	2452	946	6	0	91	11	0	28
Grp Sat Flow(s),veh/h/ln	1781	1570	1543	1728	1570	1808	1108	0	1421	1302	0	1588
Q Serve(g_s), s	4.0	17.7	0.4	2.2	0.0	0.0	0.5	0.0	7.4	0.9	0.0	1.9
Cycle Q Clear(g_c), s	4.0	17.7	0.4	2.2	0.0	0.0	2.4	0.0	7.4	3.4	0.0	1.9
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		0.96
Lane Grp Cap(c), veh/h	90	4773	1173	112	3493	1340	154	0	119	144	0	133
V/C Ratio(X)	0.67	0.51	0.02	0.60	0.70	0.71	0.04	0.00	0.76	0.08	0.00	0.21
Avail Cap(c_a), veh/h	168	4773	1173	618	3493	1340	327	0	298	307	0	332
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.24	0.24	0.24	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.0	5.5	3.4	54.4	0.0	0.0	51.5	0.0	52.9	52.2	0.0	50.4
Incr Delay (d2), s/veh	3.2	0.4	0.0	0.5	0.3	0.8	0.0	0.0	3.7	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	4.4	0.1	0.9	0.1	0.3	0.2	0.0	2.8	0.3	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.3	5.9	3.5	54.9	0.3	0.8	51.6	0.0	56.6	52.3	0.0	50.7
LnGrp LOS	E	A	A	D	A	A	D	A	E	D	A	D
Approach Vol, veh/h		2499			3465			97			39	
Approach Delay, s/veh		7.2			1.5			56.3			51.1	
Approach LOS		A			A			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.2	95.0		14.8	10.4	92.8		14.8
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	21.1	57.6		24.7	11.1	67.6		24.7
Max Q Clear Time (g_c+I1), s	4.2	19.7		5.4	6.0	2.0		9.4
Green Ext Time (p_c), s	0.1	36.1		0.1	0.0	65.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	5.0
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.



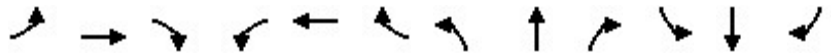
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	2218	0	6	3096	335	0	0	0	46	0	193
Future Volume (veh/h)	166	2218	0	6	3096	335	0	0	0	46	0	193
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	175	2335	0	6	3259	353	0	0	0	48	0	203
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	168	3442	0	60	3665	382	0	284	0	646	0	240
Arrive On Green	0.13	0.92	0.00	0.03	0.63	0.63	0.00	0.00	0.00	0.15	0.00	0.15
Sat Flow, veh/h	1781	5149	0	1781	5813	605	0	1870	0	3449	0	1582
Grp Volume(v), veh/h	175	2335	0	6	2616	996	0	0	0	48	0	203
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1708	0	1870	0	1724	0	1582
Q Serve(g_s), s	11.1	12.0	0.0	0.4	54.5	61.0	0.0	0.0	0.0	1.4	0.0	14.7
Cycle Q Clear(g_c), s	11.1	12.0	0.0	0.4	54.5	61.0	0.0	0.0	0.0	1.4	0.0	14.7
Prop In Lane	1.00		0.00	1.00		0.35	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	168	3442	0	60	2970	1077	0	284	0	646	0	240
V/C Ratio(X)	1.04	0.68	0.00	0.10	0.88	0.92	0.00	0.00	0.00	0.07	0.00	0.85
Avail Cap(c_a), veh/h	168	3442	0	168	2970	1077	0	471	0	990	0	398
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.00	0.46	0.46	0.46	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.6	2.0	0.0	55.3	18.1	19.3	0.0	0.0	0.0	43.0	0.0	48.7
Incr Delay (d2), s/veh	76.3	0.9	0.0	0.1	2.0	7.7	0.0	0.0	0.0	0.0	0.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	1.8	0.0	0.2	17.3	22.8	0.0	0.0	0.0	0.6	0.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	127.9	2.9	0.0	55.4	20.1	27.0	0.0	0.0	0.0	43.1	0.0	52.5
LnGrp LOS	F	A	A	E	C	C	A	A	A	D	A	D
Approach Vol, veh/h		2510			3618			0			251	
Approach Delay, s/veh		11.6			22.1			0.0			50.7	
Approach LOS		B			C						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	86.8		22.8	15.5	79.7		22.8				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.1	62.6		29.7	11.1	62.6		29.7				
Max Q Clear Time (g_c+I1), s	2.4	14.0		16.7	13.1	63.0		0.0				
Green Ext Time (p_c), s	0.0	44.4		0.8	0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	2223	2	31	3301	0	0	0	19	0	0	0
Future Volume (veh/h)	46	2223	2	31	3301	0	0	0	19	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	49	2390	2	33	3549	0						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	62	4320	4	48	4147	0						
Arrive On Green	0.03	0.84	0.84	0.03	0.83	0.00						
Sat Flow, veh/h	1781	5144	4	1781	5149	0						
Grp Volume(v), veh/h	49	1544	848	33	3549	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1825	1781	1662	0						
Q Serve(g_s), s	2.0	10.0	10.0	1.3	29.9	0.0						
Cycle Q Clear(g_c), s	2.0	10.0	10.0	1.3	29.9	0.0						
Prop In Lane	1.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	62	2791	1533	48	4147	0						
V/C Ratio(X)	0.79	0.55	0.55	0.69	0.86	0.00						
Avail Cap(c_a), veh/h	742	2791	1533	742	4150	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	34.5	1.7	1.7	34.8	3.5	0.0						
Incr Delay (d2), s/veh	8.1	0.6	1.1	6.4	2.3	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.9	0.2	0.5	0.6	0.9	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.6	2.3	2.8	41.2	5.9	0.0						
LnGrp LOS	D	A	A	D	A	A						
Approach Vol, veh/h		2441			3582							
Approach Delay, s/veh		3.3			6.2							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	6.3	65.7			6.9	65.2						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	30.6	60.0			30.0	60.0						
Max Q Clear Time (g_c+I1), s	3.3	12.0			4.0	31.9						
Green Ext Time (p_c), s	0.0	45.3			0.0	28.0						
Intersection Summary												
HCM 6th Ctrl Delay			5.0									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	17

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	178	0	0	1414	689
Future Vol, veh/h	0	178	0	0	1414	689
Conflicting Peds, #/hr	0	0	10	0	0	10
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	198	0	0	1571	766

Major/Minor	Minor2			Major2	
Conflicting Flow All	1964	1179		-	0
Stage 1	1964	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	98	~ 157		-	-
Stage 1	60	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	96	~ 156		-	-
Mov Cap-2 Maneuver	96	-		-	-
Stage 1	59	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	217.9	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	156	-	-
HCM Lane V/C Ratio	-	1.268	-	-
HCM Control Delay (s)	0	217.9	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	11.6	-	-

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

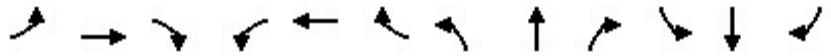
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	577	122	71	702	311	51	35	27	176	90	130
Future Volume (veh/h)	130	577	122	71	702	311	51	35	27	176	90	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	146	648	137	80	789	349	57	39	30	198	101	146
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	171	2908	880	101	2706	820	241	218	170	337	432	376
Arrive On Green	0.19	1.00	1.00	0.11	1.00	1.00	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	5106	1545	1781	5106	1548	745	895	700	1318	1777	1545
Grp Volume(v), veh/h	146	648	137	80	789	349	59	0	67	198	101	146
Grp Sat Flow(s),veh/h/ln	1781	1702	1545	1781	1702	1548	774	0	1566	1318	1777	1545
Q Serve(g_s), s	9.3	0.0	0.0	5.2	0.0	0.0	5.3	0.0	4.0	16.5	5.4	9.3
Cycle Q Clear(g_c), s	9.3	0.0	0.0	5.2	0.0	0.0	14.6	0.0	4.0	20.5	5.4	9.3
Prop In Lane	1.00		1.00	1.00		1.00	0.97		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	171	2908	880	101	2706	820	248	0	381	337	432	376
V/C Ratio(X)	0.85	0.22	0.16	0.79	0.29	0.43	0.24	0.00	0.18	0.59	0.23	0.39
Avail Cap(c_a), veh/h	319	2908	880	319	2706	820	312	0	468	411	532	462
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	0.0	0.0	51.6	0.0	0.0	43.2	0.0	35.3	43.4	35.8	37.3
Incr Delay (d2), s/veh	4.2	0.2	0.4	4.9	0.3	1.6	0.2	0.0	0.1	4.7	0.8	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	0.1	2.3	0.1	0.4	1.5	0.0	1.5	5.8	2.4	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	0.2	0.4	56.6	0.3	1.6	43.4	0.0	35.4	48.1	36.6	39.2
LnGrp LOS	D	A	A	E	A	A	D	A	D	D	D	D
Approach Vol, veh/h		931			1218			126			445	
Approach Delay, s/veh		8.2			4.3			39.1			42.6	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	73.3		33.6	15.8	68.6		33.6				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	21.1	* 47		35.3	21.1	46.2		35.3				
Max Q Clear Time (g_c+I1), s	7.2	2.0		22.5	11.3	2.0		16.6				
Green Ext Time (p_c), s	0.1	9.5		3.7	0.1	20.5		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		13.5
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	431	0	0	566	272	0	0	0	384	0	25
Future Volume (veh/h)	15	431	0	0	566	272	0	0	0	384	0	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	507	0	0	666	0	0	0	0	479	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	27	2636	0	2	2450		0	2	1	563	296	0
Arrive On Green	0.02	0.74	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3556	1870	0
Grp Volume(v), veh/h	18	507	0	0	666	0	0	0	0	479	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1778	1870	0
Q Serve(g_s), s	1.2	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.5	0.0	0.0
Cycle Q Clear(g_c), s	1.2	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.5	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	27	2636	0	2	2450		0	2	1	563	296	0
V/C Ratio(X)	0.67	0.19	0.00	0.00	0.27		0.00	0.00	0.00	0.85	0.00	0.00
Avail Cap(c_a), veh/h	152	2636	0	152	2450		0	157	133	1118	588	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.81	0.00	0.00
Uniform Delay (d), s/veh	57.8	4.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.3	0.0	0.0
Incr Delay (d2), s/veh	10.1	0.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.5	0.0	0.0	0.1	0.0	0.0	0.0	0.0	6.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.0	4.8	0.0	0.0	0.3	0.0	0.0	0.0	0.0	49.5	0.0	0.0
LnGrp LOS	E	A	A	A	A		A	A	A	D	A	A
Approach Vol, veh/h		525			666	A		0			479	
Approach Delay, s/veh		6.9			0.3			0.0			49.5	
Approach LOS		A			A						D	

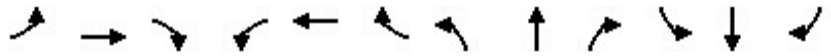
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	93.4		24.6	6.2	87.2		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.1	* 41		37.1	10.1	39.8		9.9				
Max Q Clear Time (g_c+I1), s	10.0	7.1		17.5	3.2	2.0		0.0				
Green Ext Time (p_c), s	0.0	9.3		0.9	0.0	9.5		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	16.5
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



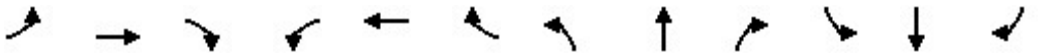
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	331	357	176	59	200	104	114	640	30	134	866	105
Future Volume (veh/h)	331	357	176	59	200	104	114	640	30	134	866	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	348	376	185	62	211	109	120	674	32	141	912	111
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	373	654	316	80	411	267	175	1545	73	196	1613	704
Arrive On Green	0.21	0.28	0.28	0.04	0.12	0.12	0.05	0.45	0.45	0.06	0.45	0.45
Sat Flow, veh/h	1781	2300	1112	1781	3554	1536	3456	3452	164	3456	3554	1552
Grp Volume(v), veh/h	348	289	272	62	211	109	120	347	359	141	912	111
Grp Sat Flow(s),veh/h/ln	1781	1777	1634	1781	1777	1536	1728	1777	1839	1728	1777	1552
Q Serve(g_s), s	22.3	16.1	16.6	4.0	6.5	4.4	4.0	15.5	15.6	4.7	21.9	2.2
Cycle Q Clear(g_c), s	22.3	16.1	16.6	4.0	6.5	4.4	4.0	15.5	15.6	4.7	21.9	2.2
Prop In Lane	1.00		0.68	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	373	506	465	80	411	267	175	795	823	196	1613	704
V/C Ratio(X)	0.93	0.57	0.58	0.78	0.51	0.41	0.69	0.44	0.44	0.72	0.57	0.16
Avail Cap(c_a), veh/h	393	683	628	149	888	474	286	795	823	214	1613	704
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	35.5	35.6	54.8	48.2	19.2	54.2	22.0	22.0	53.8	23.3	3.8
Incr Delay (d2), s/veh	27.6	0.4	0.4	5.9	0.4	0.4	1.8	1.7	1.7	8.1	1.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.6	7.0	6.6	1.9	2.9	1.8	1.8	6.8	7.0	2.2	9.3	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.6	35.8	36.0	60.8	48.6	19.6	56.0	23.7	23.7	61.9	24.7	4.3
LnGrp LOS	E	D	D	E	D	B	E	C	C	E	C	A
Approach Vol, veh/h		909			382			826			1164	
Approach Delay, s/veh		50.0			42.3			28.4			27.3	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	57.2	9.6	38.2	10.3	57.9	29.5	18.3
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	7.3	* 36	9.7	44.6	9.6	32.8	25.6	* 29
Max Q Clear Time (g_c+I1), s	6.7	17.6	6.0	18.6	6.0	23.9	24.3	8.5
Green Ext Time (p_c), s	0.0	1.5	0.0	1.3	0.0	2.1	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	35.6
HCM 6th LOS	D

Notes

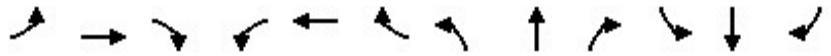
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	262	87	151	194	70	130	109	194	58	84	68
Future Volume (veh/h)	48	262	87	151	194	70	130	109	194	58	84	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.96	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	279	93	161	206	74	138	116	206	62	89	72
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	1216	650	236	698	548	171	1064	565	81	884	366
Arrive On Green	0.04	0.34	0.34	0.07	0.37	0.37	0.10	0.30	0.30	0.05	0.25	0.25
Sat Flow, veh/h	1781	3554	1456	3456	1870	1467	1781	3554	1524	1781	3554	1471
Grp Volume(v), veh/h	51	279	93	161	206	74	138	116	206	62	89	72
Grp Sat Flow(s),veh/h/ln	1781	1777	1456	1728	1870	1467	1781	1777	1524	1781	1777	1471
Q Serve(g_s), s	2.7	5.4	3.7	4.4	7.4	3.2	7.3	2.3	9.4	3.3	1.8	3.7
Cycle Q Clear(g_c), s	2.7	5.4	3.7	4.4	7.4	3.2	7.3	2.3	9.4	3.3	1.8	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	66	1216	650	236	698	548	171	1064	565	81	884	366
V/C Ratio(X)	0.77	0.23	0.14	0.68	0.29	0.14	0.81	0.11	0.36	0.77	0.10	0.20
Avail Cap(c_a), veh/h	559	1487	762	1085	783	614	559	1487	746	559	1487	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	22.4	16.1	43.5	21.1	19.8	42.3	24.2	22.1	45.1	27.7	28.4
Incr Delay (d2), s/veh	7.0	0.1	0.1	1.3	0.1	0.1	3.4	0.0	0.4	5.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.2	1.2	1.9	3.2	1.1	3.3	0.9	3.4	1.6	0.8	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	22.6	16.2	44.8	21.2	19.8	45.7	24.3	22.5	50.8	27.7	28.5
LnGrp LOS	D	C	B	D	C	B	D	C	C	D	C	C
Approach Vol, veh/h		423			441			460			223	
Approach Delay, s/veh		24.8			29.6			29.9			34.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	38.6	14.6	30.5	8.9	41.6	9.7	35.3
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	6.4	7.4	9.3	5.7	4.7	9.4	5.3	11.4
Green Ext Time (p_c), s	0.3	2.8	0.2	0.5	0.0	1.0	0.1	1.5

Intersection Summary	
HCM 6th Ctrl Delay	29.1
HCM 6th LOS	C



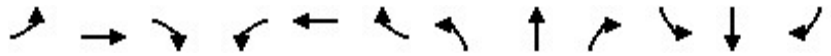
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	21	23	3	46	33	333	25	47	254	23
Future Volume (veh/h)	9	0	21	23	3	46	33	333	25	47	254	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.97		0.97	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	0	23	25	3	51	36	366	27	52	279	25
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	200	51	291	516	52	492	59	1406	102	79	1437	126
Arrive On Green	0.27	0.00	0.27	0.27	0.27	0.27	0.03	0.29	0.29	0.04	0.30	0.30
Sat Flow, veh/h	276	186	1061	1222	190	1536	1781	4842	351	1781	4764	417
Grp Volume(v), veh/h	33	0	0	28	0	51	36	256	137	52	198	106
Grp Sat Flow(s),veh/h/ln	1523	0	0	1412	0	1536	1781	1702	1789	1781	1702	1777
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.9	0.7	2.2	2.2	1.1	1.6	1.7
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.4	0.0	0.9	0.7	2.2	2.2	1.1	1.6	1.7
Prop In Lane	0.30		0.70	0.89		1.00	1.00		0.20	1.00		0.23
Lane Grp Cap(c), veh/h	542	0	0	568	0	492	59	988	520	79	1027	536
V/C Ratio(X)	0.06	0.00	0.00	0.05	0.00	0.10	0.61	0.26	0.26	0.65	0.19	0.20
Avail Cap(c_a), veh/h	1696	0	0	1666	0	1706	1422	5434	2856	1422	5434	2836
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	0.0	0.0	10.1	0.0	9.0	17.9	10.2	10.3	17.7	9.7	9.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.2	0.4	3.4	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.1	0.0	0.2	0.3	0.6	0.7	0.5	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	0.0	0.0	10.1	0.0	9.1	21.6	10.4	10.6	21.0	9.8	10.0
LnGrp LOS	B	A	A	B	A	A	C	B	B	C	A	A
Approach Vol, veh/h		33			79			429			356	
Approach Delay, s/veh		10.1			9.4			11.4			11.5	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.1	16.3		15.2	5.7	16.7		15.2
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.1	4.2		2.6	2.7	3.7		2.9
Green Ext Time (p_c), s	0.1	3.8		0.1	0.0	2.5		0.2

Intersection Summary	
HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	24	42	49	37	18	184	584	64	29	464	99
Future Volume (veh/h)	15	24	42	49	37	18	184	584	64	29	464	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.89	1.00		0.89	1.00		0.95	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	26	46	53	40	20	200	635	70	32	504	108
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	544	412	69	541	410	244	1455	617	42	882	188
Arrive On Green	0.04	0.29	0.29	0.04	0.29	0.29	0.14	0.41	0.41	0.02	0.31	0.31
Sat Flow, veh/h	1781	1870	1418	1781	1870	1417	1781	3554	1507	1781	2881	613
Grp Volume(v), veh/h	16	26	46	53	40	20	200	635	70	32	310	302
Grp Sat Flow(s),veh/h/ln	1781	1870	1418	1781	1870	1417	1781	1777	1507	1781	1777	1717
Q Serve(g_s), s	0.9	1.0	2.3	2.9	1.5	1.0	10.7	12.6	2.8	1.8	14.4	14.6
Cycle Q Clear(g_c), s	0.9	1.0	2.3	2.9	1.5	1.0	10.7	12.6	2.8	1.8	14.4	14.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.36
Lane Grp Cap(c), veh/h	71	544	412	69	541	410	244	1455	617	42	544	526
V/C Ratio(X)	0.23	0.05	0.11	0.77	0.07	0.05	0.82	0.44	0.11	0.76	0.57	0.58
Avail Cap(c_a), veh/h	543	570	432	543	570	432	543	2166	919	543	1083	1047
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.8	25.1	25.6	46.9	25.4	25.2	41.3	20.9	18.0	47.8	28.7	28.8
Incr Delay (d2), s/veh	0.6	0.0	0.0	6.7	0.0	0.0	9.2	0.3	0.1	9.8	2.6	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.4	0.8	1.4	0.7	0.3	5.3	5.2	1.0	0.9	6.4	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.4	25.1	25.6	53.6	25.4	25.2	50.5	21.2	18.1	57.6	31.3	31.5
LnGrp LOS	D	C	C	D	C	C	D	C	B	E	C	C
Approach Vol, veh/h		88			113			905			644	
Approach Delay, s/veh		29.3			38.6			27.4			32.7	
Approach LOS		C			D			C			C	

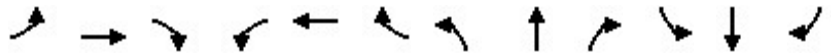
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	49.0	8.2	33.5	17.9	38.8	8.3	33.4
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	3.8	14.6	4.9	4.3	12.7	16.6	2.9	3.5
Green Ext Time (p_c), s	0.0	6.8	0.1	0.1	0.8	10.2	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	30.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



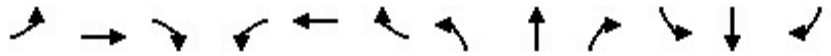
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	301	19	169	105	0	0	0	0	223	25	28
Future Volume (veh/h)	0	301	19	169	105	0	0	0	0	223	25	28
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	317	20	178	111	0				254	0	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	299	597	262	345	659	0				905	0	663
Arrive On Green	0.00	0.17	0.17	0.19	0.19	0.00				0.25	0.00	0.25
Sat Flow, veh/h	1781	3554	1561	1781	3572	0				3563	0	1562
Grp Volume(v), veh/h	0	317	20	178	111	0				254	0	29
Grp Sat Flow(s),veh/h/ln	1781	1777	1561	1781	1702	0				1781	0	1562
Q Serve(g_s), s	0.0	3.1	0.4	3.4	1.0	0.0				2.2	0.0	0.4
Cycle Q Clear(g_c), s	0.0	3.1	0.4	3.4	1.0	0.0				2.2	0.0	0.4
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	299	597	262	345	659	0				905	0	663
V/C Ratio(X)	0.00	0.53	0.08	0.52	0.17	0.00				0.28	0.00	0.04
Avail Cap(c_a), veh/h	2833	5652	2483	2833	5414	0				3305	0	1715
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.3	13.2	13.6	12.7	0.0				11.3	0.0	6.4
Incr Delay (d2), s/veh	0.0	0.3	0.0	1.3	0.1	0.0				0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9	0.1	1.1	0.3	0.0				0.7	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.6	13.3	15.0	12.8	0.0				11.4	0.0	6.4
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		337			289						283	
Approach Delay, s/veh		14.5			14.1						10.9	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		10.3		15.8		11.6
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		5.1		4.2		5.4
Green Ext Time (p_c), s		1.3		0.5		1.9

Intersection Summary	
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	452	0	1	255	262	28	12	75	22	0	218
Future Volume (veh/h)	100	452	0	1	255	262	28	12	75	22	0	218
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		0.99	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	109	491	0	1	277	285	30	13	82	24	0	237
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	1630	0	58	570	434	183	22	139	30	0	295
Arrive On Green	0.08	0.46	0.00	0.31	0.31	0.31	0.10	0.10	0.10	0.20	0.00	0.20
Sat Flow, veh/h	1781	3647	0	1	1868	1423	1781	215	1353	146	0	1442
Grp Volume(v), veh/h	109	491	0	278	0	285	30	0	95	261	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1869	0	1423	1781	0	1568	1588	0	0
Q Serve(g_s), s	3.8	5.5	0.0	0.0	0.0	11.0	1.0	0.0	3.7	9.9	0.0	0.0
Cycle Q Clear(g_c), s	3.8	5.5	0.0	7.7	0.0	11.0	1.0	0.0	3.7	9.9	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.86	0.09		0.91
Lane Grp Cap(c), veh/h	147	1630	0	627	0	434	183	0	161	325	0	0
V/C Ratio(X)	0.74	0.30	0.00	0.44	0.00	0.66	0.16	0.00	0.59	0.80	0.00	0.00
Avail Cap(c_a), veh/h	846	3376	0	1829	0	1352	1128	0	993	1006	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.3	10.7	0.0	17.9	0.0	19.1	25.9	0.0	27.1	23.9	0.0	0.0
Incr Delay (d2), s/veh	8.6	0.0	0.0	0.6	0.0	2.0	0.2	0.0	1.3	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.7	0.0	2.9	0.0	3.3	0.4	0.0	1.4	3.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	10.8	0.0	18.5	0.0	21.1	26.0	0.0	28.4	25.7	0.0	0.0
LnGrp LOS	D	B	A	B	A	C	C	A	C	C	A	A
Approach Vol, veh/h		600			563			125			261	
Approach Delay, s/veh		15.5			19.8			27.8			25.7	
Approach LOS		B			B			C			C	

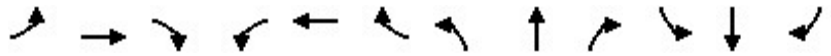
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		33.4		16.9	9.7	23.7		12.9				
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4				
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s		7.5		11.9	5.8	13.0		5.7				
Green Ext Time (p_c), s		2.0		1.2	0.3	4.4		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		19.8
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	464	90	274	332	0	0	0	0	327	186	197
Future Volume (veh/h)	0	464	90	274	332	0	0	0	0	327	186	197
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	488	95	288	349	0				344	196	207
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1907	834	368	2472	0				669	351	289
Arrive On Green	0.00	0.54	0.54	0.21	1.00	0.00				0.19	0.19	0.19
Sat Flow, veh/h	0	3647	1555	3456	3647	0				3563	1870	1537
Grp Volume(v), veh/h	0	488	95	288	349	0				344	196	207
Grp Sat Flow(s),veh/h/ln	0	1777	1555	1728	1777	0				1781	1870	1537
Q Serve(g_s), s	0.0	6.2	2.5	6.6	0.0	0.0				7.3	8.0	10.6
Cycle Q Clear(g_c), s	0.0	6.2	2.5	6.6	0.0	0.0				7.3	8.0	10.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1907	834	368	2472	0				669	351	289
V/C Ratio(X)	0.00	0.26	0.11	0.78	0.14	0.00				0.51	0.56	0.72
Avail Cap(c_a), veh/h	0	1907	834	703	2472	0				1361	715	587
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.98	0.98	0.97	0.97	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.5	9.6	32.1	0.0	0.0				30.7	30.9	32.0
Incr Delay (d2), s/veh	0.0	0.3	0.3	1.4	0.1	0.0				0.2	0.5	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.1	0.8	2.4	0.0	0.0				3.1	3.6	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.8	9.9	33.5	0.1	0.0				30.9	31.5	33.3
LnGrp LOS	A	B	A	C	A	A				C	C	C
Approach Vol, veh/h		583			637						747	
Approach Delay, s/veh		10.6			15.2						31.7	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.3	50.0		20.7		63.3
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.6	8.2		12.6		2.0
Green Ext Time (p_c), s	0.3	3.1		1.7		2.5

Intersection Summary	
HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Notes

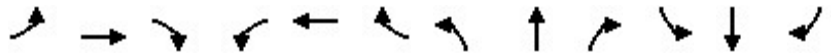
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	293	497	0	0	500	450	107	160	23	0	0	0
Future Volume (veh/h)	293	497	0	0	500	450	107	160	23	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	318	540	0	0	543	489	116	174	25			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1326	2760	0	0	1189	517	190	326	46			
Arrive On Green	0.77	1.00	0.00	0.00	0.33	0.33	0.11	0.11	0.11			
Sat Flow, veh/h	3456	3647	0	0	3647	1547	1781	3050	431			
Grp Volume(v), veh/h	318	540	0	0	543	489	116	96	103			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1547	1781	1702	1779			
Q Serve(g_s), s	2.2	0.0	0.0	0.0	10.1	25.8	5.2	4.5	4.6			
Cycle Q Clear(g_c), s	2.2	0.0	0.0	0.0	10.1	25.8	5.2	4.5	4.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.24			
Lane Grp Cap(c), veh/h	1326	2760	0	0	1189	517	190	182	190			
V/C Ratio(X)	0.24	0.20	0.00	0.00	0.46	0.94	0.61	0.53	0.54			
Avail Cap(c_a), veh/h	1326	2760	0	0	1189	517	596	569	595			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.95	0.95	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	6.3	0.0	0.0	0.0	22.0	27.2	35.8	35.5	35.6			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.3	28.0	1.2	0.9	0.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	0.1	0.0	0.0	4.0	12.6	2.3	1.9	2.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.4	0.2	0.0	0.0	23.2	55.2	37.0	36.4	36.5			
LnGrp LOS	A	A	A	A	C	E	D	D	D			
Approach Vol, veh/h		858			1032			315				
Approach Delay, s/veh		2.5			38.4			36.7				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		70.1			37.1	33.0		13.9				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			4.2	27.8		7.2				
Green Ext Time (p_c), s		4.4			0.7	0.1		1.1				

Intersection Summary	
HCM 6th Ctrl Delay	24.2
HCM 6th LOS	C

Notes

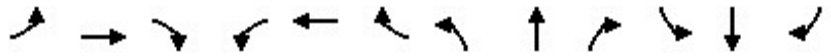
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	22	60	23	1103	14	0	0	0
Future Volume (veh/h)	0	0	0	0	22	60	23	1103	14	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	24	66	25	1212	15			
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	31	86	124	3169	39			
Arrive On Green				0.00	0.07	0.07	0.63	0.63	0.63			
Sat Flow, veh/h				0	441	1212	37	4998	61			
Grp Volume(v), veh/h				0	0	90	458	380	414			
Grp Sat Flow(s),veh/h/ln				0	0	1652	1859	1549	1689			
Q Serve(g_s), s				0.0	0.0	2.0	0.0	4.5	4.5			
Cycle Q Clear(g_c), s				0.0	0.0	2.0	4.5	4.5	4.5			
Prop In Lane				0.00		0.73	0.05		0.04			
Lane Grp Cap(c), veh/h				0	0	117	1279	982	1071			
V/C Ratio(X)				0.00	0.00	0.77	0.36	0.39	0.39			
Avail Cap(c_a), veh/h				0	0	1756	3045	2470	2693			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	17.2	3.3	3.3	3.3			
Incr Delay (d2), s/veh				0.0	0.0	3.9	0.2	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.8	0.7	0.6	0.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	21.1	3.6	3.7	3.7			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					90			1252				
Approach Delay, s/veh					21.1			3.7				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	29.5							8.2				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	6.5							4.0				
Green Ext Time (p_c), s	17.4							0.4				

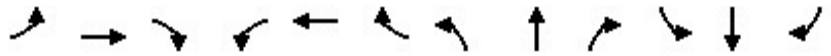
Intersection Summary												
HCM 6th Ctrl Delay			4.8									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	211	96	327	266	83	170	247	126	53	274	53
Future Volume (veh/h)	42	211	96	327	266	83	170	247	126	53	274	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.96	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	227	103	352	286	89	183	266	135	57	295	57
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	365	306	401	529	165	227	928	416	73	798	147
Arrive On Green	0.03	0.20	0.20	0.23	0.39	0.39	0.13	0.27	0.27	0.04	0.19	0.19
Sat Flow, veh/h	1781	1870	1568	1781	1366	425	1781	3404	1527	1781	4295	792
Grp Volume(v), veh/h	45	227	103	352	0	375	183	266	135	57	231	121
Grp Sat Flow(s),veh/h/ln	1781	1870	1568	1781	0	1791	1781	1702	1527	1781	1702	1683
Q Serve(g_s), s	1.8	7.9	4.0	13.6	0.0	11.6	7.1	4.4	5.0	2.3	4.2	4.5
Cycle Q Clear(g_c), s	1.8	7.9	4.0	13.6	0.0	11.6	7.1	4.4	5.0	2.3	4.2	4.5
Prop In Lane	1.00		1.00	1.00		0.24	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	59	365	306	401	0	694	227	928	416	73	633	313
V/C Ratio(X)	0.76	0.62	0.34	0.88	0.00	0.54	0.81	0.29	0.32	0.78	0.36	0.39
Avail Cap(c_a), veh/h	748	1048	878	748	0	1003	748	2860	1283	748	2860	1414
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.3	26.3	24.8	26.7	0.0	17.0	30.3	20.5	20.7	33.9	25.4	25.5
Incr Delay (d2), s/veh	7.4	0.6	0.2	2.5	0.0	0.7	2.6	0.3	0.8	6.6	0.6	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.5	1.5	5.8	0.0	4.6	3.1	1.7	1.8	1.1	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	27.0	25.0	29.2	0.0	17.6	32.8	20.8	21.6	40.5	26.0	26.9
LnGrp LOS	D	C	C	C	A	B	C	C	C	D	C	C
Approach Vol, veh/h		375			727			584			409	
Approach Delay, s/veh		28.2			23.2			24.8			28.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	24.8	20.5	18.8	13.5	18.6	6.8	32.6
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	14.3	7.0	15.6	9.9	9.1	6.5	3.8	13.6
Green Ext Time (p_c), s	0.1	5.1	0.5	1.1	0.2	4.2	0.0	2.6

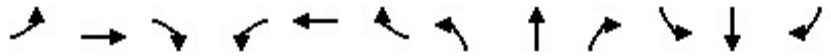
Intersection Summary	
HCM 6th Ctrl Delay	25.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	163	275	110	140	0	0	0	0	78	1314	473
Future Volume (veh/h)	0	163	275	110	140	0	0	0	0	78	1314	473
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	166	281	112	143	0				80	1341	483
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	427	362	223	382	0				1095	2272	812
Arrive On Green	0.00	0.23	0.23	0.23	0.23	0.00				0.61	0.61	0.61
Sat Flow, veh/h	0	1870	1585	610	1759	0				1781	3694	1320
Grp Volume(v), veh/h	0	166	281	120	135	0				80	1235	589
Grp Sat Flow(s),veh/h/ln	0	1870	1585	668	1617	0				1781	1702	1610
Q Serve(g_s), s	0.0	6.2	13.8	9.5	5.8	0.0				1.5	18.2	18.4
Cycle Q Clear(g_c), s	0.0	6.2	13.8	15.8	5.8	0.0				1.5	18.2	18.4
Prop In Lane	0.00		1.00	0.93		0.00				1.00		0.82
Lane Grp Cap(c), veh/h	0	427	362	236	369	0				1095	2093	990
V/C Ratio(X)	0.00	0.39	0.78	0.51	0.37	0.00				0.07	0.59	0.60
Avail Cap(c_a), veh/h	0	677	574	367	586	0				1290	2465	1166
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	27.1	30.0	33.5	26.9	0.0				6.4	9.6	9.7
Incr Delay (d2), s/veh	0.0	0.2	1.4	1.3	0.5	0.0				0.0	0.5	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.8	5.3	2.4	2.3	0.0				0.5	5.9	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	27.3	31.4	34.7	27.4	0.0				6.5	10.1	10.7
LnGrp LOS	A	C	C	C	C	A				A	B	B
Approach Vol, veh/h		447			255						1904	
Approach Delay, s/veh		29.9			30.8						10.2	
Approach LOS		C			C						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		25.6		57.2		25.6
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		15.8		20.4		17.8
Green Ext Time (p_c), s		1.0		30.5		1.1

Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	16	79	0	26	16	231	1107	34	0	0	0
Future Volume (veh/h)	143	16	79	0	26	16	231	1107	34	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	166	19	92	0	30	19	269	1287	40			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	399	36	1179	0	230	145	945	1864	58			
Arrive On Green	0.21	0.21	0.21	0.00	0.21	0.21	0.53	0.53	0.53			
Sat Flow, veh/h	1116	166	1574	0	1068	677	1781	3515	109			
Grp Volume(v), veh/h	185	0	92	0	0	49	269	650	677			
Grp Sat Flow(s),veh/h/ln	1282	0	1574	0	0	1745	1781	1777	1847			
Q Serve(g_s), s	5.0	0.0	0.0	0.0	0.0	1.0	3.6	11.6	11.6			
Cycle Q Clear(g_c), s	6.0	0.0	0.0	0.0	0.0	1.0	3.6	11.6	11.6			
Prop In Lane	0.90		1.00	0.00		0.39	1.00		0.06			
Lane Grp Cap(c), veh/h	435	0	1179	0	0	375	945	942	980			
V/C Ratio(X)	0.43	0.00	0.08	0.00	0.00	0.13	0.28	0.69	0.69			
Avail Cap(c_a), veh/h	1112	0	1945	0	0	1224	1229	1226	1274			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	15.8	0.0	1.5	0.0	0.0	13.6	5.6	7.4	7.4			
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.0	0.0	0.1	0.2	1.1	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.5	0.0	1.1	0.0	0.0	0.3	0.9	3.0	3.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	0.0	1.5	0.0	0.0	13.6	5.7	8.6	8.5			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		277			49			1596				
Approach Delay, s/veh		11.5			13.6			8.1				
Approach LOS		B			B			A				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	27.2	15.6	15.6
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	13.6	8.0	3.0
Green Ext Time (p_c), s	9.1	1.4	0.1

Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	12	31	0	10	61	19	468	101	44	693	7
Future Volume (veh/h)	5	12	31	0	10	61	19	468	101	44	693	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	13	33	0	11	64	20	493	106	46	729	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	413	111	281	149	56	327	35	2119	645	132	2261	22
Arrive On Green	0.24	0.24	0.24	0.00	0.24	0.24	0.02	0.42	0.42	0.04	0.43	0.43
Sat Flow, veh/h	1316	465	1182	1360	236	1375	1781	5106	1553	3456	5213	50
Grp Volume(v), veh/h	5	0	46	0	0	75	20	493	106	46	476	260
Grp Sat Flow(s),veh/h/ln	1316	0	1647	1360	0	1611	1781	1702	1553	1728	1702	1859
Q Serve(g_s), s	0.1	0.0	1.1	0.0	0.0	1.8	0.5	3.0	2.1	0.6	4.4	4.4
Cycle Q Clear(g_c), s	1.9	0.0	1.1	0.0	0.0	1.8	0.5	3.0	2.1	0.6	4.4	4.4
Prop In Lane	1.00		0.72	1.00		0.85	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	413	0	391	149	0	383	35	2119	645	132	1476	806
V/C Ratio(X)	0.01	0.00	0.12	0.00	0.00	0.20	0.58	0.23	0.16	0.35	0.32	0.32
Avail Cap(c_a), veh/h	1193	0	1367	955	0	1337	1109	6358	1934	2151	4239	2315
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.5	0.0	14.4	0.0	0.0	14.7	23.4	9.1	8.8	22.6	9.0	9.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.1	5.5	0.1	0.2	0.6	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	0.0	0.0	0.6	0.3	0.9	0.6	0.2	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	0.0	14.5	0.0	0.0	14.8	28.9	9.2	9.1	23.2	9.1	9.2
LnGrp LOS	B	A	B	A	A	B	C	A	A	C	A	A
Approach Vol, veh/h		51			75			619			782	
Approach Delay, s/veh		14.6			14.8			9.8			10.0	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.2	25.7		16.2	5.3	26.6		16.2
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	2.6	5.0		3.9	2.5	6.4		3.8
Green Ext Time (p_c), s	0.1	7.4		0.2	0.0	5.3		0.3

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

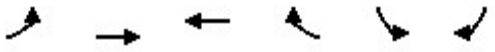
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2718	13	0	4429	5	0	0	1	0	0	4
Future Vol, veh/h	0	2718	13	0	4429	5	0	0	1	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	2802	13	0	4566	5	0	0	1	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1408	-	-	2286
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	110	0	0	27
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	110	-	-	27
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	38	161
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	110	-	-	-	-	27
HCM Lane V/C Ratio	0.009	-	-	-	-	0.153
HCM Control Delay (s)	38	-	-	-	-	161
HCM Lane LOS	E	-	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	-	0.5



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	952	1753	1918	61	48	38
Future Volume (veh/h)	952	1753	1918	61	48	38
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1002	1845	2019	0	51	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	814	4323	2963		78	69
Arrive On Green	0.24	0.87	0.59	0.00	0.04	0.04
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1002	1845	2019	0	51	40
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	27.8	9.2	32.6	0.0	3.3	2.9
Cycle Q Clear(g_c), s	27.8	9.2	32.6	0.0	3.3	2.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	814	4323	2963		78	69
V/C Ratio(X)	1.23	0.43	0.68		0.65	0.58
Avail Cap(c_a), veh/h	814	4323	2963		479	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.59	0.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	1.6	16.3	0.0	55.5	55.3
Incr Delay (d2), s/veh	114.5	0.3	0.8	0.0	3.4	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.4	0.9	11.2	0.0	1.5	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	159.6	2.0	17.1	0.0	59.0	58.2
LnGrp LOS	F	A	B		E	E
Approach Vol, veh/h		2847	2019	A	91	
Approach Delay, s/veh		57.5	17.1		58.6	
Approach LOS		E	B		E	

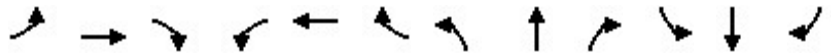
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		107.6		10.4	32.2	75.4
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		75.8		31.7	27.8	* 44
Max Q Clear Time (g_c+I1), s		11.2		5.3	29.8	34.6
Green Ext Time (p_c), s		54.5		0.1	0.0	8.9

Intersection Summary	
HCM 6th Ctrl Delay	41.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	913	46	53	1027	69	91	229	74	76	146	526
Future Volume (veh/h)	260	913	46	53	1027	69	91	229	74	76	146	526
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.94	1.00		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	265	932	47	54	1048	70	93	234	76	78	149	537
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	292	1613	81	246	1516	101	115	739	219	98	934	521
Arrive On Green	0.16	0.47	0.47	0.05	0.15	0.15	0.06	0.19	0.19	0.06	0.18	0.18
Sat Flow, veh/h	1781	3442	174	1781	3377	225	1781	3843	1142	1781	5106	1430
Grp Volume(v), veh/h	265	481	498	54	551	567	93	205	105	78	149	537
Grp Sat Flow(s),veh/h/ln	1781	1777	1838	1781	1777	1825	1781	1702	1581	1781	1702	1430
Q Serve(g_s), s	20.5	27.6	27.6	4.1	41.2	41.2	7.2	7.2	8.1	6.1	3.4	25.6
Cycle Q Clear(g_c), s	20.5	27.6	27.6	4.1	41.2	41.2	7.2	7.2	8.1	6.1	3.4	25.6
Prop In Lane	1.00		0.09	1.00		0.12	1.00		0.72	1.00		1.00
Lane Grp Cap(c), veh/h	292	833	861	246	798	820	115	654	304	98	934	521
V/C Ratio(X)	0.91	0.58	0.58	0.22	0.69	0.69	0.81	0.31	0.35	0.79	0.16	1.03
Avail Cap(c_a), veh/h	382	833	861	246	798	820	244	654	304	244	934	521
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.84	0.84	0.84	0.99	0.99	0.99	0.98	0.98	0.98
Uniform Delay (d), s/veh	57.5	27.1	27.1	59.5	50.4	50.4	64.6	48.6	48.9	65.4	48.1	46.4
Incr Delay (d2), s/veh	21.2	2.9	2.8	1.7	4.1	4.0	5.0	0.3	0.8	5.3	0.1	47.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	12.1	12.5	2.0	20.6	21.1	3.4	3.1	3.3	2.9	1.5	24.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.7	30.0	29.9	61.2	54.5	54.4	69.6	48.9	49.7	70.6	48.3	93.6
LnGrp LOS	E	C	C	E	D	D	E	D	D	E	D	F
Approach Vol, veh/h		1244			1172			403			764	
Approach Delay, s/veh		40.4			54.8			53.9			82.4	
Approach LOS		D			D			D			F	

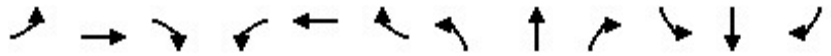
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	31.9	25.2	70.8	13.4	30.6	27.3	68.7
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	8.1	10.1	6.1	29.6	9.2	27.6	22.5	43.2
Green Ext Time (p_c), s	0.1	1.8	0.0	10.1	0.1	0.0	0.4	1.4

Intersection Summary	
HCM 6th Ctrl Delay	55.6
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	886	99	36	160	0	0	0	0	133	164	992
Future Volume (veh/h)	0	886	99	36	160	0	0	0	0	133	164	992
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	963	108	39	174	0				145	178	1078
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1613	181	64	2021	0				284	1642	537
Arrive On Green	0.00	0.17	0.17	0.04	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3313	361	1781	3647	0				821	4749	1553
Grp Volume(v), veh/h	0	531	540	39	174	0				323	0	1078
Grp Sat Flow(s),veh/h/ln	0	1777	1804	1781	1777	0				1829	1870	1553
Q Serve(g_s), s	0.0	38.8	38.8	3.0	3.1	0.0				19.6	0.0	48.4
Cycle Q Clear(g_c), s	0.0	38.8	38.8	3.0	3.1	0.0				19.6	0.0	48.4
Prop In Lane	0.00		0.20	1.00		0.00				0.45		1.00
Lane Grp Cap(c), veh/h	0	890	904	64	2021	0				632	1293	537
V/C Ratio(X)	0.00	0.60	0.60	0.61	0.09	0.00				0.51	0.00	2.01
Avail Cap(c_a), veh/h	0	890	904	313	2021	0				632	1293	537
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.88	0.88	0.87	0.87	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	45.3	45.3	66.5	13.7	0.0				36.4	0.0	45.8
Incr Delay (d2), s/veh	0.0	2.6	2.6	3.0	0.1	0.0				2.9	0.0	460.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.1	19.4	1.4	1.2	0.0				9.4	0.0	87.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	47.9	47.9	69.5	13.8	0.0				39.3	0.0	505.8
LnGrp LOS	A	D	D	E	B	A				D	A	F
Approach Vol, veh/h		1071			213						1401	
Approach Delay, s/veh		47.9			24.0						398.2	
Approach LOS		D			C						F	

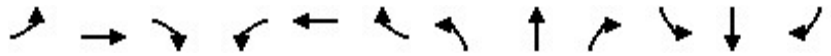
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.4	76.8		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	5.0	40.8		50.4		5.1
Green Ext Time (p_c), s	0.0	1.8		0.0		0.4

Intersection Summary		
HCM 6th Ctrl Delay	228.8	
HCM 6th LOS	F	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	786	275	0	0	132	152	41	102	58	0	0	0
Future Volume (veh/h)	786	275	0	0	132	152	41	102	58	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	845	296	0	0	142	163	44	110	62			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1537	1496	0	0	523	460	75	203	118			
Arrive On Green	0.44	0.80	0.00	0.00	0.29	0.29	0.08	0.08	0.08			
Sat Flow, veh/h	3456	1870	0	0	1870	1566	975	2623	1518			
Grp Volume(v), veh/h	845	296	0	0	142	163	82	72	62			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1566	1822	1777	1518			
Q Serve(g_s), s	14.4	3.0	0.0	0.0	4.9	6.6	3.5	3.1	3.1			
Cycle Q Clear(g_c), s	14.4	3.0	0.0	0.0	4.9	6.6	3.5	3.1	3.1			
Prop In Lane	1.00		0.00	0.00		1.00	0.54		1.00			
Lane Grp Cap(c), veh/h	1537	1496	0	0	523	460	141	138	118			
V/C Ratio(X)	0.55	0.20	0.00	0.00	0.27	0.35	0.58	0.52	0.53			
Avail Cap(c_a), veh/h	1537	1496	0	0	580	511	389	380	325			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.76	0.76	0.00	0.00	1.00	1.00	0.98	0.98	0.98			
Uniform Delay (d), s/veh	16.3	1.9	0.0	0.0	21.7	22.2	35.7	35.5	35.5			
Incr Delay (d2), s/veh	0.3	0.2	0.0	0.0	0.1	0.2	1.4	1.1	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.1	0.5	0.0	0.0	1.9	2.3	1.6	1.4	1.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	2.1	0.0	0.0	21.8	22.4	37.0	36.6	36.8			
LnGrp LOS	B	A	A	A	C	C	D	D	D			
Approach Vol, veh/h		1141			305			216				
Approach Delay, s/veh		12.9			22.1			36.8				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.9			40.5	28.4		11.1				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		5.0			16.4	8.6		5.5				
Green Ext Time (p_c), s		1.0			1.8	1.0		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

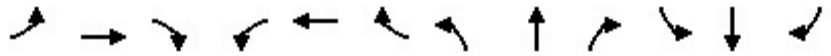
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	179	1534	430	0	0	1774
Future Volume (veh/h)	179	1534	430	0	0	1774
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	183	0	439	0	0	1810
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	215		3177	0	202	4965
Arrive On Green	0.12	0.00	0.64	0.00	0.00	0.79
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	183	0	439	0	0	1810
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	11.1	0.0	3.9	0.0	0.0	9.3
Cycle Q Clear(g_c), s	11.1	0.0	3.9	0.0	0.0	9.3
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	215		3177	0	202	4965
V/C Ratio(X)	0.85		0.14	0.00	0.00	0.36
Avail Cap(c_a), veh/h	487		3177	0	738	4965
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.00	0.94	0.00	0.00	0.90
Uniform Delay (d), s/veh	47.4	0.0	7.9	0.0	0.0	3.4
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	1.2	0.0	0.0	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.2	0.0	8.0	0.0	0.0	3.6
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	183	A	439			1810
Approach Delay, s/veh	50.2		8.0			3.6
Approach LOS	D		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	16.9	75.0			91.9	18.1
Change Period (Y+Rc), s	4.4	4.9			4.9	4.9
Max Green Setting (Gmax), s	45.6	20.1			70.1	30.1
Max Q Clear Time (g_c+I1), s	10.0	5.9			11.3	13.1
Green Ext Time (p_c), s	0.0	3.1			28.3	0.2

Intersection Summary	
HCM 6th Ctrl Delay	7.9
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



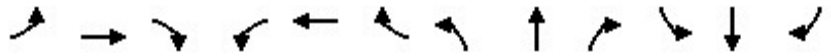
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	198	1569	140	133	246	0	0	204	48
Future Volume (veh/h)	0	0	0	198	1569	140	133	246	0	0	204	48
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.91
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				204	1618	144	137	254	0	0	210	49
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				299	2529	231	155	1416	0	0	544	117
Arrive On Green				0.19	0.19	0.19	0.17	0.55	0.00	0.00	0.13	0.13
Sat Flow, veh/h				521	4410	403	1781	5274	0	0	4293	887
Grp Volume(v), veh/h				722	605	639	137	254	0	0	170	89
Grp Sat Flow(s),veh/h/ln				1844	1702	1787	1781	1702	0	0	1702	1607
Q Serve(g_s), s				40.1	35.9	36.1	8.3	2.7	0.0	0.0	5.0	5.6
Cycle Q Clear(g_c), s				40.1	35.9	36.1	8.3	2.7	0.0	0.0	5.0	5.6
Prop In Lane				0.28		0.23	1.00		0.00	0.00		0.55
Lane Grp Cap(c), veh/h				1058	976	1025	155	1416	0	0	449	212
V/C Ratio(X)				0.68	0.62	0.62	0.88	0.18	0.00	0.00	0.38	0.42
Avail Cap(c_a), veh/h				1058	976	1025	155	1629	0	0	591	279
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.75	0.75	0.75	0.69	0.69	0.00	0.00	0.96	0.96
Uniform Delay (d), s/veh				35.3	33.6	33.7	44.8	18.3	0.0	0.0	43.6	43.9
Incr Delay (d2), s/veh				2.7	2.2	2.2	29.8	0.0	0.0	0.0	0.3	0.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				20.5	16.9	17.9	4.6	1.0	0.0	0.0	2.1	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				37.9	35.8	35.8	74.6	18.4	0.0	0.0	44.0	44.7
LnGrp LOS				D	D	D	E	B	A	A	D	D
Approach Vol, veh/h					1966			391			259	
Approach Delay, s/veh					36.6			38.1			44.2	
Approach LOS					D			D			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	15.5	20.9	69.0	36.4
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	9.6	* 19	63.1	35.1
Max Q Clear Time (g_c+I1), s	10.3	7.6	42.1	4.7
Green Ext Time (p_c), s	0.0	0.9	11.9	1.9

Intersection Summary	
HCM 6th Ctrl Delay	37.6
HCM 6th LOS	D

Notes

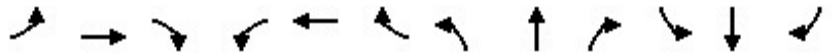
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	203	1872	0	0	0	0	0	164	64
Future Volume (veh/h)	0	0	0	203	1872	0	0	0	0	0	164	64
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.94
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				211	1950	0				0	171	67
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				342	3386	0				0	728	253
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				482	4937	0				0	3841	1276
Grp Volume(v), veh/h				809	1352	0				0	157	81
Grp Sat Flow(s),veh/h/ln				1846	1702	0				0	1702	1544
Q Serve(g_s), s				43.1	38.5	0.0				0.0	4.3	4.9
Cycle Q Clear(g_c), s				43.1	38.5	0.0				0.0	4.3	4.9
Prop In Lane				0.26		0.00				0.00		0.83
Lane Grp Cap(c), veh/h				1311	2417	0				0	675	306
V/C Ratio(X)				0.62	0.56	0.00				0.00	0.23	0.26
Avail Cap(c_a), veh/h				1311	2417	0				0	675	306
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				28.7	27.0	0.0				0.0	37.1	37.3
Incr Delay (d2), s/veh				2.2	0.9	0.0				0.0	0.8	2.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				22.0	17.8	0.0				0.0	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				30.9	27.9	0.0				0.0	37.9	39.4
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2161						238	
Approach Delay, s/veh					29.0						38.4	
Approach LOS					C						D	

Timer - Assigned Phs		4		6					
Phs Duration (G+Y+Rc), s		26.7		83.3					
Change Period (Y+Rc), s		4.9		5.2					
Max Green Setting (Gmax), s		21.8		78.1					
Max Q Clear Time (g_c+I1), s		6.9		45.1					
Green Ext Time (p_c), s		0.3		3.7					

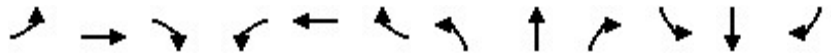
Intersection Summary		
HCM 6th Ctrl Delay	30.0	
HCM 6th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2009	131	86	98	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2009	131	86	98	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2071	135	89	101	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3429	222	322	408	0			
Arrive On Green				0.00	0.23	0.23	0.20	0.20	0.00			
Sat Flow, veh/h				0	5061	317	1576	2086	0			
Grp Volume(v), veh/h				0	1437	769	101	89	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1805	1792	1777	0			
Q Serve(g_s), s				0.0	41.5	41.9	5.2	4.6	0.0			
Cycle Q Clear(g_c), s				0.0	41.5	41.9	5.2	4.6	0.0			
Prop In Lane				0.00		0.18	0.88		0.00			
Lane Grp Cap(c), veh/h				0	2386	1265	366	363	0			
V/C Ratio(X)				0.00	0.60	0.61	0.28	0.24	0.00			
Avail Cap(c_a), veh/h				0	2386	1265	366	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	28.6	28.8	36.9	36.6	0.0			
Incr Delay (d2), s/veh				0.0	1.1	2.2	1.9	1.6	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	19.2	20.9	2.5	2.2	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	29.7	30.9	38.7	38.2	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2206			190				
Approach Delay, s/veh					30.1			38.5				
Approach LOS					C			D				

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						43.9		7.2				
Green Ext Time (p_c), s						22.9		0.9				

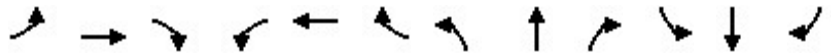
Intersection Summary		
HCM 6th Ctrl Delay		30.8
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	224	2178	0	0	0	0	0	145	41
Future Volume (veh/h)	0	0	0	224	2178	0	0	0	0	0	145	41
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				236	2293	0				0	153	43
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				322	3359	0				0	733	316
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				460	4960	0				0	3647	1533
Grp Volume(v), veh/h				949	1580	0				0	153	43
Grp Sat Flow(s),veh/h/ln				1847	1702	0				0	1777	1533
Q Serve(g_s), s				52.3	46.4	0.0				0.0	3.9	2.5
Cycle Q Clear(g_c), s				52.3	46.4	0.0				0.0	3.9	2.5
Prop In Lane				0.25		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1295	2386	0				0	733	316
V/C Ratio(X)				0.73	0.66	0.00				0.00	0.21	0.14
Avail Cap(c_a), veh/h				1295	2386	0				0	733	316
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				32.7	30.5	0.0				0.0	36.2	35.6
Incr Delay (d2), s/veh				3.7	1.5	0.0				0.0	0.6	0.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				27.1	21.5	0.0				0.0	1.8	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				36.4	31.9	0.0				0.0	36.8	36.5
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					2529						196	
Approach Delay, s/veh					33.6						36.8	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				27.6		82.4						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				22.7		77.1						
Max Q Clear Time (g_c+I1), s				5.9		54.3						
Green Ext Time (p_c), s				0.9		19.3						

Intersection Summary												
HCM 6th Ctrl Delay			33.8									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2290	64	62	41	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2290	64	62	41	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2385	67	65	43	0			
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3715	104	316	315	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5271	143	1781	1870	0			
Grp Volume(v), veh/h				0	1587	865	65	43	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1841	1781	1777	0			
Q Serve(g_s), s				0.0	26.1	26.5	3.4	2.2	0.0			
Cycle Q Clear(g_c), s				0.0	26.1	26.5	3.4	2.2	0.0			
Prop In Lane				0.00		0.08	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2479	1340	316	315	0			
V/C Ratio(X)				0.00	0.64	0.65	0.21	0.14	0.00			
Avail Cap(c_a), veh/h				0	2479	1340	316	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	7.6	7.7	38.6	38.2	0.0			
Incr Delay (d2), s/veh				0.0	1.3	2.4	1.5	0.9	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	8.5	9.8	1.6	1.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	8.9	10.1	40.1	39.1	0.0			
LnGrp LOS				A	A	B	D	D	A			
Approach Vol, veh/h					2452			108				
Approach Delay, s/veh					9.3			39.7				
Approach LOS					A			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						28.5		5.4				
Green Ext Time (p_c), s						35.3		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	10.6
HCM 6th LOS	B

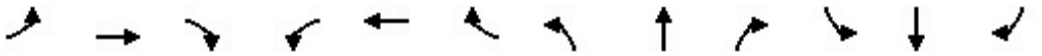
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	125	554	2	91	0	0	0	12
Future Vol, veh/h	0	0	0	0	125	554	2	91	0	0	0	12
Conflicting Peds, #/hr	6	0	0	0	0	6	15	0	0	0	0	15
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	130	577	2	95	0	0	0	13

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	80	713	-	-	-	375
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	80	713	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	899	356	0	0	0	623
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	919	434	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	881	354	-	-	-	619
Mov Cap-2 Maneuver	-	-	-	881	354	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	900	431	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	18.8	10.9
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	354	-	-	619
HCM Lane V/C Ratio	0.268	-	-	0.02
HCM Control Delay (s)	18.8	-	-	10.9
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.1	-	-	0.1



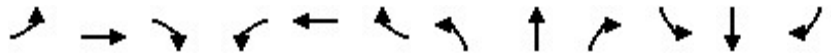
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑						↑↑↑	↱	↰↰↰	↑	
Traffic Volume (veh/h)	0	0	0	0	0	0	0	411	128	1257	711	0
Future Volume (veh/h)	0	0	0	0	0	0	0	411	128	1257	711	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.95	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	433	135	1323	748	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	812	246	3767	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.16	0.16	0.75	0.95	0.00
Sat Flow, veh/h		0					0	5149	1513	5023	1826	0
Grp Volume(v), veh/h		0.0					0	433	135	1323	748	0
Grp Sat Flow(s),veh/h/ln							0	1662	1513	1674	1826	0
Q Serve(g_s), s							0.0	8.8	9.0	9.8	3.6	0.0
Cycle Q Clear(g_c), s							0.0	8.8	9.0	9.8	3.6	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	812	246	3767	1740	0
V/C Ratio(X)							0.00	0.53	0.55	0.35	0.43	0.00
Avail Cap(c_a), veh/h							0	1205	366	3767	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.92	0.92	0.00
Uniform Delay (d), s/veh							0.0	42.2	42.3	4.7	0.2	0.0
Incr Delay (d2), s/veh							0.0	1.4	4.9	0.1	0.7	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	3.6	3.6	2.5	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	43.6	47.2	4.7	0.9	0.0
LnGrp LOS							A	D	D	A	A	A
Approach Vol, veh/h								568			2071	
Approach Delay, s/veh								44.5			3.4	
Approach LOS								D			A	

Timer - Assigned Phs	1	2			6							
Phs Duration (G+Y+Rc), s	86.9	23.1			110.0							
Change Period (Y+Rc), s	4.4	* 5.2			5.2							
Max Green Setting (Gmax), s	40.0	* 27			40.0							
Max Q Clear Time (g_c+I1), s	11.8	11.0			5.6							
Green Ext Time (p_c), s	5.9	5.4			7.4							

Intersection Summary		
HCM 6th Ctrl Delay		12.2
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



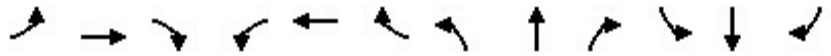
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	1301	46	0	0	0	0	289	210	97	298	0
Future Volume (veh/h)	63	1301	46	0	0	0	0	289	210	97	298	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97				1.00		0.95	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	65	1341	47				0	298	216	100	307	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	140	3083	945				0	616	274	130	1500	0
Arrive On Green	0.20	0.20	0.20				0.00	0.18	0.18	0.15	0.59	0.00
Sat Flow, veh/h	229	5034	1542				0	3572	1513	1781	5274	0
Grp Volume(v), veh/h	527	879	47				0	298	216	100	307	0
Grp Sat Flow(s),veh/h/ln	1859	1702	1542				0	1702	1513	1781	1702	0
Q Serve(g_s), s	27.5	24.8	2.7				0.0	8.6	15.0	5.9	3.1	0.0
Cycle Q Clear(g_c), s	27.5	24.8	2.7				0.0	8.6	15.0	5.9	3.1	0.0
Prop In Lane	0.12		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1139	2085	945				0	616	274	130	1500	0
V/C Ratio(X)	0.46	0.42	0.05				0.00	0.48	0.79	0.77	0.20	0.00
Avail Cap(c_a), veh/h	1139	2085	945				0	916	407	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.67	0.67	0.67				0.00	1.00	1.00	0.88	0.88	0.00
Uniform Delay (d), s/veh	28.0	26.9	18.1				0.0	40.4	43.0	46.1	16.7	0.0
Incr Delay (d2), s/veh	0.9	0.4	0.1				0.0	0.7	6.7	3.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	11.4	0.9				0.0	3.6	6.0	2.6	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	27.3	18.1				0.0	41.1	49.7	49.3	16.7	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1453						514			407	
Approach Delay, s/veh		27.6						44.7			24.7	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	72.3	37.7	12.4	25.3
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	29.5	5.1	7.9	17.0
Green Ext Time (p_c), s	11.4	1.7	0.1	2.9

Intersection Summary	
HCM 6th Ctrl Delay	30.8
HCM 6th LOS	C

Notes

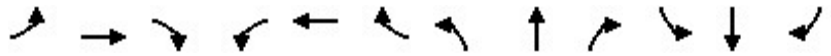
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



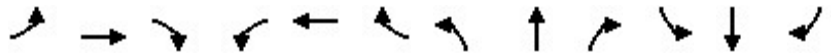
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1611	49	0	0	0	0	0	0	147	239	0
Future Volume (veh/h)	0	1611	49	0	0	0	0	0	0	147	239	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1661	51							152	246	0
Peak Hour Factor	0.97	0.97	0.97							0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2963	91							585	1117	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5253	156							1781	3572	0
Grp Volume(v), veh/h	0	1112	600							152	246	0
Grp Sat Flow(s),veh/h/ln	0	1702	1836							1781	1702	0
Q Serve(g_s), s	0.0	32.5	32.5							8.6	7.3	0.0
Cycle Q Clear(g_c), s	0.0	32.5	32.5							8.6	7.3	0.0
Prop In Lane	0.00		0.08							1.00		0.00
Lane Grp Cap(c), veh/h	0	1984	1070							585	1117	0
V/C Ratio(X)	0.00	0.56	0.56							0.26	0.22	0.00
Avail Cap(c_a), veh/h	0	1984	1070							585	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	31.7	31.7							36.8	36.2	0.0
Incr Delay (d2), s/veh	0.0	1.2	2.1							1.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.1	16.6							4.2	3.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	32.8	33.8							37.9	36.6	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1712									398	
Approach Delay, s/veh		33.2									37.1	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	34.5	10.6
Green Ext Time (p_c), s	5.5	1.0

Intersection Summary	
HCM 6th Ctrl Delay	33.9
HCM 6th LOS	C



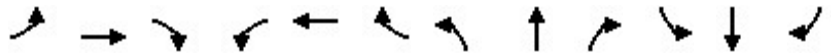
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	1973	0	0	0	0	0	103	222	0	0	0
Future Volume (veh/h)	73	1973	0	0	0	0	0	103	222	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	75	2034	0				0	106	229			
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	101	2919	0				0	599	494			
Arrive On Green	0.19	0.19	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	176	5258	0				0	1870	1465			
Grp Volume(v), veh/h	792	1317	0				0	106	229			
Grp Sat Flow(s),veh/h/ln	1862	1702	0				0	1777	1465			
Q Serve(g_s), s	44.1	39.5	0.0				0.0	4.6	13.5			
Cycle Q Clear(g_c), s	44.1	39.5	0.0				0.0	4.6	13.5			
Prop In Lane	0.09		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1068	1953	0				0	599	494			
V/C Ratio(X)	0.74	0.67	0.00				0.00	0.18	0.46			
Avail Cap(c_a), veh/h	1068	1953	0				0	599	494			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	36.9	35.0	0.0				0.0	25.7	28.6			
Incr Delay (d2), s/veh	4.7	1.9	0.0				0.0	0.6	3.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	23.3	18.5	0.0				0.0	2.1	5.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	36.9	0.0				0.0	26.3	31.7			
LnGrp LOS	D	D	A				A	C	C			
Approach Vol, veh/h		2109						335				
Approach Delay, s/veh		38.7						30.0				
Approach LOS		D						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		68.0						42.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		63.1						37.1				
Max Q Clear Time (g_c+I1), s		46.1						15.5				
Green Ext Time (p_c), s		13.2						2.3				
Intersection Summary												
HCM 6th Ctrl Delay			37.5									
HCM 6th LOS			D									



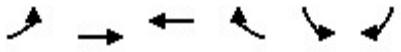
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2337	85	0	0	0	0	0	0	150	235	0
Future Volume (veh/h)	0	2337	85	0	0	0	0	0	0	150	235	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2385	87							153	240	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3589	130							358	714	0
Arrive On Green	0.00	0.23	0.23							0.07	0.07	0.00
Sat Flow, veh/h	0	5223	183							1781	3647	0
Grp Volume(v), veh/h	0	1601	871							153	240	0
Grp Sat Flow(s),veh/h/ln	0	1702	1834							1781	1777	0
Q Serve(g_s), s	0.0	46.9	47.4							9.1	7.1	0.0
Cycle Q Clear(g_c), s	0.0	46.9	47.4							9.1	7.1	0.0
Prop In Lane	0.00		0.10							1.00		0.00
Lane Grp Cap(c), veh/h	0	2417	1302							358	714	0
V/C Ratio(X)	0.00	0.66	0.67							0.43	0.34	0.00
Avail Cap(c_a), veh/h	0	2417	1302							358	714	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	30.2	30.4							45.3	44.3	0.0
Incr Delay (d2), s/veh	0.0	1.4	2.7							3.7	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	21.8	24.2							4.7	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.6	33.1							49.0	45.6	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		2472									393	
Approach Delay, s/veh		32.1									46.9	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	83.0	27.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	78.1	22.1
Max Q Clear Time (g_c+I1), s	49.4	11.1
Green Ext Time (p_c), s	22.9	1.5

Intersection Summary	
HCM 6th Ctrl Delay	34.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	2182	0	0	0	0	0	55	46	0	0	0
Future Volume (veh/h)	63	2182	0	0	0	0	0	55	46	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	66	2297	0				0	58	48			
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	98	3642	0				0	390	290			
Arrive On Green	0.23	0.23	0.00				0.00	0.20	0.20			
Sat Flow, veh/h	138	5297	0				0	2036	1445			
Grp Volume(v), veh/h	888	1475	0				0	53	53			
Grp Sat Flow(s),veh/h/ln	1863	1702	0				0	1777	1610			
Q Serve(g_s), s	47.6	42.6	0.0				0.0	2.7	3.0			
Cycle Q Clear(g_c), s	47.6	42.6	0.0				0.0	2.7	3.0			
Prop In Lane	0.07		0.00				0.00		0.90			
Lane Grp Cap(c), veh/h	1323	2417	0				0	357	324			
V/C Ratio(X)	0.67	0.61	0.00				0.00	0.15	0.17			
Avail Cap(c_a), veh/h	1323	2417	0				0	357	324			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	30.5	28.5	0.0				0.0	36.2	36.3			
Incr Delay (d2), s/veh	2.7	1.2	0.0				0.0	0.9	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	24.7	19.8	0.0				0.0	1.3	1.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.2	29.7	0.0				0.0	37.1	37.4			
LnGrp LOS	C	C	A				A	D	D			
Approach Vol, veh/h		2363						106				
Approach Delay, s/veh		31.0						37.2				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		83.0						27.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		78.1						22.1				
Max Q Clear Time (g_c+I1), s		49.6						5.0				
Green Ext Time (p_c), s		21.9						0.5				
Intersection Summary												
HCM 6th Ctrl Delay			31.3									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	36	783	750	116	99	133
Future Volume (veh/h)	36	783	750	116	99	133
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	39	842	806	125	106	143
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	50	3990	3193	491	376	172
Arrive On Green	0.03	0.80	1.00	1.00	0.11	0.11
Sat Flow, veh/h	1781	5149	4508	669	3456	1585
Grp Volume(v), veh/h	39	842	615	316	106	143
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1689	1728	1585
Q Serve(g_s), s	2.6	4.8	0.0	0.0	3.3	10.4
Cycle Q Clear(g_c), s	2.6	4.8	0.0	0.0	3.3	10.4
Prop In Lane	1.00			0.40	1.00	1.00
Lane Grp Cap(c), veh/h	50	3990	2443	1241	376	172
V/C Ratio(X)	0.78	0.21	0.25	0.25	0.28	0.83
Avail Cap(c_a), veh/h	319	3990	2443	1241	884	406
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.98	0.98	1.00	1.00
Uniform Delay (d), s/veh	57.0	2.8	0.0	0.0	48.3	51.5
Incr Delay (d2), s/veh	8.9	0.1	0.2	0.5	0.2	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.0	0.1	0.2	1.5	9.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	65.9	2.9	0.2	0.5	48.5	55.4
LnGrp LOS	E	A	A	A	D	E
Approach Vol, veh/h		881	931		249	
Approach Delay, s/veh		5.7	0.3		52.5	
Approach LOS		A	A		D	

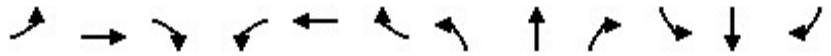
Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	100.3		17.7	7.7	92.6
Change Period (Y+Rc), s	* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s	* 77		30.2	21.1	51.6
Max Q Clear Time (g_c+I1), s	6.8		12.4	4.6	2.0
Green Ext Time (p_c), s	18.8		0.4	0.0	17.7

Intersection Summary	
HCM 6th Ctrl Delay	8.9
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	833	26	29	896	17	13	0	19	9	0	9
Future Volume (veh/h)	17	833	26	29	896	17	13	0	19	9	0	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.88	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	859	27	30	924	0	13	0	20	9	0	9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	722	3460	109	60	1567		40	0	31	268	0	117
Arrive On Green	0.81	1.00	1.00	0.03	0.31	0.00	0.02	0.00	0.02	0.08	0.00	0.08
Sat Flow, veh/h	1781	4961	156	1781	4985	1585	1781	0	1403	3456	0	1505
Grp Volume(v), veh/h	18	575	311	30	924	0	13	0	20	9	0	9
Grp Sat Flow(s),veh/h/ln	1781	1662	1793	1781	1662	1585	1781	0	1403	1728	0	1505
Q Serve(g_s), s	0.2	0.0	0.0	2.0	18.4	0.0	0.8	0.0	1.7	0.3	0.0	0.7
Cycle Q Clear(g_c), s	0.2	0.0	0.0	2.0	18.4	0.0	0.8	0.0	1.7	0.3	0.0	0.7
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	722	2318	1251	60	1567		40	0	31	268	0	117
V/C Ratio(X)	0.02	0.25	0.25	0.50	0.59		0.33	0.00	0.64	0.03	0.00	0.08
Avail Cap(c_a), veh/h	722	2318	1251	168	1567		251	0	197	999	0	435
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.7	0.0	0.0	56.0	34.0	0.0	56.8	0.0	57.2	50.3	0.0	50.5
Incr Delay (d2), s/veh	0.0	0.3	0.5	2.3	1.6	0.0	1.7	0.0	7.7	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.2	0.9	7.4	0.0	0.4	0.0	0.7	0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.7	0.3	0.5	58.3	35.7	0.0	58.5	0.0	64.9	50.4	0.0	50.6
LnGrp LOS	A	A	A	E	D		E	A	E	D	A	D
Approach Vol, veh/h		904			954	A		33			18	
Approach Delay, s/veh		0.5			36.4			62.4			50.5	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	88.0		14.1	53.5	42.9		7.5
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.0	21.6		34.1	10.2	* 37		16.6
Max Q Clear Time (g_c+I1), s	4.0	2.0		2.7	2.2	20.4		3.7
Green Ext Time (p_c), s	0.0	9.0		0.0	0.0	8.6		0.0

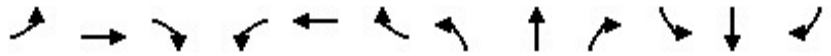
Intersection Summary	
HCM 6th Ctrl Delay	20.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	875	98	222	2383	210	103	37	182	469	4	9
Future Volume (veh/h)	51	875	98	222	2383	210	103	37	182	469	4	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	972	109	247	2648	233	114	41	0	521	4	10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	494	2814	964	305	2169	189	204	110		426	55	138
Arrive On Green	0.28	0.56	0.56	0.09	0.37	0.37	0.06	0.06	0.00	0.12	0.12	0.12
Sat Flow, veh/h	1781	4985	1542	3456	5910	514	3456	1870	1585	3563	462	1155
Grp Volume(v), veh/h	57	972	109	247	2105	776	114	41	0	521	0	14
Grp Sat Flow(s),veh/h/ln	1781	1662	1542	1728	1570	1713	1728	1870	1585	1781	0	1617
Q Serve(g_s), s	2.8	12.4	3.4	8.3	43.3	43.3	3.8	2.5	0.0	14.1	0.0	0.9
Cycle Q Clear(g_c), s	2.8	12.4	3.4	8.3	43.3	43.3	3.8	2.5	0.0	14.1	0.0	0.9
Prop In Lane	1.00		1.00	1.00		0.30	1.00		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	494	2814	964	305	1729	629	204	110		426	0	193
V/C Ratio(X)	0.12	0.35	0.11	0.81	1.22	1.24	0.56	0.37		1.22	0.00	0.07
Avail Cap(c_a), veh/h	494	2814	964	398	1729	629	1084	586		426	0	193
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.8	13.9	9.0	52.8	37.3	37.4	54.0	53.4	0.0	51.9	0.0	46.1
Incr Delay (d2), s/veh	0.0	0.3	0.2	7.0	103.4	119.2	0.9	0.8	0.0	120.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.4	1.3	3.8	32.2	37.9	1.7	1.2	0.0	13.3	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.9	14.2	9.2	59.8	140.8	156.5	54.9	54.2	0.0	172.1	0.0	46.3
LnGrp LOS	C	B	A	E	F	F	D	D		F	A	D
Approach Vol, veh/h		1138			3128			155	A		535	
Approach Delay, s/veh		14.6			138.3			54.7			168.8	
Approach LOS		B			F			D			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.8	72.3		19.0	38.4	48.7		11.9
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	13.6	33.4		14.1	4.0	* 43		37.0
Max Q Clear Time (g_c+I1), s	10.3	14.4		16.1	4.8	45.3		5.8
Green Ext Time (p_c), s	0.1	10.8		0.0	0.0	0.0		0.3

Intersection Summary	
HCM 6th Ctrl Delay	110.6
HCM 6th LOS	F

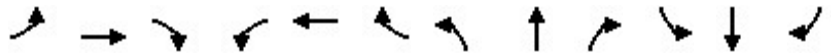
Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



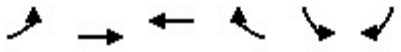
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	0	27	7	8	23	16	247	10	27	294	48
Future Volume (veh/h)	60	0	27	7	8	23	16	247	10	27	294	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	24	28	7	15	20	17	260	11	28	309	51
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	127	56	65	23	48	61	200	1037	44	207	919	149
Arrive On Green	0.07	0.07	0.07	0.04	0.04	0.04	0.11	0.30	0.30	0.12	0.30	0.30
Sat Flow, veh/h	1781	784	914	586	1255	1573	1781	3467	146	1781	3034	493
Grp Volume(v), veh/h	46	0	52	22	0	20	17	133	138	28	179	181
Grp Sat Flow(s),veh/h/ln	1781	0	1698	1841	0	1573	1781	1777	1836	1781	1777	1750
Q Serve(g_s), s	0.8	0.0	1.0	0.4	0.0	0.4	0.3	1.9	1.9	0.5	2.6	2.7
Cycle Q Clear(g_c), s	0.8	0.0	1.0	0.4	0.0	0.4	0.3	1.9	1.9	0.5	2.6	2.7
Prop In Lane	1.00		0.54	0.32		1.00	1.00		0.08	1.00		0.28
Lane Grp Cap(c), veh/h	127	0	121	71	0	61	200	532	549	207	538	530
V/C Ratio(X)	0.36	0.00	0.43	0.31	0.00	0.33	0.08	0.25	0.25	0.14	0.33	0.34
Avail Cap(c_a), veh/h	2115	0	2015	2185	0	1867	1322	2637	2724	2115	2637	2597
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	15.0	15.8	0.0	15.8	13.4	8.9	8.9	13.4	9.1	9.1
Incr Delay (d2), s/veh	1.3	0.0	1.8	0.9	0.0	1.2	0.1	0.2	0.2	0.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.4	0.2	0.0	0.1	0.1	0.5	0.5	0.2	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.2	0.0	16.8	16.7	0.0	16.9	13.5	9.1	9.1	13.5	9.4	9.4
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		98			42			288			388	
Approach Delay, s/veh		16.5			16.8			9.4			9.7	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	14.1		6.4	7.8	14.2		5.3
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	40.0	50.0		40.0	25.0	50.0		40.0
Max Q Clear Time (g_c+I1), s	2.5	3.9		3.0	2.3	4.7		2.4
Green Ext Time (p_c), s	0.0	1.3		0.3	0.0	1.8		0.1

Intersection Summary	
HCM 6th Ctrl Delay	10.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	184	10	10	87	132	196
Future Volume (veh/h)	184	10	10	87	132	196
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	210	0	11	0	145	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	613	322	1005		262	
Arrive On Green	0.17	0.00	0.54	0.00	0.08	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	210	0	11	0	145	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	2.9	0.0	0.2	0.0	2.3	0.0
Cycle Q Clear(g_c), s	2.9	0.0	0.2	0.0	2.3	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	613	322	1005		262	
V/C Ratio(X)	0.34	0.00	0.01		0.55	
Avail Cap(c_a), veh/h	3189	1674	1005		2475	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	20.3	0.0	6.0	0.0	24.9	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.1	0.0	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.7	0.0	6.0	0.0	26.7	0.0
LnGrp LOS	C	A	A		C	
Approach Vol, veh/h		210	11	A	145	A
Approach Delay, s/veh		20.7	6.0		26.7	
Approach LOS		C	A		C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		13.6		8.2		34.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		50.0		40.0		30.0
Max Q Clear Time (g_c+I1), s		4.9		4.3		2.2
Green Ext Time (p_c), s		0.7		0.5		0.0

Intersection Summary		
HCM 6th Ctrl Delay		22.6
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

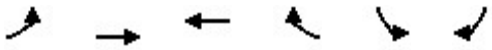
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	133	78	0	2	2
Future Vol, veh/h	13	133	78	0	2	2
Conflicting Peds, #/hr	6	0	0	6	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	156	92	0	2	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	98	0	-	0	206	53
Stage 1	-	-	-	-	98	-
Stage 2	-	-	-	-	108	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1493	-	-	-	763	1003
Stage 1	-	-	-	-	915	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1484	-	-	-	745	996
Mov Cap-2 Maneuver	-	-	-	-	745	-
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	899	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1484	-	-	-	852
HCM Lane V/C Ratio	0.01	-	-	-	0.006
HCM Control Delay (s)	7.5	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



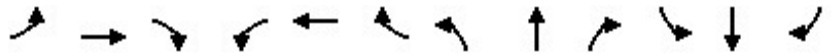
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	113	754	4889	0	0	122
Future Volume (veh/h)	113	754	4889	0	0	122
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	116	777	5040	0	0	126
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	144	4076	5174		331	152
Arrive On Green	0.08	0.82	0.70	0.00	0.00	0.10
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	116	777	5040	0	0	126
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	7.6	4.0	75.8	0.0	0.0	9.2
Cycle Q Clear(g_c), s	7.6	4.0	75.8	0.0	0.0	9.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	144	4076	5174		331	152
V/C Ratio(X)	0.81	0.19	0.97		0.00	0.83
Avail Cap(c_a), veh/h	319	4076	5174		723	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	53.3	2.3	16.7	0.0	0.0	52.4
Incr Delay (d2), s/veh	10.1	0.1	7.8	0.0	0.0	10.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.8	22.2	0.0	0.0	8.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	63.5	2.4	24.5	0.0	0.0	63.3
LnGrp LOS	E	A	C		A	E
Approach Vol, veh/h		893	5040	A	126	
Approach Delay, s/veh		10.4	24.5		63.3	
Approach LOS		B	C		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		101.8		16.2	13.9	87.9
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		83.1		24.7	21.1	57.6
Max Q Clear Time (g_c+I1), s		6.0		11.2	9.6	77.8
Green Ext Time (p_c), s		16.1		0.3	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	23.2
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



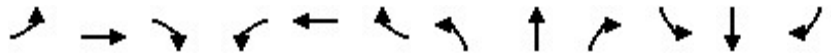
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	2800	22	56	3240	38	17	0	59	17	0	30
Future Volume (veh/h)	72	2800	22	56	3240	38	17	0	59	17	0	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	2887	23	58	3340	39	18	0	61	18	0	31
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	103	4921	1201	100	4862	57	123	0	91	105	0	101
Arrive On Green	0.06	0.78	0.78	0.06	1.00	1.00	0.06	0.00	0.06	0.06	0.00	0.06
Sat Flow, veh/h	1781	6281	1533	3456	6445	75	971	0	1420	1337	0	1578
Grp Volume(v), veh/h	74	2887	23	58	2438	941	18	0	61	18	0	31
Grp Sat Flow(s),veh/h/ln	1781	1570	1533	1728	1570	1809	971	0	1420	1337	0	1578
Q Serve(g_s), s	4.8	21.7	0.4	1.9	0.0	0.0	1.5	0.0	5.0	1.6	0.0	2.2
Cycle Q Clear(g_c), s	4.8	21.7	0.4	1.9	0.0	0.0	3.7	0.0	5.0	5.3	0.0	2.2
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	4921	1201	100	3553	1365	123	0	91	105	0	101
V/C Ratio(X)	0.72	0.59	0.02	0.58	0.69	0.69	0.15	0.00	0.67	0.17	0.00	0.31
Avail Cap(c_a), veh/h	168	4921	1201	618	3553	1365	323	0	297	299	0	330
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.6	5.1	2.8	54.9	0.0	0.0	54.5	0.0	54.0	56.0	0.0	52.7
Incr Delay (d2), s/veh	3.4	0.5	0.0	0.2	0.1	0.3	0.2	0.0	3.2	0.3	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	4.9	0.1	0.8	0.0	0.1	0.5	0.0	1.9	0.5	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.1	5.6	2.8	55.1	0.1	0.3	54.7	0.0	57.2	56.3	0.0	53.4
LnGrp LOS	E	A	A	E	A	A	D	A	E	E	A	D
Approach Vol, veh/h		2984			3437			79			49	
Approach Delay, s/veh		6.9			1.1			56.6			54.4	
Approach LOS		A			A			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.8	97.7		12.5	11.2	94.3		12.5
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	21.1	57.6		24.7	11.1	67.6		24.7
Max Q Clear Time (g_c+I1), s	3.9	23.7		7.3	6.8	2.0		7.0
Green Ext Time (p_c), s	0.1	33.5		0.1	0.0	64.9		0.1

Intersection Summary	
HCM 6th Ctrl Delay	4.8
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.



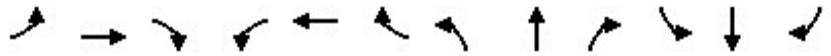
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	2694	1	8	2922	419	1	0	1	65	0	384
Future Volume (veh/h)	189	2694	1	8	2922	419	1	0	1	65	0	384
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	197	2806	1	8	3044	436	1	0	1	68	0	400
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	168	3040	1	60	2979	408	46	15	15	580	0	398
Arrive On Green	0.13	0.79	0.79	0.03	0.53	0.53	0.25	0.00	0.25	0.25	0.00	0.25
Sat Flow, veh/h	1781	5147	2	1781	5616	770	0	58	58	2748	0	1579
Grp Volume(v), veh/h	197	1812	995	8	2531	949	2	0	0	68	0	400
Grp Sat Flow(s),veh/h/ln	1781	1662	1826	1781	1570	1675	115	0	0	1374	0	1579
Q Serve(g_s), s	11.1	50.2	50.2	0.5	62.6	62.6	0.0	0.0	0.0	0.0	0.0	29.7
Cycle Q Clear(g_c), s	11.1	50.2	50.2	0.5	62.6	62.6	29.7	0.0	0.0	3.4	0.0	29.7
Prop In Lane	1.00		0.00	1.00		0.46	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	168	1963	1078	60	2499	889	75	0	0	580	0	398
V/C Ratio(X)	1.18	0.92	0.92	0.13	1.01	1.07	0.03	0.00	0.00	0.12	0.00	1.01
Avail Cap(c_a), veh/h	168	1963	1078	168	2499	889	75	0	0	580	0	398
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	0.55	0.55	0.55	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.6	10.6	10.6	55.3	27.7	27.7	36.3	0.0	0.0	34.3	0.0	44.2
Incr Delay (d2), s/veh	117.0	7.1	11.7	0.2	16.6	42.9	0.1	0.0	0.0	0.0	0.0	46.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	9.5	11.8	0.2	24.8	33.0	0.0	0.0	0.0	0.8	0.0	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	168.6	17.7	22.2	55.5	44.3	70.6	36.4	0.0	0.0	34.4	0.0	90.9
LnGrp LOS	F	B	C	E	F	F	D	A	A	C	A	F
Approach Vol, veh/h		3004			3488			2			468	
Approach Delay, s/veh		29.1			51.5			36.4			82.6	
Approach LOS		C			D			D			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	75.0		34.6	15.5	67.9		34.6				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.1	62.6		29.7	11.1	62.6		29.7				
Max Q Clear Time (g_c+I1), s	2.5	52.2		31.7	13.1	64.6		31.7				
Green Ext Time (p_c), s	0.0	10.3		0.0	0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	43.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	2712	11	27	3210	0	0	0	28	0	0	0
Future Volume (veh/h)	50	2712	11	27	3210	0	0	0	28	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	52	2796	11	28	3309	0						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	66	4321	17	42	4137	0						
Arrive On Green	0.04	0.84	0.84	0.02	0.83	0.00						
Sat Flow, veh/h	1781	5124	20	1781	5149	0						
Grp Volume(v), veh/h	52	1812	995	28	3309	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1821	1781	1662	0						
Q Serve(g_s), s	2.1	13.6	13.6	1.1	24.2	0.0						
Cycle Q Clear(g_c), s	2.1	13.6	13.6	1.1	24.2	0.0						
Prop In Lane	1.00		0.01	1.00		0.00						
Lane Grp Cap(c), veh/h	66	2802	1535	42	4137	0						
V/C Ratio(X)	0.79	0.65	0.65	0.66	0.80	0.00						
Avail Cap(c_a), veh/h	740	2802	1535	740	4142	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	34.5	2.0	2.0	35.0	3.1	0.0						
Incr Delay (d2), s/veh	7.5	0.9	1.7	6.4	1.6	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	1.0	0.4	0.7	0.5	0.6	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	2.9	3.6	41.3	4.7	0.0						
LnGrp LOS	D	A	A	D	A	A						
Approach Vol, veh/h		2859			3337							
Approach Delay, s/veh		3.9			5.0							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	6.1	66.1			7.1	65.1						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	30.6	60.0			30.0	60.0						
Max Q Clear Time (g_c+I1), s	3.1	15.6			4.1	26.2						
Green Ext Time (p_c), s	0.0	43.6			0.0	33.7						
Intersection Summary												
HCM 6th Ctrl Delay			4.5									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	35.5

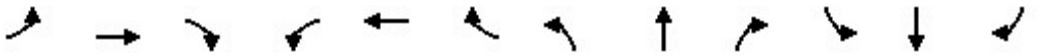
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	269	0	0	1286	681
Future Vol, veh/h	0	269	0	0	1286	681
Conflicting Peds, #/hr	0	0	5	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	286	0	0	1368	724

Major/Minor	Minor2			Major2	
Conflicting Flow All	1735	1051		-	0
Stage 1	1735	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	130	~ 192		-	-
Stage 1	84	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	129	~ 191		-	-
Mov Cap-2 Maneuver	129	-		-	-
Stage 1	84	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	294.9	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	191	-	-
HCM Lane V/C Ratio	-	1.498	-	-
HCM Control Delay (s)	0	294.9	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	17.9	-	-

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



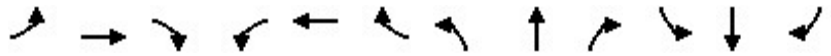
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	492	46	55	529	212	40	40	31	173	41	149
Future Volume (veh/h)	99	492	46	55	529	212	40	40	31	173	41	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	101	502	47	56	540	216	41	41	32	177	42	152
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	2161	655	72	2000	607	366	392	329	547	685	605
Arrive On Green	0.02	0.14	0.14	0.04	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	1781	5106	1548	1781	5106	1550	792	1017	855	1317	1777	1571
Grp Volume(v), veh/h	101	502	47	56	540	216	56	0	58	177	42	152
Grp Sat Flow(s),veh/h/ln	1781	1702	1548	1781	1702	1550	1125	0	1539	1317	1777	1571
Q Serve(g_s), s	5.8	8.9	2.7	3.2	7.3	10.0	2.0	0.0	2.4	10.1	1.5	6.7
Cycle Q Clear(g_c), s	5.8	8.9	2.7	3.2	7.3	10.0	8.7	0.0	2.4	12.6	1.5	6.7
Prop In Lane	1.00		1.00	1.00		1.00	0.73		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	128	2161	655	72	2000	607	494	0	593	547	685	605
V/C Ratio(X)	0.79	0.23	0.07	0.78	0.27	0.36	0.11	0.00	0.10	0.32	0.06	0.25
Avail Cap(c_a), veh/h	246	2161	655	194	2000	607	494	0	593	547	685	605
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	0.97	0.97	0.97	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.0	29.1	26.5	48.5	21.1	21.9	22.5	0.0	20.0	24.0	19.7	21.3
Incr Delay (d2), s/veh	3.9	0.2	0.2	6.3	0.3	1.6	0.5	0.0	0.3	1.0	0.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	3.8	1.0	1.5	2.8	3.7	1.0	0.0	0.9	3.3	0.6	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.9	29.4	26.7	54.8	21.4	23.5	23.0	0.0	20.3	25.0	19.8	22.0
LnGrp LOS	D	C	C	D	C	C	C	A	C	C	B	C
Approach Vol, veh/h		650			812			114			371	
Approach Delay, s/veh		32.8			24.3			21.6			23.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	49.3		44.2	11.8	46.0		44.2				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	11.1	* 37		39.3	14.1	33.2		39.3				
Max Q Clear Time (g_c+I1), s	5.2	10.9		14.6	7.8	12.0		10.7				
Green Ext Time (p_c), s	0.0	5.7		4.2	0.1	9.1		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		26.8	
HCM 6th LOS		C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	370	0	0	459	272	0	0	0	259	0	36
Future Volume (veh/h)	24	370	0	0	459	272	0	0	0	259	0	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	407	0	0	504	0	0	0	0	322	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	2667	0	2	2442		0	2	2	470	250	0
Arrive On Green	0.02	0.75	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3515	1870	0
Grp Volume(v), veh/h	26	407	0	0	504	0	0	0	0	322	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1757	1870	0
Q Serve(g_s), s	1.5	3.3	0.0	0.0	11.7	0.0	0.0	0.0	0.0	8.9	0.0	0.0
Cycle Q Clear(g_c), s	1.5	3.3	0.0	0.0	11.7	0.0	0.0	0.0	0.0	8.9	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	36	2667	0	2	2442		0	2	2	470	250	0
V/C Ratio(X)	0.71	0.15	0.00	0.00	0.21		0.00	0.00	0.00	0.69	0.00	0.00
Avail Cap(c_a), veh/h	176	2667	0	176	2442		0	182	154	1278	680	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.90	0.00	0.00	0.00	0.00	0.87	0.00	0.00
Uniform Delay (d), s/veh	49.7	3.6	0.0	0.0	16.9	0.0	0.0	0.0	0.0	42.1	0.0	0.0
Incr Delay (d2), s/veh	9.2	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.9	0.0	0.0	5.2	0.0	0.0	0.0	0.0	3.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.9	3.7	0.0	0.0	17.1	0.0	0.0	0.0	0.0	42.7	0.0	0.0
LnGrp LOS	E	A	A	A	B		A	A	A	D	A	A
Approach Vol, veh/h		433			504	A		0			322	
Approach Delay, s/veh		7.0			17.1			0.0			42.7	
Approach LOS		A			B						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	82.5		19.5	6.5	76.0		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.1	* 25		37.1	10.1	23.8		9.9				
Max Q Clear Time (g_c+I1), s	10.0	5.3		10.9	3.5	13.7		0.0				
Green Ext Time (p_c), s	0.0	5.6		0.6	0.0	3.6		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	20.2
HCM 6th LOS	C

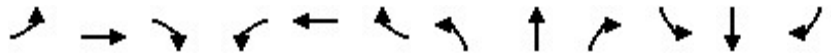
Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



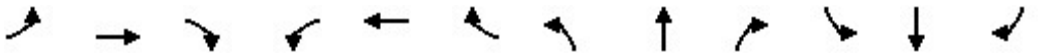
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	248	265	152	35	234	136	172	710	36	150	795	109
Future Volume (veh/h)	248	265	152	35	234	136	172	710	36	150	795	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	258	276	158	36	244	142	179	740	38	156	828	114
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	557	308	53	430	282	237	1674	86	212	1706	744
Arrive On Green	0.16	0.26	0.26	0.03	0.12	0.12	0.07	0.49	0.49	0.06	0.48	0.48
Sat Flow, veh/h	1781	2181	1205	1781	3554	1530	3456	3437	176	3456	3554	1551
Grp Volume(v), veh/h	258	223	211	36	244	142	179	382	396	156	828	114
Grp Sat Flow(s),veh/h/ln	1781	1777	1610	1781	1777	1530	1728	1777	1837	1728	1777	1551
Q Serve(g_s), s	16.5	12.4	13.0	2.3	7.5	6.3	5.9	16.3	16.3	5.1	18.3	2.5
Cycle Q Clear(g_c), s	16.5	12.4	13.0	2.3	7.5	6.3	5.9	16.3	16.3	5.1	18.3	2.5
Prop In Lane	1.00		0.75	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	285	454	411	53	430	282	237	866	895	212	1706	744
V/C Ratio(X)	0.91	0.49	0.51	0.68	0.57	0.50	0.76	0.44	0.44	0.73	0.49	0.15
Avail Cap(c_a), veh/h	316	654	593	101	888	480	435	866	895	298	1706	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.9	36.8	37.0	55.7	48.1	20.8	53.1	19.4	19.4	53.5	20.4	4.6
Incr Delay (d2), s/veh	25.3	0.3	0.4	5.6	0.4	0.5	1.9	1.6	1.6	2.8	1.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	5.4	5.2	1.1	3.4	0.6	2.6	7.0	7.3	2.3	7.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.2	37.1	37.4	61.4	48.6	21.3	54.9	21.1	21.0	56.3	21.4	5.0
LnGrp LOS	E	D	D	E	D	C	D	C	C	E	C	A
Approach Vol, veh/h		692			422			957			1098	
Approach Delay, s/veh		50.6			40.5			27.4			24.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	61.8	7.8	34.8	12.3	61.0	23.7	18.9
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	10.6	* 38	6.6	42.7	14.6	32.8	20.6	* 29
Max Q Clear Time (g_c+I1), s	7.1	18.3	4.3	15.0	7.9	20.3	18.5	9.5
Green Ext Time (p_c), s	0.0	1.7	0.0	1.0	0.1	2.1	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	33.3
HCM 6th LOS	C

Notes

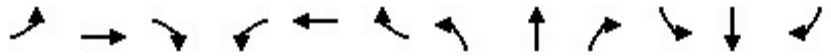
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	539	147	234	229	74	166	168	571	122	221	83
Future Volume (veh/h)	74	539	147	234	229	74	166	168	571	122	221	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.92	1.00		0.83
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	580	158	252	246	80	178	181	614	131	238	89
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	947	590	320	564	460	208	1236	653	160	1139	421
Arrive On Green	0.06	0.27	0.27	0.09	0.30	0.30	0.12	0.35	0.35	0.09	0.32	0.32
Sat Flow, veh/h	1781	3554	1520	3456	1870	1526	1781	3554	1457	1781	3554	1315
Grp Volume(v), veh/h	80	580	158	252	246	80	178	181	614	131	238	89
Grp Sat Flow(s),veh/h/ln	1781	1777	1520	1728	1870	1526	1781	1777	1457	1781	1777	1315
Q Serve(g_s), s	5.1	16.5	8.2	8.2	12.2	4.4	11.3	4.0	40.0	8.3	5.6	5.7
Cycle Q Clear(g_c), s	5.1	16.5	8.2	8.2	12.2	4.4	11.3	4.0	40.0	8.3	5.6	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	947	590	320	564	460	208	1236	653	160	1139	421
V/C Ratio(X)	0.78	0.61	0.27	0.79	0.44	0.17	0.85	0.15	0.94	0.82	0.21	0.21
Avail Cap(c_a), veh/h	465	1236	714	902	651	531	465	1236	653	465	1236	457
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	37.0	24.4	51.1	32.3	29.6	49.8	25.8	31.1	51.4	28.4	28.5
Incr Delay (d2), s/veh	4.8	0.8	0.3	1.7	0.3	0.1	3.9	0.1	21.7	3.9	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	7.2	3.0	3.6	5.6	1.7	5.2	1.7	19.8	3.9	2.4	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.2	37.7	24.7	52.7	32.6	29.7	53.7	25.8	52.7	55.4	28.5	28.6
LnGrp LOS	E	D	C	D	C	C	D	C	D	E	C	C
Approach Vol, veh/h		818			578			973			458	
Approach Delay, s/veh		37.2			41.0			47.9			36.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	36.5	18.8	43.6	12.0	40.6	15.7	46.7
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	10.2	18.5	13.3	7.7	7.1	14.2	10.3	42.0
Green Ext Time (p_c), s	0.4	5.5	0.2	1.3	0.1	1.2	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	41.5
HCM 6th LOS	D



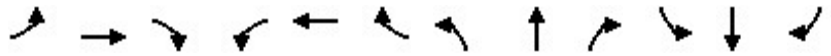
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	0	130	64	0	73	28	637	26	69	524	17
Future Volume (veh/h)	82	0	130	64	0	73	28	637	26	69	524	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	0.99		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	0	148	73	0	83	32	724	30	78	595	19
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	234	41	270	521	0	545	52	1683	69	100	1838	58
Arrive On Green	0.30	0.00	0.30	0.30	0.00	0.30	0.03	0.33	0.33	0.06	0.36	0.36
Sat Flow, veh/h	431	139	907	1239	0	1532	1781	5027	208	1781	5082	162
Grp Volume(v), veh/h	241	0	0	73	0	83	32	489	265	78	398	216
Grp Sat Flow(s),veh/h/ln	1477	0	0	1239	0	1532	1781	1702	1830	1781	1702	1839
Q Serve(g_s), s	3.1	0.0	0.0	0.0	0.0	1.7	0.8	5.3	5.3	2.0	4.0	4.0
Cycle Q Clear(g_c), s	6.2	0.0	0.0	2.0	0.0	1.7	0.8	5.3	5.3	2.0	4.0	4.0
Prop In Lane	0.39		0.61	1.00		1.00	1.00		0.11	1.00		0.09
Lane Grp Cap(c), veh/h	546	0	0	521	0	545	52	1139	613	100	1231	665
V/C Ratio(X)	0.44	0.00	0.00	0.14	0.00	0.15	0.62	0.43	0.43	0.78	0.32	0.32
Avail Cap(c_a), veh/h	1332	0	0	1194	0	1388	1133	4329	2328	1133	4329	2339
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	0.0	12.4	0.0	10.4	22.6	12.2	12.2	22.0	10.9	10.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.0	4.4	0.3	0.6	4.9	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	0.5	0.0	0.5	0.4	1.7	1.9	0.9	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.9	0.0	0.0	12.4	0.0	10.5	27.1	12.5	12.8	26.9	11.1	11.2
LnGrp LOS	B	A	A	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		241			156			786			692	
Approach Delay, s/veh		13.9			11.4			13.2			12.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.0	21.2		18.9	5.8	22.5		18.9
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	4.0	7.3		8.2	2.8	6.0		4.0
Green Ext Time (p_c), s	0.1	8.1		1.1	0.0	5.4		0.4

Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	22	205	256	63	201	216	577	24	35	1259	73
Future Volume (veh/h)	159	22	205	256	63	201	216	577	24	35	1259	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.84	1.00		0.87	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	167	23	216	269	66	212	227	607	25	37	1325	77
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	326	231	290	431	317	253	1735	756	48	1295	75
Arrive On Green	0.11	0.17	0.17	0.16	0.23	0.23	0.14	0.49	0.49	0.03	0.38	0.38
Sat Flow, veh/h	1781	1870	1328	1781	1870	1375	1781	3554	1547	1781	3413	198
Grp Volume(v), veh/h	167	23	216	269	66	212	227	607	25	37	689	713
Grp Sat Flow(s),veh/h/ln	1781	1870	1328	1781	1870	1375	1781	1777	1547	1781	1777	1834
Q Serve(g_s), s	14.6	1.6	25.4	23.5	4.4	22.2	19.8	16.7	1.3	3.3	60.0	60.0
Cycle Q Clear(g_c), s	14.6	1.6	25.4	23.5	4.4	22.2	19.8	16.7	1.3	3.3	60.0	60.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	189	326	231	290	431	317	253	1735	756	48	674	696
V/C Ratio(X)	0.88	0.07	0.93	0.93	0.15	0.67	0.90	0.35	0.03	0.77	1.02	1.02
Avail Cap(c_a), veh/h	338	355	252	338	431	317	338	1735	756	338	674	696
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.7	54.6	64.4	65.3	48.5	55.3	66.7	25.0	21.0	76.4	49.0	49.0
Incr Delay (d2), s/veh	5.2	0.0	36.5	27.2	0.1	4.4	22.8	0.2	0.0	9.4	40.1	40.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.8	11.0	12.9	2.1	8.1	10.7	7.2	0.5	1.6	34.0	35.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.9	54.6	100.9	92.4	48.6	59.7	89.5	25.1	21.1	85.8	89.1	89.6
LnGrp LOS	E	D	F	F	D	E	F	C	C	F	F	F
Approach Vol, veh/h		406			547			859			1439	
Approach Delay, s/veh		87.6			74.5			42.0			89.3	
Approach LOS		F			E			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	85.9	30.1	32.4	26.8	68.7	21.2	41.3
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	5.3	18.7	25.5	27.4	21.8	62.0	16.6	24.2
Green Ext Time (p_c), s	0.0	6.1	0.2	0.2	0.6	0.0	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	74.1
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

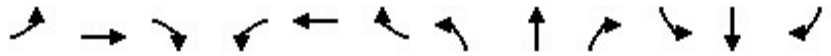
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	259	28	204	74	0	0	0	0	544	88	33
Future Volume (veh/h)	0	259	28	204	74	0	0	0	0	544	88	33
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	278	30	219	80	0				653	0	35
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	271	541	238	380	726	0				928	0	654
Arrive On Green	0.00	0.15	0.15	0.21	0.21	0.00				0.26	0.00	0.26
Sat Flow, veh/h	1781	3554	1564	1781	3572	0				3563	0	1583
Grp Volume(v), veh/h	0	278	30	219	80	0				653	0	35
Grp Sat Flow(s),veh/h/ln	1781	1777	1564	1781	1702	0				1781	0	1583
Q Serve(g_s), s	0.0	2.8	0.6	4.3	0.7	0.0				6.4	0.0	0.5
Cycle Q Clear(g_c), s	0.0	2.8	0.6	4.3	0.7	0.0				6.4	0.0	0.5
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	271	541	238	380	726	0				928	0	654
V/C Ratio(X)	0.00	0.51	0.13	0.58	0.11	0.00				0.70	0.00	0.05
Avail Cap(c_a), veh/h	2757	5500	2421	2757	5268	0				3216	0	1670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.1	14.2	13.7	12.3	0.0				13.0	0.0	6.8
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.6	0.1	0.0				0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9	0.2	1.4	0.2	0.0				2.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.4	14.3	15.2	12.4	0.0				13.4	0.0	6.9
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		308			299						688	
Approach Delay, s/veh		15.3			14.5						13.0	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		9.9		16.3		12.6
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		4.8		8.4		6.3
Green Ext Time (p_c), s		1.1		1.4		2.0

Intersection Summary		
HCM 6th Ctrl Delay		13.9
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	775	0	0	254	273	22	15	94	38	0	252
Future Volume (veh/h)	84	775	0	0	254	273	22	15	94	38	0	252
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	92	852	0	0	279	300	24	16	103	42	0	277
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	123	1461	0	0	483	431	205	25	159	51	0	335
Arrive On Green	0.07	0.41	0.00	0.00	0.27	0.27	0.12	0.12	0.12	0.24	0.00	0.24
Sat Flow, veh/h	1781	3647	0	0	1870	1585	1781	215	1385	208	0	1373
Grp Volume(v), veh/h	92	852	0	0	279	300	24	0	119	319	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1600	1581	0	0
Q Serve(g_s), s	3.3	12.0	0.0	0.0	8.7	10.9	0.8	0.0	4.6	12.3	0.0	0.0
Cycle Q Clear(g_c), s	3.3	12.0	0.0	0.0	8.7	10.9	0.8	0.0	4.6	12.3	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.87	0.13		0.87
Lane Grp Cap(c), veh/h	123	1461	0	0	483	431	205	0	184	386	0	0
V/C Ratio(X)	0.75	0.58	0.00	0.00	0.58	0.70	0.12	0.00	0.65	0.83	0.00	0.00
Avail Cap(c_a), veh/h	830	3310	0	0	1655	1476	1106	0	993	982	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.4	14.7	0.0	0.0	20.2	21.1	25.6	0.0	27.2	23.1	0.0	0.0
Incr Delay (d2), s/veh	10.2	0.1	0.0	0.0	1.3	2.4	0.1	0.0	1.4	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.9	0.0	0.0	3.3	3.8	0.3	0.0	1.7	4.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	14.8	0.0	0.0	21.6	23.5	25.7	0.0	28.7	24.8	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	C	C	A	A
Approach Vol, veh/h		944			579			143			319	
Approach Delay, s/veh		17.2			22.6			28.2			24.8	
Approach LOS		B			C			C			C	

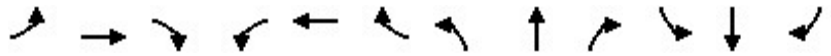
Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	30.9	19.7	9.0	21.9	13.8
Change Period (Y+Rc), s	* 4.4	4.0	4.5	4.4	6.4
Max Green Setting (Gmax), s	* 60	40.0	30.0	60.0	40.0
Max Q Clear Time (g_c+I1), s	14.0	14.3	5.3	12.9	6.6
Green Ext Time (p_c), s	3.8	1.5	0.3	4.6	0.5

Intersection Summary	
HCM 6th Ctrl Delay	20.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



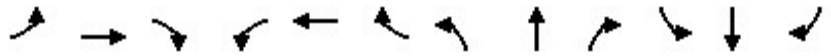
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	787	120	258	370	0	0	0	0	897	415	179
Future Volume (veh/h)	0	787	120	258	370	0	0	0	0	897	415	179
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	828	126	272	389	0				944	437	188
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1479	646	357	2032	0				1109	582	491
Arrive On Green	0.00	0.42	0.42	0.14	0.76	0.00				0.31	0.31	0.31
Sat Flow, veh/h	0	3647	1553	3456	3647	0				3563	1870	1576
Grp Volume(v), veh/h	0	828	126	272	389	0				944	437	188
Grp Sat Flow(s),veh/h/ln	0	1777	1553	1728	1777	0				1781	1870	1576
Q Serve(g_s), s	0.0	14.9	4.3	6.4	2.6	0.0				20.9	17.6	7.8
Cycle Q Clear(g_c), s	0.0	14.9	4.3	6.4	2.6	0.0				20.9	17.6	7.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1479	646	357	2032	0				1109	582	491
V/C Ratio(X)	0.00	0.56	0.19	0.76	0.19	0.00				0.85	0.75	0.38
Avail Cap(c_a), veh/h	0	1479	646	703	2032	0				1361	715	602
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.83	0.83	0.97	0.97	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	18.7	15.6	35.2	4.6	0.0				27.1	26.0	22.6
Incr Delay (d2), s/veh	0.0	1.3	0.6	1.2	0.2	0.0				3.8	2.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.7	1.5	2.5	0.8	0.0				9.1	7.9	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.9	16.1	36.5	4.8	0.0				30.9	28.6	22.8
LnGrp LOS	A	B	B	D	A	A				C	C	C
Approach Vol, veh/h		954			661						1569	
Approach Delay, s/veh		19.4			17.8						29.3	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.1	39.9		31.1		52.9
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.4	16.9		22.9		4.6
Green Ext Time (p_c), s	0.3	2.1		3.3		2.8

Intersection Summary	
HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

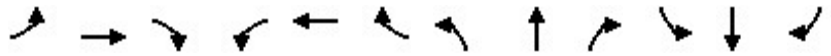


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	293	1377	0	0	505	477	117	159	46	0	0	0
Future Volume (veh/h)	293	1377	0	0	505	477	117	159	46	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	308	1449	0	0	532	502	123	167	48			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1265	2697	0	0	1189	530	221	333	92			
Arrive On Green	0.73	1.00	0.00	0.00	0.33	0.33	0.12	0.12	0.12			
Sat Flow, veh/h	3456	3647	0	0	3647	1585	1775	2671	742			
Grp Volume(v), veh/h	308	1449	0	0	532	502	123	104	110			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	1782	1702	1705			
Q Serve(g_s), s	2.4	0.0	0.0	0.0	9.8	25.9	5.5	4.8	5.1			
Cycle Q Clear(g_c), s	2.4	0.0	0.0	0.0	9.8	25.9	5.5	4.8	5.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.44			
Lane Grp Cap(c), veh/h	1265	2697	0	0	1189	530	222	212	212			
V/C Ratio(X)	0.24	0.54	0.00	0.00	0.45	0.95	0.56	0.49	0.52			
Avail Cap(c_a), veh/h	1265	2697	0	0	1189	530	596	569	570			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.60	0.60	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	7.5	0.0	0.0	0.0	21.9	27.2	34.6	34.3	34.4			
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.0	1.2	27.9	0.8	0.7	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.8	0.2	0.0	0.0	3.9	12.9	2.4	2.0	2.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.5	0.5	0.0	0.0	23.1	55.1	35.4	35.0	35.1			
LnGrp LOS	A	A	A	A	C	E	D	C	D			
Approach Vol, veh/h		1757			1034			338				
Approach Delay, s/veh		1.7			38.6			35.2				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.6			35.6	33.0		15.4				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			4.4	27.9		7.5				
Green Ext Time (p_c), s		17.5			0.7	0.1		1.2				

Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Notes

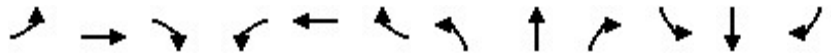
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	24	45	21	1206	25	0	0	0
Future Volume (veh/h)	0	0	0	0	24	45	21	1206	25	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.99			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	25	47	22	1269	26			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	32	61	116	3263	66			
Arrive On Green				0.00	0.06	0.06	0.66	0.66	0.66			
Sat Flow, veh/h				0	581	1093	29	4962	101			
Grp Volume(v), veh/h				0	0	72	482	400	435			
Grp Sat Flow(s),veh/h/ln				0	0	1674	1861	1549	1682			
Q Serve(g_s), s				0.0	0.0	1.6	0.0	4.6	4.6			
Cycle Q Clear(g_c), s				0.0	0.0	1.6	4.6	4.6	4.6			
Prop In Lane				0.00		0.65	0.05		0.06			
Lane Grp Cap(c), veh/h				0	0	93	1321	1019	1106			
V/C Ratio(X)				0.00	0.00	0.77	0.37	0.39	0.39			
Avail Cap(c_a), veh/h				0	0	1729	2966	2400	2607			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	18.0	3.1	3.1	3.1			
Incr Delay (d2), s/veh				0.0	0.0	5.0	0.2	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.7	0.6	0.5	0.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	23.1	3.3	3.4	3.4			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					72			1317				
Approach Delay, s/veh					23.1			3.4				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	31.1							7.7				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	6.6							3.6				
Green Ext Time (p_c), s	18.8							0.3				

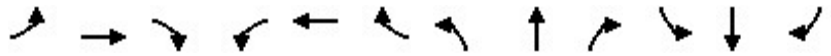
Intersection Summary												
HCM 6th Ctrl Delay			4.4									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	209	90	255	210	85	181	375	78	159	994	59
Future Volume (veh/h)	50	209	90	255	210	85	181	375	78	159	994	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	222	96	271	223	90	193	399	83	169	1057	63
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	289	244	306	364	147	227	1581	319	203	1761	105
Arrive On Green	0.04	0.15	0.15	0.17	0.29	0.29	0.13	0.37	0.37	0.11	0.36	0.36
Sat Flow, veh/h	1781	1870	1579	1781	1266	511	1781	4256	858	1781	4926	293
Grp Volume(v), veh/h	53	222	96	271	0	313	193	317	165	169	730	390
Grp Sat Flow(s),veh/h/ln	1781	1870	1579	1781	0	1777	1781	1702	1710	1781	1702	1816
Q Serve(g_s), s	3.0	11.5	5.5	15.0	0.0	15.3	10.7	6.5	6.8	9.3	17.6	17.7
Cycle Q Clear(g_c), s	3.0	11.5	5.5	15.0	0.0	15.3	10.7	6.5	6.8	9.3	17.6	17.7
Prop In Lane	1.00		1.00	1.00		0.29	1.00		0.50	1.00		0.16
Lane Grp Cap(c), veh/h	69	289	244	306	0	511	227	1264	635	203	1217	649
V/C Ratio(X)	0.77	0.77	0.39	0.89	0.00	0.61	0.85	0.25	0.26	0.83	0.60	0.60
Avail Cap(c_a), veh/h	531	744	628	531	0	707	531	2030	1020	531	2030	1083
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.9	40.8	38.3	40.7	0.0	31.0	42.9	21.9	22.0	43.7	26.4	26.4
Incr Delay (d2), s/veh	6.7	1.6	0.4	4.2	0.0	1.2	3.4	0.2	0.4	3.4	0.9	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	5.4	0.0	6.9	0.0	6.7	4.8	2.6	2.7	4.2	7.0	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.6	42.5	38.7	44.9	0.0	32.2	46.3	22.1	22.4	47.1	27.3	28.0
LnGrp LOS	D	D	D	D	A	C	D	C	C	D	C	C
Approach Vol, veh/h		371			584			675			1289	
Approach Delay, s/veh		43.2			38.1			29.1			30.1	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	42.7	21.7	20.4	17.2	41.3	8.3	33.8
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	11.3	8.8	17.0	13.5	12.7	19.7	5.0	17.3
Green Ext Time (p_c), s	0.2	6.2	0.3	1.0	0.2	16.3	0.1	2.0

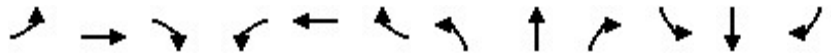
Intersection Summary	
HCM 6th Ctrl Delay	33.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	229	304	83	170	0	0	0	0	225	1995	313
Future Volume (veh/h)	0	229	304	83	170	0	0	0	0	225	1995	313
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	246	327	89	183	0				242	2145	337
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	465	393	165	445	0				1098	2753	422
Arrive On Green	0.00	0.25	0.25	0.25	0.25	0.00				0.62	0.62	0.62
Sat Flow, veh/h	0	1870	1581	398	1876	0				1781	4466	684
Grp Volume(v), veh/h	0	246	327	117	155	0				242	1622	860
Grp Sat Flow(s),veh/h/ln	0	1870	1581	572	1617	0				1781	1702	1747
Q Serve(g_s), s	0.0	10.9	18.8	10.1	7.7	0.0				5.8	33.5	35.8
Cycle Q Clear(g_c), s	0.0	10.9	18.8	21.0	7.7	0.0				5.8	33.5	35.8
Prop In Lane	0.00		1.00	0.76		0.00				1.00		0.39
Lane Grp Cap(c), veh/h	0	465	393	208	402	0				1098	2098	1077
V/C Ratio(X)	0.00	0.53	0.83	0.56	0.39	0.00				0.22	0.77	0.80
Avail Cap(c_a), veh/h	0	584	494	270	505	0				1113	2126	1091
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	31.2	34.2	38.7	30.0	0.0				8.2	13.5	13.9
Incr Delay (d2), s/veh	0.0	0.3	7.8	1.8	0.5	0.0				0.2	2.0	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.0	8.0	2.8	3.0	0.0				2.1	12.0	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.6	42.0	40.5	30.5	0.0				8.4	15.5	18.6
LnGrp LOS	A	C	D	D	C	A				A	B	B
Approach Vol, veh/h		573			272						2724	
Approach Delay, s/veh		37.6			34.8						15.9	
Approach LOS		D			C						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		30.6		65.5		30.6
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		20.8		37.8		23.0
Green Ext Time (p_c), s		1.2		21.4		0.9

Intersection Summary		
HCM 6th Ctrl Delay		20.8
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	47	250	0	22	13	232	1287	47	0	0	0
Future Volume (veh/h)	169	47	250	0	22	13	232	1287	47	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	178	49	263	0	23	14	244	1355	49			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	395	82	1212	0	264	161	934	1834	66			
Arrive On Green	0.24	0.24	0.24	0.00	0.24	0.24	0.52	0.52	0.52			
Sat Flow, veh/h	1064	337	1569	0	1089	663	1781	3496	126			
Grp Volume(v), veh/h	227	0	263	0	0	37	244	688	716			
Grp Sat Flow(s),veh/h/ln	1401	0	1569	0	0	1751	1781	1777	1846			
Q Serve(g_s), s	6.3	0.0	0.0	0.0	0.0	0.8	3.5	14.1	14.1			
Cycle Q Clear(g_c), s	7.1	0.0	0.0	0.0	0.0	0.8	3.5	14.1	14.1			
Prop In Lane	0.78		1.00	0.00		0.38	1.00		0.07			
Lane Grp Cap(c), veh/h	477	0	1212	0	0	425	934	932	968			
V/C Ratio(X)	0.48	0.00	0.22	0.00	0.00	0.09	0.26	0.74	0.74			
Avail Cap(c_a), veh/h	1056	0	1836	0	0	1122	1122	1119	1163			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	16.3	0.0	1.5	0.0	0.0	13.7	6.1	8.6	8.6			
Incr Delay (d2), s/veh	0.7	0.0	0.1	0.0	0.0	0.0	0.1	2.1	2.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	0.0	0.0	0.3	1.0	4.3	4.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.0	0.0	1.6	0.0	0.0	13.8	6.3	10.7	10.7			
LnGrp LOS	B	A	A	A	A	B	A	B	B			
Approach Vol, veh/h		490			37			1648				
Approach Delay, s/veh		8.7			13.8			10.1				
Approach LOS		A			B			B				

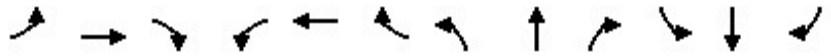
Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	29.1	17.8	17.8
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	16.1	9.1	2.8
Green Ext Time (p_c), s	8.5	2.3	0.1

Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	24	36	18	3	10	7	554	200	215	1245	10
Future Volume (veh/h)	5	24	36	18	3	10	7	554	200	215	1245	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	28	42	21	3	12	8	644	233	250	1448	12
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	436	151	227	386	73	293	15	1977	609	386	2561	21
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.01	0.39	0.39	0.11	0.49	0.49
Sat Flow, veh/h	1384	671	1006	1319	324	1296	1781	5106	1574	3456	5223	43
Grp Volume(v), veh/h	6	0	70	21	0	15	8	644	233	250	944	516
Grp Sat Flow(s),veh/h/ln	1384	0	1677	1319	0	1621	1781	1702	1574	1728	1702	1862
Q Serve(g_s), s	0.2	0.0	1.8	0.7	0.0	0.4	0.2	4.8	5.8	3.7	10.6	10.6
Cycle Q Clear(g_c), s	0.6	0.0	1.8	2.5	0.0	0.4	0.2	4.8	5.8	3.7	10.6	10.6
Prop In Lane	1.00		0.60	1.00		0.80	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	436	0	379	386	0	366	15	1977	609	386	1669	913
V/C Ratio(X)	0.01	0.00	0.18	0.05	0.00	0.04	0.54	0.33	0.38	0.65	0.57	0.57
Avail Cap(c_a), veh/h	1146	0	1239	1063	0	1198	988	5662	1745	1916	3774	2065
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	0.0	16.9	17.9	0.0	16.4	26.7	11.6	11.9	23.0	9.7	9.7
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.0	10.7	0.2	0.7	0.7	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.7	0.2	0.0	0.1	0.1	1.5	1.8	1.4	3.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	0.0	17.0	18.0	0.0	16.4	37.4	11.8	12.6	23.7	10.0	10.3
LnGrp LOS	B	A	B	B	A	B	D	B	B	C	B	B
Approach Vol, veh/h		76			36			885			1710	
Approach Delay, s/veh		17.0			17.3			12.2			12.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.4	26.7		17.0	4.9	32.2		17.0
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	5.7	7.8		3.8	2.2	12.6		4.5
Green Ext Time (p_c), s	0.4	11.4		0.3	0.0	14.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

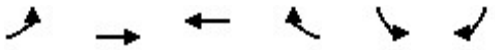
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3141	12	0	3299	2	0	0	1	0	0	6
Future Vol, veh/h	0	3141	12	0	3299	2	0	0	1	0	0	6
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	3205	12	0	3366	2	0	0	1	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1610	-	-	1684
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	80	0	0	71
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	80	-	-	71
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	50.6	60.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	80	-	-	-	-	71
HCM Lane V/C Ratio	0.013	-	-	-	-	0.086
HCM Control Delay (s)	50.6	-	-	-	-	60.4
HCM Lane LOS	F	-	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	-	0.3



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1172	2014	1489	138	87	9
Future Volume (veh/h)	1172	2014	1489	138	87	9
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1221	2098	1551	0	91	9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	1130	4214	2398		117	104
Arrive On Green	0.33	0.85	0.48	0.00	0.07	0.07
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1221	2098	1551	0	91	9
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	38.6	13.3	27.7	0.0	5.9	0.6
Cycle Q Clear(g_c), s	38.6	13.3	27.7	0.0	5.9	0.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1130	4214	2398		117	104
V/C Ratio(X)	1.08	0.50	0.65		0.78	0.09
Avail Cap(c_a), veh/h	1130	4214	2398		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.83	0.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	2.4	23.1	0.0	54.3	51.8
Incr Delay (d2), s/veh	51.2	0.4	1.1	0.0	4.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.6	2.0	10.4	0.0	2.7	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	90.9	2.9	24.2	0.0	58.5	51.9
LnGrp LOS	F	A	C		E	D
Approach Vol, veh/h		3319	1551	A	100	
Approach Delay, s/veh		35.2	24.2		57.9	
Approach LOS		D	C		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		105.1		12.9	43.0	62.1
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	38.6	* 35
Max Q Clear Time (g_c+I1), s		15.3		7.9	40.6	29.7
Green Ext Time (p_c), s		56.9		0.1	0.0	4.8

Intersection Summary	
HCM 6th Ctrl Delay	32.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	279	1282	89	104	626	109	85	294	146	203	752	499
Future Volume (veh/h)	279	1282	89	104	626	109	85	294	146	203	752	499
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	324	1491	103	121	728	127	99	342	170	236	874	580
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	348	1579	109	196	1177	205	121	471	217	244	1059	634
Arrive On Green	0.20	0.47	0.47	0.04	0.13	0.13	0.07	0.14	0.14	0.14	0.21	0.21
Sat Flow, veh/h	1781	3370	232	1781	3024	527	1781	3404	1568	1781	5106	1566
Grp Volume(v), veh/h	324	782	812	121	428	427	99	342	170	236	874	580
Grp Sat Flow(s),veh/h/ln	1781	1777	1825	1781	1777	1774	1781	1702	1568	1781	1702	1566
Q Serve(g_s), s	25.0	58.5	59.6	9.4	31.9	31.9	7.7	13.5	14.7	18.4	22.9	29.0
Cycle Q Clear(g_c), s	25.0	58.5	59.6	9.4	31.9	31.9	7.7	13.5	14.7	18.4	22.9	29.0
Prop In Lane	1.00		0.13	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	348	833	855	196	692	691	121	471	217	244	1059	634
V/C Ratio(X)	0.93	0.94	0.95	0.62	0.62	0.62	0.82	0.73	0.78	0.97	0.83	0.91
Avail Cap(c_a), veh/h	382	833	855	196	692	691	244	625	288	244	1059	634
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	0.97	0.97	0.97	0.90	0.90	0.90
Uniform Delay (d), s/veh	55.4	35.3	35.6	64.5	51.2	51.2	64.4	57.8	58.3	60.1	53.1	39.6
Incr Delay (d2), s/veh	28.1	19.6	20.7	12.6	3.8	3.8	4.8	3.0	10.1	44.9	5.2	16.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.8	28.7	30.2	5.1	16.0	16.0	3.6	6.0	6.4	11.3	10.3	21.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.5	54.9	56.3	77.1	55.0	55.0	69.2	60.8	68.4	105.0	58.2	56.4
LnGrp LOS	F	D	E	E	D	D	E	E	E	F	E	E
Approach Vol, veh/h		1918			976			611			1690	
Approach Delay, s/veh		60.3			57.7			64.3			64.1	
Approach LOS		E			E			E			E	

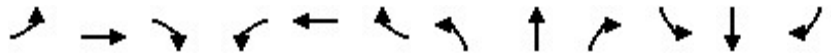
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.6	24.4	21.2	70.8	13.9	34.0	31.7	60.3
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	20.4	16.7	11.4	61.6	9.7	31.0	27.0	33.9
Green Ext Time (p_c), s	0.0	2.3	0.0	3.4	0.1	0.0	0.3	3.6

Intersection Summary	
HCM 6th Ctrl Delay	61.5
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1395	156	38	175	0	0	0	0	295	670	694
Future Volume (veh/h)	0	1395	156	38	175	0	0	0	0	295	670	694
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1484	166	40	186	0				314	713	738
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1614	179	65	2021	0				548	1364	543
Arrive On Green	0.00	0.17	0.17	0.04	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3318	357	1781	3647	0				1586	3945	1570
Grp Volume(v), veh/h	0	812	838	40	186	0				354	673	738
Grp Sat Flow(s),veh/h/ln	0	1777	1805	1781	1777	0				1791	1870	1570
Q Serve(g_s), s	0.0	62.9	64.1	3.1	3.3	0.0				22.6	20.1	48.4
Cycle Q Clear(g_c), s	0.0	62.9	64.1	3.1	3.3	0.0				22.6	20.1	48.4
Prop In Lane	0.00		0.20	1.00		0.00				0.89		1.00
Lane Grp Cap(c), veh/h	0	889	903	65	2021	0				619	1293	543
V/C Ratio(X)	0.00	0.91	0.93	0.61	0.09	0.00				0.57	0.52	1.36
Avail Cap(c_a), veh/h	0	889	903	313	2021	0				619	1293	543
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.22	0.22	0.77	0.77	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	55.4	56.0	66.5	13.7	0.0				37.4	36.5	45.8
Incr Delay (d2), s/veh	0.0	4.2	4.9	2.7	0.1	0.0				3.8	1.5	173.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	31.0	32.3	1.4	1.3	0.0				10.7	9.6	45.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	59.6	60.9	69.1	13.8	0.0				41.2	38.0	219.4
LnGrp LOS	A	E	E	E	B	A				D	D	F
Approach Vol, veh/h		1650			226						1765	
Approach Delay, s/veh		60.3			23.6						114.5	
Approach LOS		E			C						F	

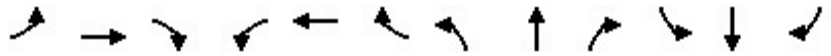
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.5	76.7		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	5.1	66.1		50.4		5.3
Green Ext Time (p_c), s	0.0	0.0		0.0		0.4

Intersection Summary	
HCM 6th Ctrl Delay	84.3
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	748	911	0	0	179	161	42	246	124	0	0	0
Future Volume (veh/h)	748	911	0	0	179	161	42	246	124	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	804	980	0	0	192	173	45	265	133			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1603	1381	0	0	388	330	70	434	203			
Arrive On Green	0.46	0.74	0.00	0.00	0.21	0.21	0.14	0.14	0.14			
Sat Flow, veh/h	3456	1870	0	0	1914	1548	502	3120	1456			
Grp Volume(v), veh/h	804	980	0	0	187	178	166	144	133			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1592	1845	1777	1456			
Q Serve(g_s), s	13.0	23.0	0.0	0.0	7.4	7.9	6.8	6.1	6.9			
Cycle Q Clear(g_c), s	13.0	23.0	0.0	0.0	7.4	7.9	6.8	6.1	6.9			
Prop In Lane	1.00		0.00	0.00		0.97	0.27		1.00			
Lane Grp Cap(c), veh/h	1603	1381	0	0	379	340	257	247	203			
V/C Ratio(X)	0.50	0.71	0.00	0.00	0.49	0.52	0.65	0.58	0.66			
Avail Cap(c_a), veh/h	1603	1381	0	0	580	519	394	380	311			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.25	0.25	0.00	0.00	1.00	1.00	0.93	0.93	0.93			
Uniform Delay (d), s/veh	15.0	5.7	0.0	0.0	27.7	27.9	32.6	32.3	32.6			
Incr Delay (d2), s/veh	0.1	0.8	0.0	0.0	0.4	0.5	0.9	0.8	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.5	5.4	0.0	0.0	3.0	2.9	3.1	2.6	2.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.0	6.5	0.0	0.0	28.0	28.3	33.5	33.0	33.9			
LnGrp LOS	B	A	A	A	C	C	C	C	C			
Approach Vol, veh/h		1784			365			443				
Approach Delay, s/veh		10.4			28.2			33.5				
Approach LOS		B			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		64.0			42.0	22.0		16.0				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		25.0			15.0	9.9		8.9				
Green Ext Time (p_c), s		5.1			1.9	1.2		1.0				

Intersection Summary	
HCM 6th Ctrl Delay	16.8
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	187	984	614	0	0	2201
Future Volume (veh/h)	187	984	614	0	0	2201
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	195	0	640	0	0	2293
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	227		2995	0	254	4921
Arrive On Green	0.13	0.00	0.60	0.00	0.00	0.78
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	195	0	640	0	0	2293
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	11.8	0.0	6.5	0.0	0.0	13.7
Cycle Q Clear(g_c), s	11.8	0.0	6.5	0.0	0.0	13.7
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	227		2995	0	254	4921
V/C Ratio(X)	0.86		0.21	0.00	0.00	0.47
Avail Cap(c_a), veh/h	552		2995	0	593	4921
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.00	0.85	0.00	0.00	0.83
Uniform Delay (d), s/veh	47.0	0.0	10.1	0.0	0.0	4.1
Incr Delay (d2), s/veh	3.1	0.0	0.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	2.1	0.0	0.0	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.2	0.0	10.1	0.0	0.0	4.3
LnGrp LOS	D		B	A	A	A
Approach Vol, veh/h	195	A	640			2293
Approach Delay, s/veh	50.2		10.1			4.3
Approach LOS	D		B			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	20.1	71.0				91.1	18.9
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	36.6	25.1				66.1	34.1
Max Q Clear Time (g_c+I1), s	10.0	8.5				15.7	13.8
Green Ext Time (p_c), s	0.0	5.1				36.5	0.3

Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

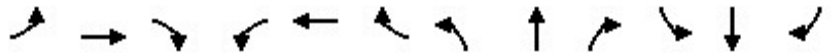
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	178	1031	102	124	405	0	0	866	55
Future Volume (veh/h)	0	0	0	178	1031	102	124	405	0	0	866	55
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				187	1085	107	131	426	0	0	912	58
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				390	2420	245	155	1629	0	0	850	54
Arrive On Green				0.19	0.19	0.19	0.17	0.64	0.00	0.00	0.17	0.17
Sat Flow, veh/h				680	4219	427	1781	5274	0	0	5062	310
Grp Volume(v), veh/h				505	426	448	131	426	0	0	634	336
Grp Sat Flow(s),veh/h/ln				1836	1702	1787	1781	1702	0	0	1702	1800
Q Serve(g_s), s				27.0	24.3	24.3	7.8	4.0	0.0	0.0	19.1	19.1
Cycle Q Clear(g_c), s				27.0	24.3	24.3	7.8	4.0	0.0	0.0	19.1	19.1
Prop In Lane				0.37		0.24	1.00		0.00	0.00		0.17
Lane Grp Cap(c), veh/h				1053	976	1025	155	1629	0	0	591	313
V/C Ratio(X)				0.48	0.44	0.44	0.84	0.26	0.00	0.00	1.07	1.08
Avail Cap(c_a), veh/h				1053	976	1025	155	1629	0	0	591	313
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.89	0.89	0.89	0.65	0.65	0.00	0.00	0.49	0.49
Uniform Delay (d), s/veh				30.0	28.9	28.9	44.7	14.3	0.0	0.0	45.5	45.5
Incr Delay (d2), s/veh				1.4	1.3	1.2	21.9	0.1	0.0	0.0	47.5	58.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				13.6	11.4	12.0	4.1	1.4	0.0	0.0	11.8	13.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				31.3	30.1	30.1	66.6	14.3	0.0	0.0	93.0	103.4
LnGrp LOS				C	C	C	E	B	A	A	F	F
Approach Vol, veh/h					1379			557			970	
Approach Delay, s/veh					30.6			26.6			96.6	
Approach LOS					C			C			F	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	15.5	25.5	69.0	41.0
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	9.6	* 19	63.1	35.1
Max Q Clear Time (g_c+I1), s	9.8	21.1	29.0	6.0
Green Ext Time (p_c), s	0.0	0.0	8.8	3.3

Intersection Summary	
HCM 6th Ctrl Delay	51.8
HCM 6th LOS	D

Notes

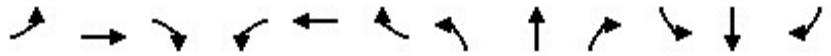
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	260	1267	0	0	0	0	0	506	74
Future Volume (veh/h)	0	0	0	260	1267	0	0	0	0	0	506	74
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				271	1320	0				0	527	77
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				596	3119	0				0	890	127
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				839	4562	0				0	4657	643
Grp Volume(v), veh/h				591	1000	0				0	397	207
Grp Sat Flow(s),veh/h/ln				1828	1702	0				0	1702	1727
Q Serve(g_s), s				30.5	27.4	0.0				0.0	11.6	12.0
Cycle Q Clear(g_c), s				30.5	27.4	0.0				0.0	11.6	12.0
Prop In Lane				0.46		0.00				0.00		0.37
Lane Grp Cap(c), veh/h				1298	2417	0				0	675	342
V/C Ratio(X)				0.45	0.41	0.00				0.00	0.59	0.60
Avail Cap(c_a), veh/h				1298	2417	0				0	675	342
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				23.9	22.7	0.0				0.0	40.0	40.2
Incr Delay (d2), s/veh				1.2	0.5	0.0				0.0	3.7	7.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				15.3	12.6	0.0				0.0	5.3	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				25.0	23.2	0.0				0.0	43.8	47.9
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					1591						604	
Approach Delay, s/veh					23.9						45.2	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.7		83.3						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.8		78.1						
Max Q Clear Time (g_c+I1), s				14.0		32.5						
Green Ext Time (p_c), s				0.7		2.4						

Intersection Summary												
HCM 6th Ctrl Delay			29.8									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1450	101	91	194	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1450	101	91	194	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	1495	104	94	200	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3416	238	223	512	0			
Arrive On Green				0.00	0.23	0.23	0.07	0.07	0.00			
Sat Flow, veh/h				0	5043	339	1090	2596	0			
Grp Volume(v), veh/h				0	1044	555	157	137	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1809	1816	1777	0			
Q Serve(g_s), s				0.0	28.9	28.9	9.1	8.1	0.0			
Cycle Q Clear(g_c), s				0.0	28.9	28.9	9.1	8.1	0.0			
Prop In Lane				0.00		0.19	0.60		0.00			
Lane Grp Cap(c), veh/h				0	2386	1268	371	363	0			
V/C Ratio(X)				0.00	0.44	0.44	0.42	0.38	0.00			
Avail Cap(c_a), veh/h				0	2386	1268	371	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	23.7	23.7	45.0	44.6	0.0			
Incr Delay (d2), s/veh				0.0	0.6	1.1	3.5	3.0	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	13.3	14.3	4.8	4.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	24.3	24.8	48.5	47.6	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					1599			294				
Approach Delay, s/veh					24.5			48.1				
Approach LOS					C			D				

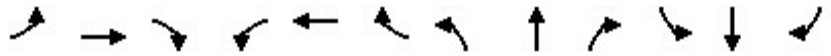
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						30.9		11.1				
Green Ext Time (p_c), s						17.2		1.3				

Intersection Summary		
HCM 6th Ctrl Delay	28.2	
HCM 6th LOS	C	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	247	1550	0	0	0	0	0	522	53
Future Volume (veh/h)	0	0	0	247	1550	0	0	0	0	0	522	53
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				263	1649	0				0	555	56
Peak Hour Factor				0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				475	3198	0				0	733	320
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				678	4731	0				0	3647	1553
Grp Volume(v), veh/h				712	1200	0				0	555	56
Grp Sat Flow(s),veh/h/ln				1836	1702	0				0	1777	1553
Q Serve(g_s), s				37.6	33.7	0.0				0.0	16.2	3.3
Cycle Q Clear(g_c), s				37.6	33.7	0.0				0.0	16.2	3.3
Prop In Lane				0.37		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1287	2386	0				0	733	320
V/C Ratio(X)				0.55	0.50	0.00				0.00	0.76	0.17
Avail Cap(c_a), veh/h				1287	2386	0				0	733	320
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				27.1	25.6	0.0				0.0	41.1	35.9
Incr Delay (d2), s/veh				1.7	0.8	0.0				0.0	7.2	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				19.0	15.5	0.0				0.0	7.8	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				28.8	26.4	0.0				0.0	48.2	37.1
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					1912						611	
Approach Delay, s/veh					27.3						47.2	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				27.6		82.4						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				22.7		77.1						
Max Q Clear Time (g_c+I1), s				18.2		39.6						
Green Ext Time (p_c), s				1.6		20.6						

Intersection Summary												
HCM 6th Ctrl Delay			32.1									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1758	58	68	105	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1758	58	68	105	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	1851	61	72	111	0			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3697	122	236	399	0			
Arrive On Green				0.00	0.73	0.73	0.06	0.06	0.00			
Sat Flow, veh/h				0	5246	167	1331	2343	0			
Grp Volume(v), veh/h				0	1240	672	98	85	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1840	1804	1777	0			
Q Serve(g_s), s				0.0	17.1	17.2	5.7	5.1	0.0			
Cycle Q Clear(g_c), s				0.0	17.1	17.2	5.7	5.1	0.0			
Prop In Lane				0.00		0.09	0.74		0.00			
Lane Grp Cap(c), veh/h				0	2479	1340	320	315	0			
V/C Ratio(X)				0.00	0.50	0.50	0.31	0.27	0.00			
Avail Cap(c_a), veh/h				0	2479	1340	320	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	6.4	6.4	45.3	45.0	0.0			
Incr Delay (d2), s/veh				0.0	0.7	1.3	2.5	2.1	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	5.6	6.2	2.9	2.5	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	7.1	7.7	47.7	47.1	0.0			
LnGrp LOS				A	A	A	D	D	A			
Approach Vol, veh/h					1912			183				
Approach Delay, s/veh					7.3			47.4				
Approach LOS					A			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						19.2		7.7				
Green Ext Time (p_c), s						25.5		0.7				
Intersection Summary												
HCM 6th Ctrl Delay			10.8									
HCM 6th LOS			B									

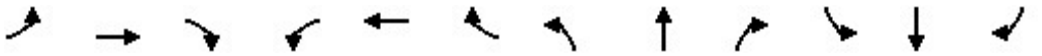
Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	178	656	3	105	0	0	0	25
Future Vol, veh/h	0	0	0	0	178	656	3	105	0	0	0	25
Conflicting Peds, #/hr	0	0	7	7	0	0	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	185	683	3	109	0	0	0	26

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	93	868	-	-	-	434
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	93	868	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	881	289	0	0	0	570
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	904	368	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	840	289	-	-	-	570
Mov Cap-2 Maneuver	-	-	-	840	289	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	863	368	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	24.8	11.6
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	289	-	-	570
HCM Lane V/C Ratio	0.378	-	-	0.046
HCM Control Delay (s)	24.8	-	-	11.6
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.7	-	-	0.1



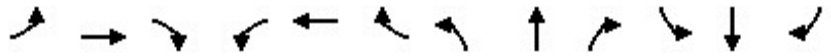
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	604	143	1232	1190	0
Future Volume (veh/h)	0	0	0	0	0	0	0	604	143	1232	1190	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.83	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	616	146	1257	1214	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	939	249	3639	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.19	0.19	0.72	0.95	0.00
Sat Flow, veh/h		0					0	5149	1320	5023	1826	0
Grp Volume(v), veh/h		0.0					0	616	146	1257	1214	0
Grp Sat Flow(s),veh/h/ln							0	1662	1320	1674	1826	0
Q Serve(g_s), s							0.0	12.6	11.1	10.1	10.3	0.0
Cycle Q Clear(g_c), s							0.0	12.6	11.1	10.1	10.3	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	939	249	3639	1740	0
V/C Ratio(X)							0.00	0.66	0.59	0.35	0.70	0.00
Avail Cap(c_a), veh/h							0	1205	319	3639	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.85	0.85	0.00
Uniform Delay (d), s/veh							0.0	41.3	40.7	5.6	0.4	0.0
Incr Delay (d2), s/veh							0.0	2.1	5.7	0.0	2.0	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	5.2	3.9	2.7	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	43.4	46.4	5.6	2.4	0.0
LnGrp LOS							A	D	D	A	A	A
Approach Vol, veh/h								762			2471	
Approach Delay, s/veh								44.0			4.0	
Approach LOS								D			A	

Timer - Assigned Phs	1	2			6							
Phs Duration (G+Y+Rc), s	84.1	25.9			110.0							
Change Period (Y+Rc), s	4.4	* 5.2			5.2							
Max Green Setting (Gmax), s	40.0	* 27			40.0							
Max Q Clear Time (g_c+I1), s	12.1	14.6			12.3							
Green Ext Time (p_c), s	5.5	6.1			15.7							

Intersection Summary		
HCM 6th Ctrl Delay		13.4
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



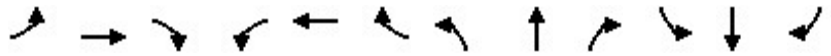
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1327	43	0	0	0	0	426	241	216	866	0
Future Volume (veh/h)	59	1327	43	0	0	0	0	426	241	216	866	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.93	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	60	1354	44				0	435	246	220	884	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	109	2629	818				0	708	307	246	1972	0
Arrive On Green	0.17	0.17	0.17				0.00	0.21	0.21	0.28	0.77	0.00
Sat Flow, veh/h	210	5054	1573				0	3572	1477	1781	5274	0
Grp Volume(v), veh/h	530	884	44				0	435	246	220	884	0
Grp Sat Flow(s),veh/h/ln	1860	1702	1573				0	1702	1477	1781	1702	0
Q Serve(g_s), s	28.7	25.9	2.6				0.0	12.8	17.4	13.1	6.6	0.0
Cycle Q Clear(g_c), s	28.7	25.9	2.6				0.0	12.8	17.4	13.1	6.6	0.0
Prop In Lane	0.11		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	968	1771	818				0	708	307	246	1972	0
V/C Ratio(X)	0.55	0.50	0.05				0.00	0.61	0.80	0.89	0.45	0.00
Avail Cap(c_a), veh/h	968	1771	818				0	916	397	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.71	0.71	0.71				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	33.7	32.6	22.9				0.0	39.6	41.4	39.0	8.4	0.0
Incr Delay (d2), s/veh	1.6	0.7	0.1				0.0	1.0	9.1	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.7	11.9	1.0				0.0	5.4	7.0	4.9	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	33.3	23.0				0.0	40.5	50.4	41.2	8.5	0.0
LnGrp LOS	D	C	C				A	D	D	D	A	A
Approach Vol, veh/h		1458						681			1104	
Approach Delay, s/veh		33.7						44.1			15.0	
Approach LOS		C						D			B	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	62.1	47.9	19.6	28.3
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	30.7	8.6	15.1	19.4
Green Ext Time (p_c), s	10.7	5.6	0.1	3.5

Intersection Summary	
HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C

Notes

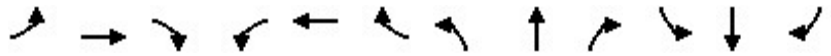
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



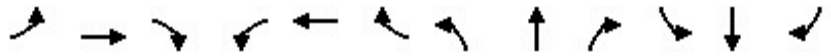
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1796	46	0	0	0	0	0	0	279	504	0
Future Volume (veh/h)	0	1796	46	0	0	0	0	0	0	279	504	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1974	51							307	554	0
Peak Hour Factor	0.91	0.91	0.91							0.91	0.91	0.91
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2981	77							568	1134	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5283	132							1732	3624	0
Grp Volume(v), veh/h	0	1313	712							316	545	0
Grp Sat Flow(s),veh/h/ln	0	1702	1843							1784	1702	0
Q Serve(g_s), s	0.0	39.3	39.4							18.5	16.6	0.0
Cycle Q Clear(g_c), s	0.0	39.3	39.4							18.5	16.6	0.0
Prop In Lane	0.00		0.07							0.97		0.00
Lane Grp Cap(c), veh/h	0	1984	1074							585	1117	0
V/C Ratio(X)	0.00	0.66	0.66							0.54	0.49	0.00
Avail Cap(c_a), veh/h	0	1984	1074							585	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	34.4	34.4							41.2	40.3	0.0
Incr Delay (d2), s/veh	0.0	1.8	3.2							3.6	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.3	20.3							9.4	7.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	36.1	37.7							44.7	41.9	0.0
LnGrp LOS	A	D	D							D	D	A
Approach Vol, veh/h		2025									861	
Approach Delay, s/veh		36.7									42.9	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	41.4	20.5
Green Ext Time (p_c), s	6.8	2.3

Intersection Summary	
HCM 6th Ctrl Delay	38.5
HCM 6th LOS	D



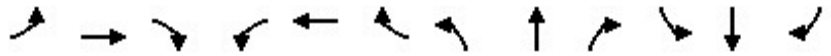
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	2318	0	0	0	0	0	202	255	0	0	0
Future Volume (veh/h)	71	2318	0	0	0	0	0	202	255	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	78	2547	0				0	222	280			
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	84	2937	0				0	599	512			
Arrive On Green	0.19	0.19	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	147	5288	0				0	1870	1517			
Grp Volume(v), veh/h	987	1638	0				0	222	280			
Grp Sat Flow(s),veh/h/ln	1863	1702	0				0	1777	1517			
Q Serve(g_s), s	57.3	51.0	0.0				0.0	10.4	16.5			
Cycle Q Clear(g_c), s	57.3	51.0	0.0				0.0	10.4	16.5			
Prop In Lane	0.08		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1069	1953	0				0	599	512			
V/C Ratio(X)	0.92	0.84	0.00				0.00	0.37	0.55			
Avail Cap(c_a), veh/h	1069	1953	0				0	599	512			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	42.2	39.7	0.0				0.0	27.6	29.6			
Incr Delay (d2), s/veh	14.4	4.5	0.0				0.0	1.8	4.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	32.8	24.4	0.0				0.0	4.8	6.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.6	44.2	0.0				0.0	29.4	33.8			
LnGrp LOS	E	D	A				A	C	C			
Approach Vol, veh/h		2625						502				
Approach Delay, s/veh		48.9						31.8				
Approach LOS		D						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		68.0						42.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		63.1						37.1				
Max Q Clear Time (g_c+I1), s		59.3						18.5				
Green Ext Time (p_c), s		3.7						3.3				
Intersection Summary												
HCM 6th Ctrl Delay			46.1									
HCM 6th LOS			D									



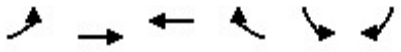
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2850	73	0	0	0	0	0	0	350	408	0
Future Volume (veh/h)	0	2850	73	0	0	0	0	0	0	350	408	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	3098	79							380	443	0
Peak Hour Factor	0.92	0.92	0.92							0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3449	87							423	843	0
Arrive On Green	0.00	0.22	0.22							0.08	0.08	0.00
Sat Flow, veh/h	0	5288	129							1781	3647	0
Grp Volume(v), veh/h	0	2050	1127							380	443	0
Grp Sat Flow(s),veh/h/ln	0	1702	1845							1781	1777	0
Q Serve(g_s), s	0.0	64.3	65.4							23.3	13.2	0.0
Cycle Q Clear(g_c), s	0.0	64.3	65.4							23.3	13.2	0.0
Prop In Lane	0.00		0.07							1.00		0.00
Lane Grp Cap(c), veh/h	0	2293	1243							423	843	0
V/C Ratio(X)	0.00	0.89	0.91							0.90	0.53	0.00
Avail Cap(c_a), veh/h	0	2293	1243							423	843	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	39.0	39.4							49.4	44.7	0.0
Incr Delay (d2), s/veh	0.0	5.9	11.1							24.6	2.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	31.1	36.0							14.0	6.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	44.9	50.5							74.0	47.1	0.0
LnGrp LOS	A	D	D							E	D	A
Approach Vol, veh/h		3177									823	
Approach Delay, s/veh		46.9									59.5	
Approach LOS		D									E	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	79.0	31.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	74.1	26.1
Max Q Clear Time (g_c+I1), s	67.4	25.3
Green Ext Time (p_c), s	6.5	0.4

Intersection Summary	
HCM 6th Ctrl Delay	49.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	2778	0	0	0	0	0	111	66	0	0	0
Future Volume (veh/h)	73	2778	0	0	0	0	0	111	66	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	86	3268	0				0	131	78			
Peak Hour Factor	0.85	0.85	0.85				0.85	0.85	0.85			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	90	3650	0				0	441	247			
Arrive On Green	0.23	0.23	0.00				0.00	0.20	0.20			
Sat Flow, veh/h	127	5309	0				0	2289	1230			
Grp Volume(v), veh/h	1263	2091	0				0	104	105			
Grp Sat Flow(s),veh/h/ln	1864	1702	0				0	1777	1649			
Q Serve(g_s), s	73.5	64.9	0.0				0.0	5.5	6.0			
Cycle Q Clear(g_c), s	73.5	64.9	0.0				0.0	5.5	6.0			
Prop In Lane	0.07		0.00				0.00		0.75			
Lane Grp Cap(c), veh/h	1323	2417	0				0	357	331			
V/C Ratio(X)	0.95	0.87	0.00				0.00	0.29	0.32			
Avail Cap(c_a), veh/h	1323	2417	0				0	357	331			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	40.3	37.1	0.0				0.0	37.3	37.5			
Incr Delay (d2), s/veh	16.0	4.5	0.0				0.0	2.1	2.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	42.5	31.0	0.0				0.0	2.6	2.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.3	41.5	0.0				0.0	39.4	40.0			
LnGrp LOS	E	D	A				A	D	D			
Approach Vol, veh/h		3354						209				
Approach Delay, s/veh		47.1						39.7				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		83.0						27.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		78.1						22.1				
Max Q Clear Time (g_c+I1), s		75.5						8.0				
Green Ext Time (p_c), s		2.6						1.0				
Intersection Summary												
HCM 6th Ctrl Delay			46.6									
HCM 6th LOS			D									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	19	1050	914	33	146	112
Future Volume (veh/h)	19	1050	914	33	146	112
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	21	1141	993	36	159	122
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	30	4052	3747	136	333	153
Arrive On Green	0.02	0.81	1.00	1.00	0.10	0.10
Sat Flow, veh/h	1781	5149	5102	179	3456	1585
Grp Volume(v), veh/h	21	1141	668	361	159	122
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1794	1728	1585
Q Serve(g_s), s	1.4	6.6	0.0	0.0	5.1	8.9
Cycle Q Clear(g_c), s	1.4	6.6	0.0	0.0	5.1	8.9
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	30	4052	2522	1361	333	153
V/C Ratio(X)	0.70	0.28	0.26	0.27	0.48	0.80
Avail Cap(c_a), veh/h	319	4052	2522	1361	884	406
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.95	0.95	1.00	1.00
Uniform Delay (d), s/veh	57.7	2.7	0.0	0.0	50.5	52.2
Incr Delay (d2), s/veh	9.7	0.2	0.2	0.5	0.4	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.3	0.1	0.2	2.3	7.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.4	2.8	0.2	0.5	50.9	55.8
LnGrp LOS	E	A	A	A	D	E
Approach Vol, veh/h		1162	1029		281	
Approach Delay, s/veh		4.0	0.3		53.0	
Approach LOS		A	A		D	

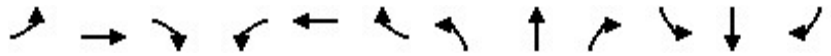
Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	101.7		16.3	6.4	95.3
Change Period (Y+Rc), s	* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s	* 77		30.2	21.1	51.6
Max Q Clear Time (g_c+I1), s	8.6		10.9	3.4	2.0
Green Ext Time (p_c), s	29.3		0.5	0.0	20.0

Intersection Summary	
HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	1094	18	17	903	11	0	13	27	85	0	20
Future Volume (veh/h)	66	1094	18	17	903	11	0	13	27	85	0	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	76	1257	21	20	1038	0	0	15	31	98	0	23
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	727	3536	59	60	1567		63	19	39	214	0	98
Arrive On Green	0.82	1.00	1.00	0.03	0.31	0.00	0.00	0.04	0.04	0.06	0.00	0.06
Sat Flow, veh/h	1781	5050	84	1781	4985	1585	1781	541	1117	3456	0	1577
Grp Volume(v), veh/h	76	827	451	20	1038	0	0	0	46	98	0	23
Grp Sat Flow(s),veh/h/ln	1781	1662	1811	1781	1662	1585	1781	0	1658	1728	0	1577
Q Serve(g_s), s	1.0	0.0	0.0	1.3	21.3	0.0	0.0	0.0	3.2	3.2	0.0	1.6
Cycle Q Clear(g_c), s	1.0	0.0	0.0	1.3	21.3	0.0	0.0	0.0	3.2	3.2	0.0	1.6
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	727	2327	1268	60	1567		63	0	58	214	0	98
V/C Ratio(X)	0.10	0.36	0.36	0.33	0.66		0.00	0.00	0.79	0.46	0.00	0.24
Avail Cap(c_a), veh/h	727	2327	1268	168	1567		251	0	233	999	0	456
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.5	0.0	0.0	55.7	35.0	0.0	0.0	0.0	56.5	53.4	0.0	52.7
Incr Delay (d2), s/veh	0.0	0.4	0.7	1.2	2.2	0.0	0.0	0.0	8.6	0.6	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.3	0.6	8.6	0.0	0.0	0.0	1.5	1.4	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.5	0.4	0.7	56.9	37.2	0.0	0.0	0.0	65.1	54.0	0.0	53.1
LnGrp LOS	A	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		1354			1058	A		46			121	
Approach Delay, s/veh		0.9			37.6			65.1			53.8	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	88.3		12.2	53.8	42.9		9.0
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.1	21.6		34.1	10.2	* 37		16.6
Max Q Clear Time (g_c+I1), s	3.3	2.0		5.2	3.0	23.3		5.2
Green Ext Time (p_c), s	0.0	12.7		0.3	0.0	8.3		0.1

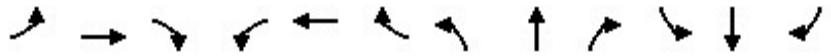
Intersection Summary	
HCM 6th Ctrl Delay	19.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1423	132	287	1723	128	145	26	336	427	3	5
Future Volume (veh/h)	6	1423	132	287	1723	128	145	26	336	427	3	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	1530	142	309	1853	138	156	28	0	459	3	5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	485	2697	959	310	2101	156	221	120		486	84	140
Arrive On Green	0.27	0.54	0.54	0.09	0.35	0.35	0.06	0.06	0.00	0.14	0.14	0.14
Sat Flow, veh/h	1781	4985	1584	3456	6002	447	3456	1870	1585	3563	614	1023
Grp Volume(v), veh/h	6	1530	142	309	1454	537	156	28	0	459	0	8
Grp Sat Flow(s),veh/h/ln	1781	1662	1584	1728	1570	1738	1728	1870	1585	1781	0	1637
Q Serve(g_s), s	0.3	24.0	4.6	10.5	34.3	34.3	5.2	1.7	0.0	15.1	0.0	0.5
Cycle Q Clear(g_c), s	0.3	24.0	4.6	10.5	34.3	34.3	5.2	1.7	0.0	15.1	0.0	0.5
Prop In Lane	1.00		1.00	1.00		0.26	1.00		1.00	1.00		0.63
Lane Grp Cap(c), veh/h	485	2697	959	310	1649	608	221	120		486	0	223
V/C Ratio(X)	0.01	0.57	0.15	1.00	0.88	0.88	0.70	0.23		0.94	0.00	0.04
Avail Cap(c_a), veh/h	485	2697	959	310	1649	608	1084	586		486	0	223
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.3	17.9	10.1	53.7	36.1	36.1	54.1	52.5	0.0	50.5	0.0	44.2
Incr Delay (d2), s/veh	0.0	0.9	0.3	49.7	7.2	16.8	1.5	0.4	0.0	27.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	8.7	1.9	6.6	13.5	16.6	2.3	0.8	0.0	8.5	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.3	18.8	10.4	103.4	43.3	52.9	55.7	52.8	0.0	77.9	0.0	44.3
LnGrp LOS	C	B	B	F	D	D	E	D		E	A	D
Approach Vol, veh/h		1678			2300			184	A		467	
Approach Delay, s/veh		18.1			53.6			55.2			77.3	
Approach LOS		B			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.0	69.5		21.0	37.8	46.7		12.5
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	10.6	34.4		16.1	4.0	* 41		37.0
Max Q Clear Time (g_c+I1), s	12.5	26.0		17.1	2.3	36.3		7.2
Green Ext Time (p_c), s	0.0	7.4		0.0	0.0	4.9		0.4

Intersection Summary	
HCM 6th Ctrl Delay	43.2
HCM 6th LOS	D

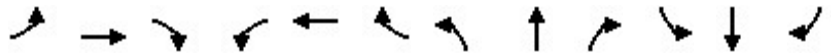
Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



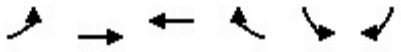
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	0	42	5	0	20	22	378	14	14	399	65
Future Volume (veh/h)	82	0	42	5	0	20	22	378	14	14	399	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	29	45	5	12	13	23	402	15	15	424	69
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	55	86	16	38	44	201	1105	41	202	969	156
Arrive On Green	0.09	0.09	0.09	0.03	0.03	0.03	0.11	0.32	0.32	0.11	0.32	0.32
Sat Flow, veh/h	1781	647	1004	542	1301	1538	1781	3491	130	1781	3053	493
Grp Volume(v), veh/h	66	0	74	17	0	13	23	204	213	15	245	248
Grp Sat Flow(s),veh/h/ln	1781	0	1651	1843	0	1538	1781	1777	1844	1781	1777	1769
Q Serve(g_s), s	1.2	0.0	1.5	0.3	0.0	0.3	0.4	3.1	3.1	0.3	3.8	3.9
Cycle Q Clear(g_c), s	1.2	0.0	1.5	0.3	0.0	0.3	0.4	3.1	3.1	0.3	3.8	3.9
Prop In Lane	1.00		0.61	0.29		1.00	1.00		0.07	1.00		0.28
Lane Grp Cap(c), veh/h	152	0	141	53	0	44	201	562	584	202	564	561
V/C Ratio(X)	0.43	0.00	0.53	0.32	0.00	0.29	0.11	0.36	0.36	0.07	0.44	0.44
Avail Cap(c_a), veh/h	2031	0	1883	2101	0	1754	1269	2532	2627	2031	2532	2522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	0.0	15.4	16.7	0.0	16.7	14.0	9.3	9.3	13.9	9.5	9.5
Incr Delay (d2), s/veh	1.5	0.0	2.3	1.3	0.0	1.3	0.1	0.3	0.3	0.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.6	0.1	0.0	0.1	0.1	0.9	0.9	0.1	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.7	0.0	17.6	18.0	0.0	18.0	14.1	9.6	9.5	14.0	9.9	9.9
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		140			30			440			508	
Approach Delay, s/veh		17.2			18.0			9.8			10.0	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	15.1		7.0	8.0	15.1		5.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	40.0	50.0		40.0	25.0	50.0		40.0
Max Q Clear Time (g_c+I1), s	2.3	5.1		3.5	2.4	5.9		2.3
Green Ext Time (p_c), s	0.0	2.0		0.5	0.0	2.5		0.1

Intersection Summary	
HCM 6th Ctrl Delay	11.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	256	17	9	152	172	276
Future Volume (veh/h)	256	17	9	152	172	276
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	295	0	10	0	189	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	616	324	980		324	
Arrive On Green	0.17	0.00	0.52	0.00	0.09	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	295	0	10	0	189	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	4.3	0.0	0.1	0.0	3.0	0.0
Cycle Q Clear(g_c), s	4.3	0.0	0.1	0.0	3.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	616	324	980		324	
V/C Ratio(X)	0.48	0.00	0.01		0.58	
Avail Cap(c_a), veh/h	3110	1633	980		2413	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	21.4	0.0	6.5	0.0	24.9	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.0	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.0	1.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.9	0.0	6.5	0.0	26.6	0.0
LnGrp LOS	C	A	A		C	
Approach Vol, veh/h		295	10	A	189	A
Approach Delay, s/veh		21.9	6.5		26.6	
Approach LOS		C	A		C	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	13.9		9.4		34.0
Change Period (Y+Rc), s	4.0		4.0		4.0
Max Green Setting (Gmax), s	50.0		40.0		30.0
Max Q Clear Time (g_c+I1), s	6.3		5.0		2.1
Green Ext Time (p_c), s	1.1		0.6		0.0

Intersection Summary	
HCM 6th Ctrl Delay	23.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

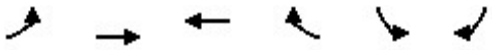
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	191	157	10	1	2
Future Vol, veh/h	9	191	157	10	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	222	183	12	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	195	0	-	0	320	98
Stage 1	-	-	-	-	189	-
Stage 2	-	-	-	-	131	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1375	-	-	-	648	939
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	881	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1375	-	-	-	643	939
Mov Cap-2 Maneuver	-	-	-	-	643	-
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	881	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1375	-	-	-	814
HCM Lane V/C Ratio	0.008	-	-	-	0.004
HCM Control Delay (s)	7.6	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



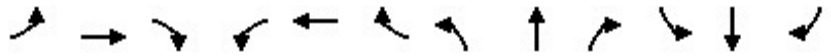
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	64	1636	3980	1	1	167
Future Volume (veh/h)	64	1636	3980	1	1	167
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	68	1740	4234	0	1	178
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	88	3907	5153		449	206
Arrive On Green	0.05	0.78	0.70	0.00	0.13	0.13
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	68	1740	4234	0	1	178
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	4.5	13.7	47.9	0.0	0.0	13.0
Cycle Q Clear(g_c), s	4.5	13.7	47.9	0.0	0.0	13.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	88	3907	5153		449	206
V/C Ratio(X)	0.77	0.45	0.82		0.00	0.86
Avail Cap(c_a), veh/h	319	3907	5153		723	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	55.4	4.2	12.7	0.0	44.7	50.3
Incr Delay (d2), s/veh	13.1	0.4	1.6	0.0	0.0	12.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.3	13.1	0.0	0.0	11.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	68.5	4.6	14.3	0.0	44.7	63.0
LnGrp LOS	E	A	B		D	E
Approach Vol, veh/h		1808	4234	A	179	
Approach Delay, s/veh		7.0	14.3		62.9	
Approach LOS		A	B		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		97.8		20.2	10.2	87.5
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		83.1		24.7	21.1	57.6
Max Q Clear Time (g_c+I1), s		15.7		15.0	6.5	49.9
Green Ext Time (p_c), s		49.0		0.4	0.1	7.7

Intersection Summary	
HCM 6th Ctrl Delay	13.6
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



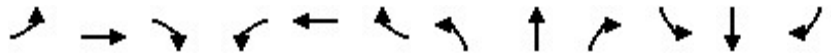
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	3050	15	28	2455	12	14	0	38	30	0	23
Future Volume (veh/h)	43	3050	15	28	2455	12	14	0	38	30	0	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.92		0.92	0.93		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	3280	16	30	2640	13	15	0	41	32	0	25
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	76	4259	1074	73	4268	21	269	0	232	254	0	257
Arrive On Green	0.04	0.68	0.68	0.04	1.00	1.00	0.18	0.00	0.18	0.18	0.00	0.18
Sat Flow, veh/h	1781	6281	1584	3456	6499	32	1175	0	1308	1266	0	1453
Grp Volume(v), veh/h	46	3280	16	30	1913	740	15	0	41	32	0	25
Grp Sat Flow(s),veh/h/ln	1781	1570	1584	1728	1570	1820	1175	0	1308	1266	0	1453
Q Serve(g_s), s	3.0	41.5	0.4	1.0	0.0	0.0	1.2	0.0	3.1	2.6	0.0	1.7
Cycle Q Clear(g_c), s	3.0	41.5	0.4	1.0	0.0	0.0	2.9	0.0	3.1	5.5	0.0	1.7
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	76	4259	1074	73	3094	1195	269	0	232	254	0	257
V/C Ratio(X)	0.61	0.77	0.01	0.41	0.62	0.62	0.06	0.00	0.18	0.13	0.00	0.10
Avail Cap(c_a), veh/h	168	4259	1074	618	3094	1195	310	0	274	295	0	304
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.67	0.67	0.67	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.5	12.8	6.2	55.8	0.0	0.0	41.9	0.0	41.3	43.5	0.0	40.7
Incr Delay (d2), s/veh	2.9	1.4	0.0	0.9	0.6	1.6	0.0	0.0	0.1	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	12.4	0.1	0.4	0.2	0.5	0.4	0.0	1.0	0.8	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.4	14.2	6.2	56.7	0.6	1.6	41.9	0.0	41.4	43.5	0.0	40.7
LnGrp LOS	E	B	A	E	A	A	D	A	D	D	A	D
Approach Vol, veh/h		3342			2683			56			57	
Approach Delay, s/veh		14.8			1.5			41.5			42.3	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	85.3		25.8	9.4	82.8		25.8				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	21.1	57.6		24.7	11.1	67.6		24.7				
Max Q Clear Time (g_c+I1), s	3.0	43.5		7.5	5.0	2.0		5.1				
Green Ext Time (p_c), s	0.0	14.1		0.1	0.0	61.5		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.



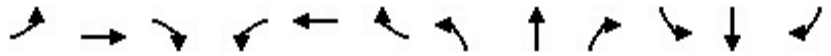
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	3007	0	11	2160	357	0	0	0	118	0	282
Future Volume (veh/h)	119	3007	0	11	2160	357	0	0	0	118	0	282
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	3199	0	12	2298	380	0	0	0	126	0	300
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	152	3143	0	60	3172	519	0	396	0	852	0	335
Arrive On Green	0.11	0.84	0.00	0.03	0.58	0.58	0.00	0.00	0.00	0.21	0.00	0.21
Sat Flow, veh/h	1781	5149	0	1781	5479	896	0	1870	0	3446	0	1581
Grp Volume(v), veh/h	127	3199	0	12	1972	706	0	0	0	126	0	300
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1665	0	1870	0	1723	0	1581
Q Serve(g_s), s	8.2	74.4	0.0	0.8	35.8	36.6	0.0	0.0	0.0	3.5	0.0	21.8
Cycle Q Clear(g_c), s	8.2	74.4	0.0	0.8	35.8	36.6	0.0	0.0	0.0	3.5	0.0	21.8
Prop In Lane	1.00		0.00	1.00		0.54	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	152	3143	0	60	2727	964	0	396	0	852	0	335
V/C Ratio(X)	0.83	1.02	0.00	0.20	0.72	0.73	0.00	0.00	0.00	0.15	0.00	0.90
Avail Cap(c_a), veh/h	168	3143	0	168	2727	964	0	471	0	989	0	398
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.00	0.80	0.80	0.80	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.5	9.5	0.0	55.4	18.0	18.2	0.0	0.0	0.0	38.0	0.0	45.2
Incr Delay (d2), s/veh	18.7	18.2	0.0	0.5	1.4	4.0	0.0	0.0	0.0	0.0	0.0	18.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	10.7	0.0	0.3	11.9	13.6	0.0	0.0	0.0	1.5	0.0	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.2	27.7	0.0	55.9	19.4	22.1	0.0	0.0	0.0	38.1	0.0	63.5
LnGrp LOS	E	F	A	E	B	C	A	A	A	D	A	E
Approach Vol, veh/h		3326			2690			0			426	
Approach Delay, s/veh		29.4			20.2			0.0			56.0	
Approach LOS		C			C						E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	79.7		29.9	14.5	73.6		29.9				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.1	62.6		29.7	11.1	62.6		29.7				
Max Q Clear Time (g_c+I1), s	12.8	76.4		23.8	10.2	38.6		0.0				
Green Ext Time (p_c), s	0.0	0.0		0.9	0.0	23.3		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	27.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	3106	2	14	2390	0	0	0	18	0	0	0
Future Volume (veh/h)	37	3106	2	14	2390	0	0	0	18	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	39	3235	2	15	2490	0						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	54	4370	3	26	4154	0						
Arrive On Green	0.03	0.85	0.85	0.01	0.83	0.00						
Sat Flow, veh/h	1781	5145	3	1781	5149	0						
Grp Volume(v), veh/h	39	2089	1148	15	2490	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1825	1781	1662	0						
Q Serve(g_s), s	1.5	18.0	18.0	0.6	11.7	0.0						
Cycle Q Clear(g_c), s	1.5	18.0	18.0	0.6	11.7	0.0						
Prop In Lane	1.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	54	2822	1550	26	4154	0						
V/C Ratio(X)	0.72	0.74	0.74	0.58	0.60	0.00						
Avail Cap(c_a), veh/h	759	2831	1555	759	4246	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	33.9	2.2	2.2	34.5	2.0	0.0						
Incr Delay (d2), s/veh	6.6	1.5	2.7	7.5	0.5	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.7	0.6	1.2	0.3	0.2	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.5	3.7	4.9	42.0	2.5	0.0						
LnGrp LOS	D	A	A	D	A	A						
Approach Vol, veh/h		3276			2505							
Approach Delay, s/veh		4.5			2.7							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	5.4	65.0			6.5	63.9						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	30.6	60.0			30.0	60.0						
Max Q Clear Time (g_c+I1), s	2.6	20.0			3.5	13.7						
Green Ext Time (p_c), s	0.0	39.8			0.0	44.7						
Intersection Summary												
HCM 6th Ctrl Delay			3.7									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	188.3

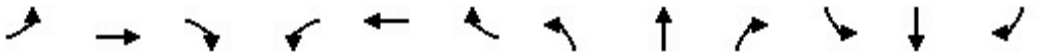
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	421	0	0	2165	396
Future Vol, veh/h	0	421	0	0	2165	396
Conflicting Peds, #/hr	0	3	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	448	0	0	2303	421

Major/Minor	Minor2			Major2	
Conflicting Flow All	2514	1365		-	0
Stage 1	2514	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	49	~ 118		-	-
Stage 1	26	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	49	~ 118		-	-
Mov Cap-2 Maneuver	49	-		-	-
Stage 1	26	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, $	1333.6	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	118	-	-
HCM Lane V/C Ratio	-	3.796	-	-
HCM Control Delay (s)	$	1333.6	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	45	-	-

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



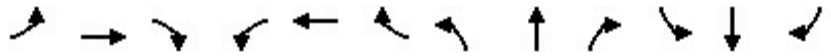
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	673	28	19	684	334	34	58	40	213	28	153
Future Volume (veh/h)	107	673	28	19	684	334	34	58	40	213	28	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.99		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	756	31	21	769	375	38	65	45	239	31	172
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	1193	367	617	2593	801	193	330	246	367	499	438
Arrive On Green	0.03	0.08	0.08	0.35	0.51	0.51	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1781	5106	1569	1781	5106	1578	522	1174	875	1267	1777	1560
Grp Volume(v), veh/h	120	756	31	21	769	375	70	0	78	239	31	172
Grp Sat Flow(s),veh/h/ln	1781	1702	1569	1781	1702	1578	1057	0	1514	1267	1777	1560
Q Serve(g_s), s	8.0	17.2	2.2	0.9	10.5	18.4	2.7	0.0	4.7	21.2	1.5	10.7
Cycle Q Clear(g_c), s	8.0	17.2	2.2	0.9	10.5	18.4	13.4	0.0	4.7	25.8	1.5	10.7
Prop In Lane	1.00		1.00	1.00		1.00	0.54		0.58	1.00		1.00
Lane Grp Cap(c), veh/h	148	1193	367	617	2593	801	343	0	426	367	499	438
V/C Ratio(X)	0.81	0.63	0.08	0.03	0.30	0.47	0.20	0.00	0.18	0.65	0.06	0.39
Avail Cap(c_a), veh/h	313	1974	607	617	2593	801	550	0	647	552	760	667
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	0.97	0.97	0.97	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.4	50.4	43.5	26.0	17.1	19.1	36.1	0.0	32.7	42.5	31.6	34.9
Incr Delay (d2), s/veh	3.9	2.5	0.4	0.0	0.3	1.9	0.1	0.0	0.1	5.6	0.2	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	8.1	0.9	0.4	3.9	6.7	1.7	0.0	1.7	7.2	0.7	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	52.9	43.9	26.0	17.4	21.0	36.2	0.0	32.8	48.1	31.7	36.5
LnGrp LOS	E	D	D	C	B	C	D	A	C	D	C	D
Approach Vol, veh/h		907			1165			148			442	
Approach Delay, s/veh		53.7			18.7			34.4			42.4	
Approach LOS		D			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	47.6	33.7		38.6	14.4	67.0		38.6				
Change Period (Y+Rc), s	6.1	* 5.7		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	7.3	* 46		51.3	21.1	32.2		51.3				
Max Q Clear Time (g_c+I1), s	2.9	19.2		27.8	10.0	20.4		15.4				
Green Ext Time (p_c), s	0.0	8.8		5.0	0.1	8.5		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		35.4
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	507	1	0	479	396	1	0	0	289	0	33
Future Volume (veh/h)	50	507	1	0	479	396	1	0	0	289	0	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	557	1	0	526	0	1	0	0	352	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	992	2	857	2258		19	0	17	492	258	0
Arrive On Green	0.04	0.19	0.19	0.00	0.21	0.00	0.01	0.00	0.00	0.14	0.00	0.00
Sat Flow, veh/h	1781	5263	9	1781	3554	1585	1781	0	1585	3563	1870	0
Grp Volume(v), veh/h	55	360	198	0	526	0	1	0	0	352	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1869	1781	1777	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	3.7	11.5	11.5	0.0	14.8	0.0	0.1	0.0	0.0	11.3	0.0	0.0
Cycle Q Clear(g_c), s	3.7	11.5	11.5	0.0	14.8	0.0	0.1	0.0	0.0	11.3	0.0	0.0
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	71	642	352	857	2258		19	0	17	492	258	0
V/C Ratio(X)	0.77	0.56	0.56	0.00	0.23		0.05	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	224	1166	640	857	2258		157	0	140	1101	578	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.96	0.00	1.00	0.00	0.00	0.90	0.00	0.00
Uniform Delay (d), s/veh	57.1	44.2	44.2	0.0	23.1	0.0	58.7	0.0	0.0	49.5	0.0	0.0
Incr Delay (d2), s/veh	6.5	3.5	6.3	0.0	0.2	0.0	0.4	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	5.0	5.8	0.0	7.0	0.0	0.0	0.0	0.0	5.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.6	47.7	50.5	0.0	23.4	0.0	59.1	0.0	0.0	50.1	0.0	0.0
LnGrp LOS	E	D	D	A	C		E	A	A	D	A	A
Approach Vol, veh/h		613			526	A		1			352	
Approach Delay, s/veh		50.1			23.4			59.1			50.1	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	63.6	27.7		22.5	9.2	82.1		6.2
Change Period (Y+Rc), s	5.9	* 5.1		5.9	4.4	5.9		4.9
Max Green Setting (Gmax), s	10.3	* 41		37.1	15.1	36.1		10.6
Max Q Clear Time (g_c+I1), s	10.0	13.5		13.3	5.7	16.8		2.1
Green Ext Time (p_c), s	0.0	9.1		0.7	0.0	5.6		0.0

Intersection Summary	
HCM 6th Ctrl Delay	40.7
HCM 6th LOS	D

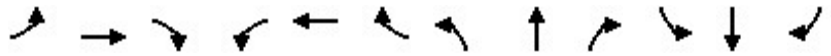
Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	253	127	30	372	184	198	879	27	120	811	185
Future Volume (veh/h)	284	253	127	30	372	184	198	879	27	120	811	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	302	269	135	32	396	196	211	935	29	128	863	197
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	323	711	346	44	528	307	257	1719	53	172	1649	731
Arrive On Green	0.18	0.31	0.31	0.02	0.15	0.15	0.07	0.49	0.49	0.05	0.46	0.46
Sat Flow, veh/h	1781	2305	1121	1781	3554	1537	3456	3518	109	3456	3554	1576
Grp Volume(v), veh/h	302	205	199	32	396	196	211	472	492	128	863	197
Grp Sat Flow(s),veh/h/ln	1781	1777	1649	1781	1777	1537	1728	1777	1850	1728	1777	1576
Q Serve(g_s), s	25.1	13.6	14.2	2.7	16.0	11.5	9.0	27.8	27.8	5.5	25.8	6.1
Cycle Q Clear(g_c), s	25.1	13.6	14.2	2.7	16.0	11.5	9.0	27.8	27.8	5.5	25.8	6.1
Prop In Lane	1.00		0.68	1.00		1.00	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	323	548	509	44	528	307	257	868	904	172	1649	731
V/C Ratio(X)	0.94	0.37	0.39	0.73	0.75	0.64	0.82	0.54	0.54	0.74	0.52	0.27
Avail Cap(c_a), veh/h	387	668	620	82	734	397	544	868	904	267	1649	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.6	40.6	40.8	72.7	61.2	27.6	68.4	26.7	26.7	70.3	28.5	7.0
Incr Delay (d2), s/veh	25.7	0.2	0.2	8.2	1.5	0.8	2.5	2.4	2.3	2.4	1.2	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.7	6.0	5.9	1.3	7.4	4.3	4.1	12.4	12.9	2.5	11.3	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.3	40.7	41.0	80.8	62.7	28.4	70.9	29.2	29.1	72.7	29.6	7.9
LnGrp LOS	F	D	D	F	E	C	E	C	C	E	C	A
Approach Vol, veh/h		706			624			1175			1188	
Approach Delay, s/veh		60.3			52.8			36.6			30.7	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	78.6	8.1	51.5	15.5	74.9	32.4	27.2
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	7.6	* 56	6.9	56.4	23.6	43.8	32.6	* 31
Max Q Clear Time (g_c+I1), s	7.5	29.8	4.7	16.2	11.0	27.8	27.1	18.0
Green Ext Time (p_c), s	0.0	2.2	0.0	0.9	0.1	2.4	0.1	1.0

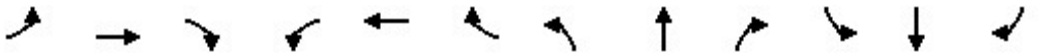
Intersection Summary	
HCM 6th Ctrl Delay	42.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	207	94	214	180	77	101	132	177	84	111	71
Future Volume (veh/h)	35	207	94	214	180	77	101	132	177	84	111	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	220	100	228	191	82	107	140	188	89	118	76
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	1308	660	314	808	636	137	756	471	115	713	308
Arrive On Green	0.03	0.37	0.37	0.09	0.43	0.43	0.08	0.21	0.21	0.06	0.20	0.20
Sat Flow, veh/h	1781	3554	1461	3456	1870	1471	1781	3554	1536	1781	3554	1534
Grp Volume(v), veh/h	37	220	100	228	191	82	107	140	188	89	118	76
Grp Sat Flow(s),veh/h/ln	1781	1777	1461	1728	1870	1471	1781	1777	1536	1781	1777	1534
Q Serve(g_s), s	1.8	3.7	3.6	5.7	5.7	3.0	5.2	2.9	8.6	4.4	2.4	3.7
Cycle Q Clear(g_c), s	1.8	3.7	3.6	5.7	5.7	3.0	5.2	2.9	8.6	4.4	2.4	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	48	1308	660	314	808	636	137	756	471	115	713	308
V/C Ratio(X)	0.77	0.17	0.15	0.73	0.24	0.13	0.78	0.19	0.40	0.77	0.17	0.25
Avail Cap(c_a), veh/h	602	1600	780	1167	842	662	602	1600	836	602	1600	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	18.9	14.7	39.3	16.0	15.2	40.3	28.6	24.5	40.9	29.4	29.9
Incr Delay (d2), s/veh	9.3	0.1	0.1	1.2	0.1	0.0	3.6	0.1	0.5	4.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.5	1.2	2.4	2.4	1.0	2.4	1.2	3.1	2.0	1.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	19.0	14.8	40.5	16.0	15.2	43.9	28.8	25.1	45.0	29.4	30.0
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		357			501			435			283	
Approach Delay, s/veh		21.3			27.0			30.9			34.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	38.6	12.2	24.5	7.8	44.3	11.1	25.6
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	7.7	5.7	7.2	5.7	3.8	7.7	6.4	10.6
Green Ext Time (p_c), s	0.4	2.3	0.1	0.6	0.0	1.0	0.1	1.6

Intersection Summary	
HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C

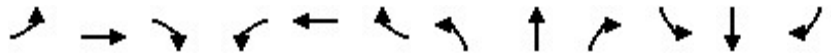
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	0	9	21	0	38	82	315	24	71	304	34
Future Volume (veh/h)	10	0	9	21	0	38	82	315	24	71	304	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	0	10	23	0	41	89	342	26	77	330	37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	260	43	126	461	0	369	120	1558	116	109	1471	161
Arrive On Green	0.18	0.00	0.18	0.18	0.00	0.18	0.07	0.32	0.32	0.06	0.32	0.32
Sat Flow, veh/h	543	244	716	1394	0	1547	1781	4833	361	1781	4654	509
Grp Volume(v), veh/h	21	0	0	23	0	41	89	239	129	77	239	128
Grp Sat Flow(s),veh/h/ln	1504	0	0	1394	0	1547	1781	1702	1790	1781	1702	1759
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.7	1.6	1.7	1.8	1.4	1.7	1.8
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.4	0.0	0.7	1.6	1.7	1.8	1.4	1.7	1.8
Prop In Lane	0.52		0.48	1.00		1.00	1.00		0.20	1.00		0.29
Lane Grp Cap(c), veh/h	429	0	0	461	0	369	120	1097	577	109	1076	556
V/C Ratio(X)	0.05	0.00	0.00	0.05	0.00	0.11	0.74	0.22	0.22	0.71	0.22	0.23
Avail Cap(c_a), veh/h	1890	0	0	1865	0	1951	1601	6119	3219	1601	6119	3162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.5	0.0	0.0	11.5	0.0	10.0	15.3	8.2	8.3	15.4	8.4	8.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.1	0.3	3.1	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.2	0.7	0.5	0.5	0.6	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	0.0	0.0	11.5	0.0	10.0	18.6	8.4	8.5	18.5	8.5	8.7
LnGrp LOS	B	A	A	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		21			64			457			444	
Approach Delay, s/veh		11.5			10.6			10.4			10.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	16.2		10.8	6.6	16.0		10.8				
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	30.0	* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s	3.4	3.8		2.3	3.6	3.8		2.7				
Green Ext Time (p_c), s	0.1	3.5		0.1	0.1	3.0		0.1				

Intersection Summary		
HCM 6th Ctrl Delay	10.4	
HCM 6th LOS	B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	11	29	41	51	13	360	636	114	41	441	195
Future Volume (veh/h)	19	11	29	41	51	13	360	636	114	41	441	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.74	1.00		0.74	1.00		0.94	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	12	31	44	55	14	387	684	123	44	474	210
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	471	296	57	470	295	416	1736	727	57	687	301
Arrive On Green	0.03	0.25	0.25	0.03	0.25	0.25	0.23	0.49	0.49	0.03	0.29	0.29
Sat Flow, veh/h	1781	1870	1177	1781	1870	1176	1781	3554	1488	1781	2328	1020
Grp Volume(v), veh/h	20	12	31	44	55	14	387	684	123	44	361	323
Grp Sat Flow(s),veh/h/ln	1781	1870	1177	1781	1870	1176	1781	1777	1488	1781	1777	1572
Q Serve(g_s), s	1.3	0.6	2.4	2.9	2.7	1.1	25.4	14.6	5.5	2.9	21.4	21.8
Cycle Q Clear(g_c), s	1.3	0.6	2.4	2.9	2.7	1.1	25.4	14.6	5.5	2.9	21.4	21.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.65
Lane Grp Cap(c), veh/h	58	471	296	57	470	295	416	1736	727	57	524	464
V/C Ratio(X)	0.35	0.03	0.10	0.77	0.12	0.05	0.93	0.39	0.17	0.77	0.69	0.70
Avail Cap(c_a), veh/h	448	471	296	448	470	296	448	1786	748	448	893	790
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.5	33.6	34.3	57.4	34.5	33.9	44.8	19.3	17.0	57.4	37.2	37.4
Incr Delay (d2), s/veh	1.3	0.0	0.1	8.0	0.0	0.0	25.6	0.2	0.1	8.0	4.4	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.3	0.7	1.4	1.2	0.3	14.1	6.0	1.9	1.4	9.9	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.8	33.6	34.4	65.4	34.5	33.9	70.4	19.5	17.2	65.4	41.6	42.5
LnGrp LOS	E	C	C	E	C	C	E	B	B	E	D	D
Approach Vol, veh/h		63			113			1194			728	
Approach Delay, s/veh		41.7			46.5			35.8			43.5	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	67.0	8.2	35.0	32.3	43.9	8.3	34.9
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	4.9	16.6	4.9	4.4	27.4	23.8	3.3	4.7
Green Ext Time (p_c), s	0.0	7.8	0.0	0.1	0.5	11.4	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	39.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

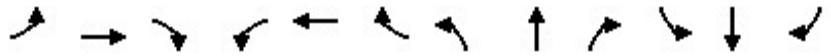
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	257	19	154	141	0	0	0	0	195	24	35
Future Volume (veh/h)	0	257	19	154	141	0	0	0	0	195	24	35
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	282	21	169	155	0				233	0	38
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	284	567	250	348	665	0				928	0	659
Arrive On Green	0.00	0.16	0.16	0.20	0.20	0.00				0.26	0.00	0.26
Sat Flow, veh/h	1781	3554	1565	1781	3572	0				3563	0	1556
Grp Volume(v), veh/h	0	282	21	169	155	0				233	0	38
Grp Sat Flow(s),veh/h/ln	1781	1777	1565	1781	1702	0				1781	0	1556
Q Serve(g_s), s	0.0	2.7	0.4	3.2	1.4	0.0				2.0	0.0	0.5
Cycle Q Clear(g_c), s	0.0	2.7	0.4	3.2	1.4	0.0				2.0	0.0	0.5
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	284	567	250	348	665	0				928	0	659
V/C Ratio(X)	0.00	0.50	0.08	0.49	0.23	0.00				0.25	0.00	0.06
Avail Cap(c_a), veh/h	2834	5653	2490	2834	5415	0				3306	0	1697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.5	13.5	13.5	12.8	0.0				11.0	0.0	6.5
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.2	0.2	0.0				0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.8	0.1	1.0	0.4	0.0				0.6	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.7	13.6	14.7	13.0	0.0				11.1	0.0	6.5
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		303			324						271	
Approach Delay, s/veh		14.6			13.9						10.4	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		10.0		16.0		11.7
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		4.7		4.0		5.2
Green Ext Time (p_c), s		1.1		0.5		2.2

Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	319	0	0	279	331	33	6	78	22	0	287
Future Volume (veh/h)	88	319	0	0	279	331	33	6	78	22	0	287
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	354	0	0	310	368	37	7	87	24	0	319
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	131	1615	0	0	571	505	174	11	141	28	0	373
Arrive On Green	0.07	0.45	0.00	0.00	0.32	0.32	0.10	0.10	0.10	0.25	0.00	0.25
Sat Flow, veh/h	1781	3647	0	0	1870	1570	1781	116	1443	111	0	1477
Grp Volume(v), veh/h	98	354	0	0	310	368	37	0	94	343	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1570	1781	0	1559	1588	0	0
Q Serve(g_s), s	4.1	4.6	0.0	0.0	10.9	15.7	1.4	0.0	4.4	15.6	0.0	0.0
Cycle Q Clear(g_c), s	4.1	4.6	0.0	0.0	10.9	15.7	1.4	0.0	4.4	15.6	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.93	0.07		0.93
Lane Grp Cap(c), veh/h	131	1615	0	0	571	505	174	0	152	401	0	0
V/C Ratio(X)	0.75	0.22	0.00	0.00	0.54	0.73	0.21	0.00	0.62	0.86	0.00	0.00
Avail Cap(c_a), veh/h	706	2816	0	0	1408	1244	941	0	824	839	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.4	12.5	0.0	0.0	21.1	22.8	31.5	0.0	32.8	27.0	0.0	0.0
Incr Delay (d2), s/veh	9.9	0.0	0.0	0.0	1.0	2.4	0.2	0.0	1.5	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.6	0.0	0.0	4.2	5.5	0.6	0.0	1.7	5.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.3	12.5	0.0	0.0	22.1	25.2	31.7	0.0	34.3	29.1	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	C	C	A	A
Approach Vol, veh/h		452			678			131			343	
Approach Delay, s/veh		19.4			23.8			33.6			29.1	
Approach LOS		B			C			C			C	

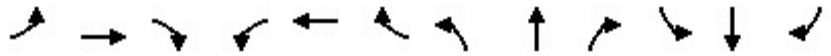
Timer - Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		38.8		23.1	10.1	28.8		13.8
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s		6.6		17.6	6.1	17.7		6.4
Green Ext Time (p_c), s		1.4		1.5	0.3	5.6		0.4

Intersection Summary	
HCM 6th Ctrl Delay	24.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



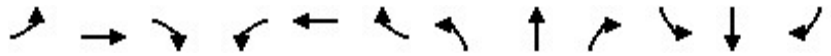
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	338	157	304	425	0	0	0	0	387	244	195
Future Volume (veh/h)	0	338	157	304	425	0	0	0	0	387	244	195
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	345	160	310	434	0				395	249	199
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1898	843	390	2484	0				656	345	285
Arrive On Green	0.00	0.53	0.53	0.23	1.00	0.00				0.18	0.18	0.18
Sat Flow, veh/h	0	3647	1579	3456	3647	0				3563	1870	1546
Grp Volume(v), veh/h	0	345	160	310	434	0				395	249	199
Grp Sat Flow(s),veh/h/ln	0	1777	1579	1728	1777	0				1781	1870	1546
Q Serve(g_s), s	0.0	4.2	4.4	7.1	0.0	0.0				8.5	10.5	10.1
Cycle Q Clear(g_c), s	0.0	4.2	4.4	7.1	0.0	0.0				8.5	10.5	10.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1898	843	390	2484	0				656	345	285
V/C Ratio(X)	0.00	0.18	0.19	0.80	0.17	0.00				0.60	0.72	0.70
Avail Cap(c_a), veh/h	0	1898	843	703	2484	0				1361	715	591
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.99	0.99	0.95	0.95	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.1	10.1	31.6	0.0	0.0				31.4	32.2	32.1
Incr Delay (d2), s/veh	0.0	0.2	0.5	1.4	0.1	0.0				0.3	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	1.4	2.6	0.1	0.0				3.6	4.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.3	10.6	33.0	0.1	0.0				31.8	33.3	33.2
LnGrp LOS	A	B	B	C	A	A				C	C	C
Approach Vol, veh/h		505			744						843	
Approach Delay, s/veh		10.4			13.8						32.6	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.9	49.8		20.4		63.6
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	9.1	6.4		12.5		2.0
Green Ext Time (p_c), s	0.4	2.6		2.0		3.2

Intersection Summary	
HCM 6th Ctrl Delay	20.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

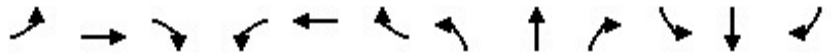


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	540	0	0	591	563	131	275	22	0	0	0
Future Volume (veh/h)	196	540	0	0	591	563	131	275	22	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	198	545	0	0	597	569	132	278	22			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1226	2657	0	0	1189	519	205	477	38			
Arrive On Green	0.71	1.00	0.00	0.00	0.33	0.33	0.14	0.14	0.14			
Sat Flow, veh/h	3456	3647	0	0	3647	1553	1513	3516	278			
Grp Volume(v), veh/h	198	545	0	0	597	569	157	132	143			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1553	1795	1702	1811			
Q Serve(g_s), s	1.6	0.0	0.0	0.0	11.3	28.1	6.9	6.1	6.2			
Cycle Q Clear(g_c), s	1.6	0.0	0.0	0.0	11.3	28.1	6.9	6.1	6.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.84		0.15			
Lane Grp Cap(c), veh/h	1226	2657	0	0	1189	519	243	231	246			
V/C Ratio(X)	0.16	0.21	0.00	0.00	0.50	1.10	0.64	0.57	0.58			
Avail Cap(c_a), veh/h	1226	2657	0	0	1189	519	600	569	606			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	8.1	0.0	0.0	0.0	22.4	28.0	34.4	34.0	34.1			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.5	68.0	1.1	0.8	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.0	0.0	4.5	19.1	3.0	2.5	2.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.2	0.2	0.0	0.0	23.9	96.0	35.4	34.9	34.9			
LnGrp LOS	A	A	A	A	C	F	D	C	C			
Approach Vol, veh/h		743			1166			432				
Approach Delay, s/veh		2.3			59.1			35.1				
Approach LOS		A			E			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		67.7			34.7	33.0		16.3				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			3.6	30.1		8.9				
Green Ext Time (p_c), s		4.5			0.4	0.0		1.6				

Intersection Summary	
HCM 6th Ctrl Delay	36.6
HCM 6th LOS	D

Notes

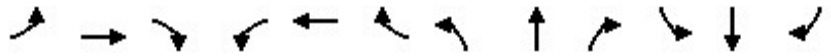
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	17	44	12	935	19	0	0	0
Future Volume (veh/h)	0	0	0	0	17	44	12	935	19	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	22	56	15	1199	24			
Peak Hour Factor				0.78	0.78	0.78	0.78	0.78	0.78			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	30	76	112	3160	63			
Arrive On Green				0.00	0.06	0.06	0.63	0.63	0.63			
Sat Flow, veh/h				0	465	1184	18	4978	99			
Grp Volume(v), veh/h				0	0	78	454	376	408			
Grp Sat Flow(s),veh/h/ln				0	0	1649	1865	1549	1681			
Q Serve(g_s), s				0.0	0.0	1.7	0.0	4.3	4.3			
Cycle Q Clear(g_c), s				0.0	0.0	1.7	4.3	4.3	4.3			
Prop In Lane				0.00		0.72	0.03		0.06			
Lane Grp Cap(c), veh/h				0	0	106	1284	983	1067			
V/C Ratio(X)				0.00	0.00	0.73	0.35	0.38	0.38			
Avail Cap(c_a), veh/h				0	0	1788	3118	2518	2733			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	17.0	3.2	3.3	3.3			
Incr Delay (d2), s/veh				0.0	0.0	3.6	0.2	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.7	0.6	0.5	0.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	20.6	3.5	3.6	3.6			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					78			1238				
Approach Delay, s/veh					20.6			3.6				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	29.0							7.9				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	6.3							3.7				
Green Ext Time (p_c), s	17.1							0.3				

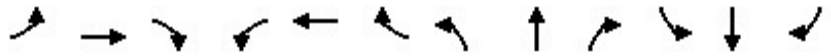
Intersection Summary												
HCM 6th Ctrl Delay			4.6									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	144	74	347	490	60	230	249	61	60	266	98
Future Volume (veh/h)	66	144	74	347	490	60	230	249	61	60	266	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	155	80	373	527	65	247	268	66	65	286	105
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	358	301	417	610	75	290	1190	277	84	648	221
Arrive On Green	0.05	0.19	0.19	0.23	0.37	0.37	0.16	0.29	0.29	0.05	0.17	0.17
Sat Flow, veh/h	1781	1870	1573	1781	1632	201	1781	4113	959	1781	3728	1270
Grp Volume(v), veh/h	71	155	80	373	0	592	247	219	115	65	259	132
Grp Sat Flow(s),veh/h/ln	1781	1870	1573	1781	0	1833	1781	1702	1667	1781	1702	1594
Q Serve(g_s), s	3.1	5.8	3.5	16.2	0.0	23.9	10.8	3.9	4.2	2.9	5.4	6.0
Cycle Q Clear(g_c), s	3.1	5.8	3.5	16.2	0.0	23.9	10.8	3.9	4.2	2.9	5.4	6.0
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.58	1.00		0.80
Lane Grp Cap(c), veh/h	92	358	301	417	0	685	290	985	482	84	591	277
V/C Ratio(X)	0.77	0.43	0.27	0.89	0.00	0.86	0.85	0.22	0.24	0.77	0.44	0.48
Avail Cap(c_a), veh/h	669	936	787	669	0	918	669	2556	1252	669	2556	1197
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.4	28.5	27.5	29.7	0.0	23.1	32.5	21.6	21.7	37.6	29.5	29.7
Incr Delay (d2), s/veh	5.0	0.3	0.2	6.1	0.0	6.7	2.7	0.2	0.5	5.5	0.9	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.6	1.3	7.5	0.0	11.1	4.7	1.5	1.6	1.3	2.2	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	28.8	27.7	35.7	0.0	29.8	35.2	21.8	22.1	43.1	30.4	32.0
LnGrp LOS	D	C	C	D	A	C	D	C	C	D	C	C
Approach Vol, veh/h		306			965			581			456	
Approach Delay, s/veh		31.6			32.1			27.6			32.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	28.4	23.1	20.2	17.4	19.2	8.5	34.8
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	14.9	6.2	18.2	7.8	12.8	8.0	5.1	25.9
Green Ext Time (p_c), s	0.1	4.1	0.5	0.7	0.3	4.8	0.1	3.6

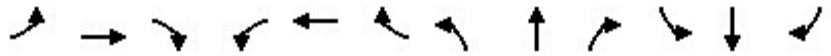
Intersection Summary	
HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	100	183	137	282	0	0	0	0	87	1465	601
Future Volume (veh/h)	0	100	183	137	282	0	0	0	0	87	1465	601
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	114	208	156	320	0				99	1665	683
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	485	411	242	501	0				1081	2183	849
Arrive On Green	0.00	0.26	0.26	0.26	0.26	0.00				0.61	0.61	0.61
Sat Flow, veh/h	0	1870	1585	689	2016	0				1781	3599	1400
Grp Volume(v), veh/h	0	114	208	225	251	0				99	1570	778
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1004	1617	0				1781	1702	1594
Q Serve(g_s), s	0.0	4.7	10.9	17.1	13.2	0.0				2.2	32.7	36.4
Cycle Q Clear(g_c), s	0.0	4.7	10.9	21.7	13.2	0.0				2.2	32.7	36.4
Prop In Lane	0.00		1.00	0.69		0.00				1.00		0.88
Lane Grp Cap(c), veh/h	0	485	411	323	419	0				1081	2065	967
V/C Ratio(X)	0.00	0.24	0.51	0.70	0.60	0.00				0.09	0.76	0.80
Avail Cap(c_a), veh/h	0	578	490	384	500	0				1102	2105	986
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	28.3	30.6	36.8	31.5	0.0				7.9	13.9	14.7
Incr Delay (d2), s/veh	0.0	0.1	0.4	3.8	1.0	0.0				0.1	1.9	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.1	4.2	5.5	5.3	0.0				0.8	11.8	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.4	31.0	40.6	32.5	0.0				8.0	15.8	20.0
LnGrp LOS	A	C	C	D	C	A				A	B	B
Approach Vol, veh/h		322			476						2447	
Approach Delay, s/veh		30.1			36.3						16.8	
Approach LOS		C			D						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		31.9		65.2		31.9
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		12.9		38.4		23.7
Green Ext Time (p_c), s		0.7		20.5		1.4

Intersection Summary		
HCM 6th Ctrl Delay		21.0
HCM 6th LOS		C



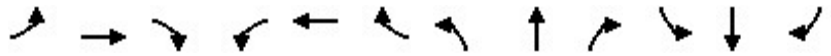
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	17	82	0	33	22	381	996	21	0	0	0
Future Volume (veh/h)	88	17	82	0	33	22	381	996	21	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	93	18	86	0	35	23	401	1048	22			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	347	51	1073	0	165	108	927	1850	39			
Arrive On Green	0.16	0.16	0.16	0.00	0.16	0.16	0.52	0.52	0.52			
Sat Flow, veh/h	959	320	1570	0	1045	686	1781	3556	75			
Grp Volume(v), veh/h	111	0	86	0	0	58	401	524	546			
Grp Sat Flow(s),veh/h/ln	1278	0	1570	0	0	1731	1781	1777	1854			
Q Serve(g_s), s	2.0	0.0	0.0	0.0	0.0	1.0	4.7	6.8	6.8			
Cycle Q Clear(g_c), s	3.0	0.0	0.0	0.0	0.0	1.0	4.7	6.8	6.8			
Prop In Lane	0.84		1.00	0.00		0.40	1.00		0.04			
Lane Grp Cap(c), veh/h	397	0	1073	0	0	274	927	925	965			
V/C Ratio(X)	0.28	0.00	0.08	0.00	0.00	0.21	0.43	0.57	0.57			
Avail Cap(c_a), veh/h	1418	0	2215	0	0	1533	1551	1547	1614			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	13.4	0.0	1.9	0.0	0.0	12.4	5.0	5.5	5.5			
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.1	0.3	0.5	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.8	0.0	0.0	0.3	0.9	1.3	1.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.8	0.0	1.9	0.0	0.0	12.6	5.4	6.1	6.1			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		197			58			1471				
Approach Delay, s/veh		8.6			12.6			5.9				
Approach LOS		A			B			A				

Timer - Assigned Phs	2		4				8		
Phs Duration (G+Y+Rc), s	22.1		11.8				11.8		
Change Period (Y+Rc), s	4.5		* 6.4				6.4		
Max Green Setting (Gmax), s	29.5		* 30				30.0		
Max Q Clear Time (g_c+I1), s	8.8		5.0				3.0		
Green Ext Time (p_c), s	8.8		0.9				0.2		

Intersection Summary									
HCM 6th Ctrl Delay			6.4						
HCM 6th LOS			A						

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	12	22	138	7	7	26	511	126	103	631	5
Future Volume (veh/h)	5	12	22	138	7	7	26	511	126	103	631	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	13	24	152	8	8	29	562	138	113	693	5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	471	142	263	451	208	208	47	2032	620	218	2272	16
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.03	0.40	0.40	0.06	0.43	0.43
Sat Flow, veh/h	1392	587	1084	1366	856	856	1781	5106	1557	3456	5229	38
Grp Volume(v), veh/h	5	0	37	152	0	16	29	562	138	113	451	247
Grp Sat Flow(s),veh/h/ln	1392	0	1671	1366	0	1712	1781	1702	1557	1728	1702	1862
Q Serve(g_s), s	0.1	0.0	0.9	4.9	0.0	0.4	0.8	3.7	2.9	1.6	4.3	4.3
Cycle Q Clear(g_c), s	0.5	0.0	0.9	5.7	0.0	0.4	0.8	3.7	2.9	1.6	4.3	4.3
Prop In Lane	1.00		0.65	1.00		0.50	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	471	0	405	451	0	415	47	2032	620	218	1479	809
V/C Ratio(X)	0.01	0.00	0.09	0.34	0.00	0.04	0.61	0.28	0.22	0.52	0.30	0.31
Avail Cap(c_a), veh/h	1241	0	1330	1207	0	1363	1063	6096	1859	2063	4064	2223
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	14.7	17.0	0.0	14.6	24.2	10.2	10.0	22.8	9.3	9.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	4.7	0.1	0.3	0.7	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	1.4	0.0	0.1	0.4	1.1	0.9	0.6	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.8	0.0	14.8	17.1	0.0	14.6	29.0	10.4	10.3	23.5	9.4	9.5
LnGrp LOS	B	A	B	B	A	B	C	B	B	C	A	A
Approach Vol, veh/h		42			168			729			811	
Approach Delay, s/veh		14.8			16.9			11.1			11.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.6	25.7		17.0	5.7	27.5		17.0
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	3.6	5.7		2.9	2.8	6.3		7.7
Green Ext Time (p_c), s	0.2	8.9		0.1	0.0	5.0		0.3

Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

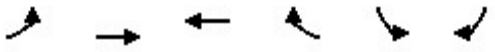
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2348	10	0	2399	0	3
Future Vol, veh/h	2348	10	0	2399	0	3
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	2	2	5	2	2
Mvmt Flow	2580	11	0	2636	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1296
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	131
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	131
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	33.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	131	-	-	-
HCM Lane V/C Ratio	0.025	-	-	-
HCM Control Delay (s)	33.2	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	930	1548	2208	56	28	53
Future Volume (veh/h)	930	1548	2208	56	28	53
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1057	1759	2509	0	32	60
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	984	4280	2674		93	83
Arrive On Green	0.28	0.86	0.54	0.00	0.05	0.05
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1057	1759	2509	0	32	60
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	33.6	9.1	55.4	0.0	2.0	4.4
Cycle Q Clear(g_c), s	33.6	9.1	55.4	0.0	2.0	4.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	984	4280	2674		93	83
V/C Ratio(X)	1.07	0.41	0.94		0.34	0.72
Avail Cap(c_a), veh/h	984	4280	2674		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.38	0.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	1.8	25.5	0.0	53.9	55.1
Incr Delay (d2), s/veh	50.8	0.3	3.5	0.0	0.8	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.6	1.1	20.4	0.0	0.9	3.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	93.0	2.1	29.0	0.0	54.7	59.4
LnGrp LOS	F	A	C		D	E
Approach Vol, veh/h		2816	2509	A	92	
Approach Delay, s/veh		36.2	29.0		57.8	
Approach LOS		D	C		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		106.6		11.4	38.0	68.6
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	33.6	* 40
Max Q Clear Time (g_c+I1), s		11.1		6.4	35.6	57.4
Green Ext Time (p_c), s		53.7		0.1	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		33.2
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	739	66	48	1049	52	133	252	69	43	146	544
Future Volume (veh/h)	305	739	66	48	1049	52	133	252	69	43	146	544
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.95	1.00		0.89
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	328	795	71	52	1128	56	143	271	74	46	157	585
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	351	1640	146	711	2431	121	160	1056	269	59	1058	606
Arrive On Green	0.20	0.50	0.50	0.53	0.94	0.94	0.09	0.26	0.26	0.03	0.21	0.21
Sat Flow, veh/h	1781	3295	294	1781	3445	171	1781	4003	1020	1781	5106	1416
Grp Volume(v), veh/h	328	429	437	52	582	602	143	228	117	46	157	585
Grp Sat Flow(s),veh/h/ln	1781	1777	1812	1781	1777	1839	1781	1702	1619	1781	1702	1416
Q Serve(g_s), s	25.4	22.4	22.4	2.0	5.0	5.0	11.1	7.4	8.1	3.6	3.5	29.0
Cycle Q Clear(g_c), s	25.4	22.4	22.4	2.0	5.0	5.0	11.1	7.4	8.1	3.6	3.5	29.0
Prop In Lane	1.00		0.16	1.00		0.09	1.00		0.63	1.00		1.00
Lane Grp Cap(c), veh/h	351	885	902	711	1254	1298	160	898	427	59	1058	606
V/C Ratio(X)	0.93	0.48	0.48	0.07	0.46	0.46	0.89	0.25	0.27	0.78	0.15	0.97
Avail Cap(c_a), veh/h	377	885	902	711	1254	1298	160	898	427	117	1058	606
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.87	0.87	0.87	0.98	0.98	0.98	0.96	0.96	0.96
Uniform Delay (d), s/veh	55.3	23.3	23.3	20.2	1.4	1.4	63.0	40.7	40.9	67.2	45.4	41.6
Incr Delay (d2), s/veh	29.2	1.9	1.9	0.2	1.1	1.0	40.0	0.2	0.4	7.5	0.1	27.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.1	9.6	9.8	0.9	1.4	1.5	6.8	3.1	3.3	1.8	1.5	23.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.5	25.2	25.1	20.4	2.5	2.5	103.0	40.8	41.3	74.7	45.5	69.1
LnGrp LOS	F	C	C	C	A	A	F	D	D	E	D	E
Approach Vol, veh/h		1194			1236			488			788	
Approach Delay, s/veh		41.4			3.2			59.1			64.7	
Approach LOS		D			A			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	41.9	63.1	74.9	17.0	34.0	32.0	106.0
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	9.3	* 33	9.7	* 70	12.6	29.0	29.6	49.2
Max Q Clear Time (g_c+I1), s	5.6	10.1	4.0	24.4	13.1	31.0	27.4	7.0
Green Ext Time (p_c), s	0.0	2.3	0.0	8.9	0.0	0.0	0.2	8.1

Intersection Summary	
HCM 6th Ctrl Delay	36.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	747	73	29	187	0	0	0	0	183	217	986
Future Volume (veh/h)	0	747	73	29	187	0	0	0	0	183	217	986
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	839	82	33	210	0				206	244	1108
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1316	129	58	1660	0				796	1673	696
Arrive On Green	0.00	0.81	0.81	0.03	0.47	0.00				0.45	0.45	0.45
Sat Flow, veh/h	0	3358	319	1781	3647	0				1781	3741	1556
Grp Volume(v), veh/h	0	457	464	33	210	0				206	244	1108
Grp Sat Flow(s),veh/h/ln	0	1777	1807	1781	1777	0				1781	1870	1556
Q Serve(g_s), s	0.0	14.3	14.3	2.6	4.7	0.0				10.1	5.4	62.6
Cycle Q Clear(g_c), s	0.0	14.3	14.3	2.6	4.7	0.0				10.1	5.4	62.6
Prop In Lane	0.00		0.18	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	716	728	58	1660	0				796	1673	696
V/C Ratio(X)	0.00	0.64	0.64	0.57	0.13	0.00				0.26	0.15	1.59
Avail Cap(c_a), veh/h	0	716	728	99	1660	0				796	1673	696
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.91	0.91	0.81	0.81	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.5	9.5	66.8	21.1	0.0				24.2	22.9	38.7
Incr Delay (d2), s/veh	0.0	3.9	3.9	2.6	0.1	0.0				0.8	0.2	273.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.0	4.0	1.2	2.0	0.0				4.6	2.5	76.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.4	13.3	69.4	21.3	0.0				25.0	23.1	312.1
LnGrp LOS	A	B	B	E	C	A				C	C	F
Approach Vol, veh/h		921			243						1558	
Approach Delay, s/veh		13.4			27.8						228.8	
Approach LOS		B			C						F	

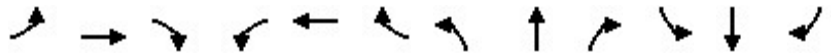
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.0	63.0		68.0		72.0
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	7.6	* 55		62.6		65.4
Max Q Clear Time (g_c+I1), s	4.6	16.3		64.6		6.7
Green Ext Time (p_c), s	0.0	1.8		0.0		0.5

Intersection Summary	
HCM 6th Ctrl Delay	138.0
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	666	355	0	0	190	141	45	104	36	0	0	0
Future Volume (veh/h)	666	355	0	0	190	141	45	104	36	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	709	378	0	0	202	150	48	111	38			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1360	1481	0	0	667	469	88	221	132			
Arrive On Green	0.39	0.79	0.00	0.00	0.34	0.34	0.09	0.09	0.09			
Sat Flow, veh/h	3456	1870	0	0	2076	1394	1029	2567	1539			
Grp Volume(v), veh/h	709	378	0	0	180	172	85	74	38			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1600	1819	1777	1539			
Q Serve(g_s), s	12.5	4.2	0.0	0.0	6.0	6.4	3.6	3.2	1.9			
Cycle Q Clear(g_c), s	12.5	4.2	0.0	0.0	6.0	6.4	3.6	3.2	1.9			
Prop In Lane	1.00		0.00	0.00		0.87	0.57		1.00			
Lane Grp Cap(c), veh/h	1360	1481	0	0	598	539	156	153	132			
V/C Ratio(X)	0.52	0.26	0.00	0.00	0.30	0.32	0.54	0.49	0.29			
Avail Cap(c_a), veh/h	1360	1481	0	0	598	539	477	466	404			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.75	0.75	0.00	0.00	1.00	1.00	0.97	0.97	0.97			
Uniform Delay (d), s/veh	18.5	2.2	0.0	0.0	19.6	19.7	35.1	34.9	34.3			
Incr Delay (d2), s/veh	0.3	0.3	0.0	0.0	0.1	0.1	1.1	0.9	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.6	0.7	0.0	0.0	2.3	2.2	1.6	1.4	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.8	2.5	0.0	0.0	19.7	19.8	36.1	35.7	34.7			
LnGrp LOS	B	A	A	A	B	B	D	D	C			
Approach Vol, veh/h		1087			352			197				
Approach Delay, s/veh		13.1			19.8			35.7				
Approach LOS		B			B			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.2			36.4	31.8		11.8				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		49.2			23.8	* 21		21.0				
Max Q Clear Time (g_c+I1), s		6.2			14.5	8.4		5.6				
Green Ext Time (p_c), s		1.4			1.9	1.0		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

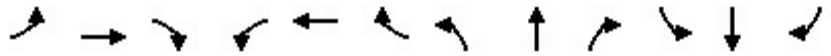
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	100	1776	532	0	0	1546
Future Volume (veh/h)	100	1776	532	0	0	1546
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	108	0	572	0	0	1662
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	156		3181	0	259	5172
Arrive On Green	0.09	0.00	0.64	0.00	0.00	0.82
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	108	0	572	0	0	1662
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	6.5	0.0	5.2	0.0	0.0	7.0
Cycle Q Clear(g_c), s	6.5	0.0	5.2	0.0	0.0	7.0
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	156		3181	0	259	5172
V/C Ratio(X)	0.69		0.18	0.00	0.00	0.32
Avail Cap(c_a), veh/h	486		3181	0	742	5172
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.00	0.86	0.00	0.00	0.91
Uniform Delay (d), s/veh	48.7	0.0	8.1	0.0	0.0	2.3
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	1.6	0.0	0.0	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.0	0.0	8.2	0.0	0.0	2.5
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	108	A	572			1662
Approach Delay, s/veh	50.0		8.2			2.5
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	20.4	75.1				95.5	14.5
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	15.8	20.0				70.2	30.0
Max Q Clear Time (g_c+I1), s	10.6	7.2				9.0	8.5
Green Ext Time (p_c), s	0.0	3.9				24.8	0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



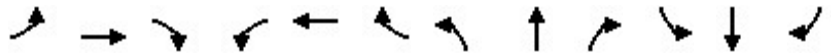
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	243	1766	133	118	291	0	0	188	25
Future Volume (veh/h)	0	0	0	243	1766	133	118	291	0	0	188	25
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.88
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				259	1879	141	126	310	0	0	200	27
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				309	2398	184	155	1464	0	0	638	81
Arrive On Green				0.18	0.18	0.18	0.17	0.57	0.00	0.00	0.14	0.14
Sat Flow, veh/h				572	4433	340	1781	5274	0	0	4673	574
Grp Volume(v), veh/h				834	698	747	126	310	0	0	148	79
Grp Sat Flow(s),veh/h/ln				1842	1702	1801	1781	1702	0	0	1702	1674
Q Serve(g_s), s				48.1	42.9	43.4	7.5	3.2	0.0	0.0	4.3	4.7
Cycle Q Clear(g_c), s				48.1	42.9	43.4	7.5	3.2	0.0	0.0	4.3	4.7
Prop In Lane				0.31		0.19	1.00		0.00	0.00		0.34
Lane Grp Cap(c), veh/h				996	921	974	155	1464	0	0	482	237
V/C Ratio(X)				0.84	0.76	0.77	0.81	0.21	0.00	0.00	0.31	0.33
Avail Cap(c_a), veh/h				996	921	974	253	1796	0	0	532	262
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.64	0.64	0.64	0.67	0.67	0.00	0.00	0.95	0.95
Uniform Delay (d), s/veh				40.5	38.3	38.6	44.6	17.4	0.0	0.0	42.4	42.5
Incr Delay (d2), s/veh				5.5	3.8	3.8	2.7	0.1	0.0	0.0	0.2	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				25.2	20.5	21.9	3.1	1.2	0.0	0.0	1.8	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				46.0	42.1	42.3	47.2	17.5	0.0	0.0	42.6	43.1
LnGrp LOS				D	D	D	D	B	A	A	D	D
Approach Vol, veh/h					2279			436			227	
Approach Delay, s/veh					43.6			26.1			42.8	
Approach LOS					D			C			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	15.5	22.0	65.4	37.4
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	15.6	* 17	59.5	38.7
Max Q Clear Time (g_c+I1), s	9.5	6.7	50.1	5.2
Green Ext Time (p_c), s	0.1	0.7	7.5	2.4

Intersection Summary	
HCM 6th Ctrl Delay	41.0
HCM 6th LOS	D

Notes

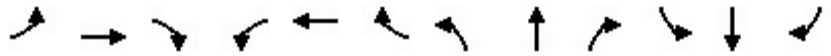
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	276	2110	0	0	0	0	0	175	58
Future Volume (veh/h)	0	0	0	276	2110	0	0	0	0	0	175	58
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				291	2221	0				0	184	61
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				413	3393	0				0	701	211
Arrive On Green				0.24	0.24	0.00				0.00	0.18	0.18
Sat Flow, veh/h				569	4845	0				0	4005	1154
Grp Volume(v), veh/h				941	1571	0				0	161	84
Grp Sat Flow(s),veh/h/ln				1842	1702	0				0	1702	1587
Q Serve(g_s), s				51.4	45.5	0.0				0.0	4.5	5.0
Cycle Q Clear(g_c), s				51.4	45.5	0.0				0.0	4.5	5.0
Prop In Lane				0.31		0.00				0.00		0.73
Lane Grp Cap(c), veh/h				1336	2469	0				0	622	290
V/C Ratio(X)				0.70	0.64	0.00				0.00	0.26	0.29
Avail Cap(c_a), veh/h				1336	2469	0				0	622	290
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				31.0	28.8	0.0				0.0	38.6	38.8
Incr Delay (d2), s/veh				3.1	1.3	0.0				0.0	1.0	2.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				26.4	21.1	0.0				0.0	2.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				34.2	30.1	0.0				0.0	39.6	41.3
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2512						245	
Approach Delay, s/veh					31.6						40.2	
Approach LOS					C						D	

Timer - Assigned Phs		4		6				
Phs Duration (G+Y+Rc), s		25.0		85.0				
Change Period (Y+Rc), s		4.9		5.2				
Max Green Setting (Gmax), s		20.1		79.8				
Max Q Clear Time (g_c+I1), s		7.0		53.4				
Green Ext Time (p_c), s		0.3		4.7				

Intersection Summary		
HCM 6th Ctrl Delay	32.4	
HCM 6th LOS	C	

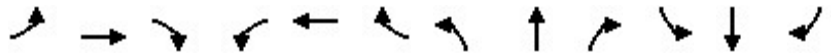


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2318	124	71	96	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2318	124	71	96	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2466	132	76	102	0			
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3584	190	263	390	0			
Arrive On Green				0.00	0.24	0.24	0.18	0.18	0.00			
Sat Flow, veh/h				0	5127	262	1440	2228	0			
Grp Volume(v), veh/h				0	1683	915	95	83	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1817	1798	1777	0			
Q Serve(g_s), s				0.0	49.5	50.5	5.0	4.4	0.0			
Cycle Q Clear(g_c), s				0.0	49.5	50.5	5.0	4.4	0.0			
Prop In Lane				0.00		0.14	0.80		0.00			
Lane Grp Cap(c), veh/h				0	2460	1313	329	325	0			
V/C Ratio(X)				0.00	0.68	0.70	0.29	0.26	0.00			
Avail Cap(c_a), veh/h				0	2460	1313	329	325	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	30.5	30.9	38.8	38.5	0.0			
Incr Delay (d2), s/veh				0.0	1.6	3.1	2.2	1.9	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	23.0	25.6	2.4	2.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	32.0	33.9	41.0	40.4	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2598			178				
Approach Delay, s/veh					32.7			40.7				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.0		25.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						79.5		20.1				
Max Q Clear Time (g_c+I1), s						52.5		7.0				
Green Ext Time (p_c), s						22.7		0.7				
Intersection Summary												
HCM 6th Ctrl Delay			33.2									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	342	2489	0	0	0	0	0	219	39
Future Volume (veh/h)	0	0	0	342	2489	0	0	0	0	0	219	39
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				349	2540	0				0	223	40
Peak Hour Factor				0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				428	3372	0				0	649	275
Arrive On Green				0.24	0.24	0.00				0.00	0.18	0.18
Sat Flow, veh/h				591	4822	0				0	3647	1507
Grp Volume(v), veh/h				1087	1802	0				0	223	40
Grp Sat Flow(s),veh/h/ln				1841	1702	0				0	1777	1507
Q Serve(g_s), s				61.4	53.7	0.0				0.0	6.0	2.5
Cycle Q Clear(g_c), s				61.4	53.7	0.0				0.0	6.0	2.5
Prop In Lane				0.32		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1334	2466	0				0	649	275
V/C Ratio(X)				0.82	0.73	0.00				0.00	0.34	0.15
Avail Cap(c_a), veh/h				1334	2466	0				0	649	275
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				34.9	31.9	0.0				0.0	39.2	37.7
Incr Delay (d2), s/veh				5.6	1.9	0.0				0.0	1.4	1.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				32.3	25.1	0.0				0.0	2.8	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				40.5	33.9	0.0				0.0	40.6	38.8
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					2889						263	
Approach Delay, s/veh					36.4						40.4	
Approach LOS					D						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				25.0		85.0						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				20.1		79.7						
Max Q Clear Time (g_c+I1), s				8.0		63.4						
Green Ext Time (p_c), s				1.2		15.2						

Intersection Summary												
HCM 6th Ctrl Delay			36.7									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2772	78	69	55	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2772	78	69	55	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2858	80	71	57	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3726	103	313	312	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5272	141	1781	1870	0			
Grp Volume(v), veh/h				0	1896	1042	71	57	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1841	1781	1777	0			
Q Serve(g_s), s				0.0	37.3	38.7	3.8	3.0	0.0			
Cycle Q Clear(g_c), s				0.0	37.3	38.7	3.8	3.0	0.0			
Prop In Lane				0.00		0.08	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2485	1344	313	312	0			
V/C Ratio(X)				0.00	0.76	0.78	0.23	0.18	0.00			
Avail Cap(c_a), veh/h				0	2485	1344	313	312	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	9.1	9.2	38.9	38.6	0.0			
Incr Delay (d2), s/veh				0.0	2.3	4.4	1.7	1.3	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	12.2	14.5	1.8	1.4	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	11.3	13.7	40.6	39.9	0.0			
LnGrp LOS				A	B	B	D	D	A			
Approach Vol, veh/h					2938			128				
Approach Delay, s/veh					12.2			40.3				
Approach LOS					B			D				

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.8		24.2				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.3		19.3				
Max Q Clear Time (g_c+I1), s						40.7		5.8				
Green Ext Time (p_c), s						34.6		0.5				

Intersection Summary		
HCM 6th Ctrl Delay	13.3	
HCM 6th LOS	B	

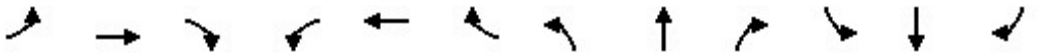
Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	135	480	1	100	0	0	0	17
Future Vol, veh/h	0	0	0	0	135	480	1	100	0	0	0	17
Conflicting Peds, #/hr	5	0	2	2	0	5	21	0	0	0	0	21
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	139	495	1	103	0	0	0	18

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	91	639	-	-	-	343
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	91	639	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	883	392	0	0	0	653
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	906	469	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	859	390	-	-	-	650
Mov Cap-2 Maneuver	-	-	-	859	390	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	882	467	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	17.5	10.7
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	390	-	-	650
HCM Lane V/C Ratio	0.264	-	-	0.027
HCM Control Delay (s)	17.5	-	-	10.7
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1	-	-	0.1



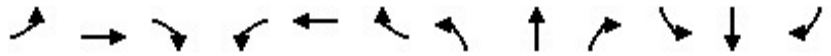
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	526	83	1094	622	0
Future Volume (veh/h)	0	0	0	0	0	0	0	526	83	1094	622	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	598	94	1243	707	0
Peak Hour Factor	0.88	0.88	0.88				0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1118	347	3458	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.22	0.22	0.92	1.00	0.00
Sat Flow, veh/h		0					0	5149	1546	5023	1826	0
Grp Volume(v), veh/h		0.0					0	598	94	1243	707	0
Grp Sat Flow(s),veh/h/ln							0	1662	1546	1674	1826	0
Q Serve(g_s), s							0.0	11.6	5.5	3.4	0.0	0.0
Cycle Q Clear(g_c), s							0.0	11.6	5.5	3.4	0.0	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1118	347	3458	1740	0
V/C Ratio(X)							0.00	0.53	0.27	0.36	0.41	0.00
Avail Cap(c_a), veh/h							0	1205	374	3458	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.95	0.95	0.00
Uniform Delay (d), s/veh							0.0	37.6	35.2	1.6	0.0	0.0
Incr Delay (d2), s/veh							0.0	1.0	1.1	0.1	0.7	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	4.7	2.1	0.7	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	38.7	36.3	1.6	0.7	0.0
LnGrp LOS							A	D	D	A	A	A
Approach Vol, veh/h								692			1950	
Approach Delay, s/veh								38.3			1.3	
Approach LOS								D			A	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	80.1	29.9				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				40.0						
Max Q Clear Time (g_c+I1), s	5.4	13.6				2.0						
Green Ext Time (p_c), s	5.5	5.9				6.9						

Intersection Summary		
HCM 6th Ctrl Delay		11.0
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



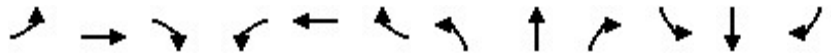
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	1048	66	0	0	0	0	348	196	90	327	0
Future Volume (veh/h)	54	1048	66	0	0	0	0	348	196	90	327	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	59	1152	73				0	382	215	99	359	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	147	3061	944				0	627	280	129	1515	0
Arrive On Green	0.20	0.20	0.20				0.00	0.18	0.18	0.14	0.59	0.00
Sat Flow, veh/h	241	5021	1549				0	3572	1521	1781	5274	0
Grp Volume(v), veh/h	454	757	73				0	382	215	99	359	0
Grp Sat Flow(s),veh/h/ln	1858	1702	1549				0	1702	1521	1781	1702	0
Q Serve(g_s), s	23.4	21.1	4.2				0.0	11.3	14.8	5.9	3.7	0.0
Cycle Q Clear(g_c), s	23.4	21.1	4.2				0.0	11.3	14.8	5.9	3.7	0.0
Prop In Lane	0.13		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1133	2075	944				0	627	280	129	1515	0
V/C Ratio(X)	0.40	0.36	0.08				0.00	0.61	0.77	0.77	0.24	0.00
Avail Cap(c_a), veh/h	1133	2075	944				0	931	416	350	2581	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.71	0.71	0.71				0.00	1.00	1.00	0.91	0.91	0.00
Uniform Delay (d), s/veh	26.5	25.6	18.8				0.0	41.2	42.6	46.1	16.5	0.0
Incr Delay (d2), s/veh	0.8	0.4	0.1				0.0	1.1	5.4	3.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	9.7	1.5				0.0	4.8	5.9	2.5	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	25.9	18.9				0.0	42.3	48.0	49.4	16.5	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1284						597			458	
Approach Delay, s/veh		26.0						44.4			23.6	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	72.0	38.0	12.4	25.7
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	44.1	55.6	21.6	* 30
Max Q Clear Time (g_c+I1), s	25.4	5.7	7.9	16.8
Green Ext Time (p_c), s	11.3	2.0	0.1	3.5

Intersection Summary	
HCM 6th Ctrl Delay	30.2
HCM 6th LOS	C

Notes

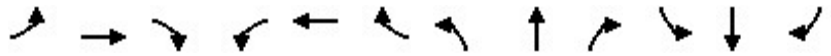
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



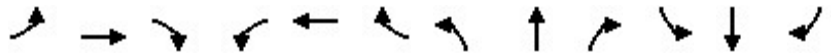
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1306	32	0	0	0	0	0	0	146	316	0
Future Volume (veh/h)	0	1306	32	0	0	0	0	0	0	146	316	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1404	34							157	340	0
Peak Hour Factor	0.93	0.93	0.93							0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2894	70							529	1271	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5294	124							1528	3838	0
Grp Volume(v), veh/h	0	932	506							184	313	0
Grp Sat Flow(s),veh/h/ln	0	1702	1846							1794	1702	0
Q Serve(g_s), s	0.0	27.0	27.0							10.4	9.2	0.0
Cycle Q Clear(g_c), s	0.0	27.0	27.0							10.4	9.2	0.0
Prop In Lane	0.00		0.07							0.85		0.00
Lane Grp Cap(c), veh/h	0	1922	1042							621	1179	0
V/C Ratio(X)	0.00	0.49	0.49							0.30	0.27	0.00
Avail Cap(c_a), veh/h	0	1922	1042							621	1179	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	30.5	30.5							36.4	35.9	0.0
Incr Delay (d2), s/veh	0.0	0.9	1.6							1.2	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.5	13.8							5.2	4.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.3	32.1							37.6	36.5	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1438									497	
Approach Delay, s/veh		31.6									36.9	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	67.0	43.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	62.1	38.1
Max Q Clear Time (g_c+I1), s	29.0	12.4
Green Ext Time (p_c), s	4.3	1.3

Intersection Summary	
HCM 6th Ctrl Delay	33.0
HCM 6th LOS	C



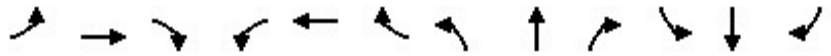
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1645	0	0	0	0	0	97	208	0	0	0
Future Volume (veh/h)	49	1645	0	0	0	0	0	97	208	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.94			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	53	1769	0				0	104	224			
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	87	3078	0				0	551	462			
Arrive On Green	0.20	0.20	0.00				0.00	0.31	0.31			
Sat Flow, veh/h	144	5291	0				0	1870	1490			
Grp Volume(v), veh/h	684	1138	0				0	104	224			
Grp Sat Flow(s),veh/h/ln	1863	1702	0				0	1777	1490			
Q Serve(g_s), s	36.9	33.1	0.0				0.0	4.7	13.4			
Cycle Q Clear(g_c), s	36.9	33.1	0.0				0.0	4.7	13.4			
Prop In Lane	0.08		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1120	2046	0				0	551	462			
V/C Ratio(X)	0.61	0.56	0.00				0.00	0.19	0.48			
Avail Cap(c_a), veh/h	1120	2046	0				0	551	462			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	32.4	30.9	0.0				0.0	27.8	30.8			
Incr Delay (d2), s/veh	2.5	1.1	0.0				0.0	0.8	3.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.1	15.4	0.0				0.0	2.1	5.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	32.0	0.0				0.0	28.6	34.4			
LnGrp LOS	C	C	A				A	C	C			
Approach Vol, veh/h		1822						328				
Approach Delay, s/veh		33.1						32.6				
Approach LOS		C						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		71.0						39.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		66.1						34.1				
Max Q Clear Time (g_c+I1), s		38.9						15.4				
Green Ext Time (p_c), s		16.1						2.1				
Intersection Summary												
HCM 6th Ctrl Delay			33.0									
HCM 6th LOS			C									



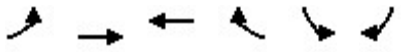
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1972	70	0	0	0	0	0	0	207	351	0
Future Volume (veh/h)	0	1972	70	0	0	0	0	0	0	207	351	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2012	71							211	358	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3088	109							536	1069	0
Arrive On Green	0.00	0.20	0.20							0.10	0.10	0.00
Sat Flow, veh/h	0	5231	178							1781	3647	0
Grp Volume(v), veh/h	0	1351	732							211	358	0
Grp Sat Flow(s),veh/h/ln	0	1702	1837							1781	1777	0
Q Serve(g_s), s	0.0	40.1	40.3							12.2	10.3	0.0
Cycle Q Clear(g_c), s	0.0	40.1	40.3							12.2	10.3	0.0
Prop In Lane	0.00		0.10							1.00		0.00
Lane Grp Cap(c), veh/h	0	2076	1121							536	1069	0
V/C Ratio(X)	0.00	0.65	0.65							0.39	0.33	0.00
Avail Cap(c_a), veh/h	0	2076	1121							536	1069	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	33.2	33.2							40.1	39.3	0.0
Incr Delay (d2), s/veh	0.0	1.6	3.0							2.2	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.7	20.7							6.2	5.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	34.8	36.2							42.3	40.1	0.0
LnGrp LOS	A	C	D							D	D	A
Approach Vol, veh/h		2083									569	
Approach Delay, s/veh		35.3									40.9	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	72.0	38.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	67.1	33.1
Max Q Clear Time (g_c+I1), s	42.3	14.2
Green Ext Time (p_c), s	17.5	3.0

Intersection Summary	
HCM 6th Ctrl Delay	36.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	1845	0	0	0	0	0	67	57	0	0	0
Future Volume (veh/h)	86	1845	0	0	0	0	0	67	57	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	93	2005	0				0	73	62			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	150	3444	0				0	437	335			
Arrive On Green	0.23	0.23	0.00				0.00	0.23	0.23			
Sat Flow, veh/h	220	5212	0				0	2008	1468			
Grp Volume(v), veh/h	788	1310	0				0	67	68			
Grp Sat Flow(s),veh/h/ln	1859	1702	0				0	1777	1606			
Q Serve(g_s), s	42.0	37.6	0.0				0.0	3.3	3.7			
Cycle Q Clear(g_c), s	42.0	37.6	0.0				0.0	3.3	3.7			
Prop In Lane	0.12		0.00				0.00		0.91			
Lane Grp Cap(c), veh/h	1269	2324	0				0	405	366			
V/C Ratio(X)	0.62	0.56	0.00				0.00	0.17	0.19			
Avail Cap(c_a), veh/h	1269	2324	0				0	405	366			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	29.8	28.1	0.0				0.0	34.1	34.2			
Incr Delay (d2), s/veh	2.3	1.0	0.0				0.0	0.9	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.6	17.4	0.0				0.0	1.6	1.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	29.1	0.0				0.0	34.9	35.3			
LnGrp LOS	C	C	A				A	C	D			
Approach Vol, veh/h		2098						135				
Approach Delay, s/veh		30.2						35.1				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		80.0						30.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		75.1						25.1				
Max Q Clear Time (g_c+I1), s		44.0						5.7				
Green Ext Time (p_c), s		20.7						0.7				
Intersection Summary												
HCM 6th Ctrl Delay			30.5									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	42	791	960	16	66	160
Future Volume (veh/h)	42	791	960	16	66	160
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	44	824	1000	17	69	167
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	57	3916	3615	61	427	196
Arrive On Green	0.01	0.26	1.00	1.00	0.12	0.12
Sat Flow, veh/h	1781	5149	5210	86	3456	1585
Grp Volume(v), veh/h	44	824	658	359	69	167
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1808	1728	1585
Q Serve(g_s), s	2.9	15.3	0.0	0.0	2.1	12.2
Cycle Q Clear(g_c), s	2.9	15.3	0.0	0.0	2.1	12.2
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	57	3916	2381	1296	427	196
V/C Ratio(X)	0.77	0.21	0.28	0.28	0.16	0.85
Avail Cap(c_a), veh/h	205	3916	2381	1296	1174	539
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.95	1.00	1.00
Uniform Delay (d), s/veh	58.0	15.0	0.0	0.0	46.2	50.7
Incr Delay (d2), s/veh	7.7	0.1	0.3	0.5	0.1	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	6.8	0.1	0.2	0.9	10.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	65.7	15.1	0.3	0.5	46.3	54.7
LnGrp LOS	E	B	A	A	D	D
Approach Vol, veh/h		868	1017		236	
Approach Delay, s/veh		17.7	0.4		52.2	
Approach LOS		B	A		D	

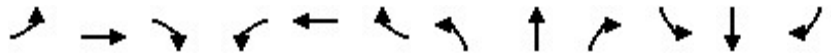
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		98.5		19.5	8.2	90.4
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 67		40.1	13.6	49.2
Max Q Clear Time (g_c+I1), s		17.3		14.2	4.9	2.0
Green Ext Time (p_c), s		16.8		0.4	0.0	19.3

Intersection Summary		
HCM 6th Ctrl Delay		13.2
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	770	13	12	962	5	0	13	14	41	0	16
Future Volume (veh/h)	113	770	13	12	962	5	0	13	14	41	0	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	794	13	12	992	0	0	13	14	42	0	16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	668	3594	59	60	1787		35	16	17	227	0	102
Arrive On Green	0.75	1.00	1.00	0.03	0.36	0.00	0.00	0.02	0.02	0.07	0.00	0.07
Sat Flow, veh/h	1781	5049	83	1781	4985	1585	1781	807	869	3456	0	1556
Grp Volume(v), veh/h	116	522	285	12	992	0	0	0	27	42	0	16
Grp Sat Flow(s),veh/h/ln	1781	1662	1809	1781	1662	1585	1781	0	1676	1728	0	1556
Q Serve(g_s), s	2.2	0.0	0.0	0.8	18.8	0.0	0.0	0.0	1.9	1.4	0.0	1.1
Cycle Q Clear(g_c), s	2.2	0.0	0.0	0.8	18.8	0.0	0.0	0.0	1.9	1.4	0.0	1.1
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	668	2365	1287	60	1787		35	0	33	227	0	102
V/C Ratio(X)	0.17	0.22	0.22	0.20	0.56		0.00	0.00	0.81	0.18	0.00	0.16
Avail Cap(c_a), veh/h	668	2365	1287	69	1787		92	0	87	996	0	448
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.5	0.0	0.0	55.4	30.3	0.0	0.0	0.0	57.6	52.1	0.0	52.0
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.6	1.2	0.0	0.0	0.0	15.5	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.1	0.1	0.3	7.4	0.0	0.0	0.0	1.0	0.6	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.5	0.2	0.4	56.0	31.6	0.0	0.0	0.0	73.1	52.3	0.0	52.3
LnGrp LOS	A	A	A	E	C		A	A	E	D	A	D
Approach Vol, veh/h		923			1004	A		27			58	
Approach Delay, s/veh		1.4			31.9			73.1			52.3	
Approach LOS		A			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	89.7		12.7	50.0	48.1		7.2
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.6	53.4		34.0	15.6	* 42		6.1
Max Q Clear Time (g_c+I1), s	2.8	2.0		3.4	4.2	20.8		3.9
Green Ext Time (p_c), s	0.0	11.5		0.1	0.1	10.7		0.0

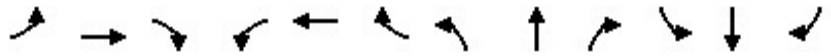
Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	814	90	268	1332	0	97	37	158	0	24	137
Future Volume (veh/h)	211	814	90	268	1332	0	97	37	158	0	24	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	218	839	93	276	1373	0	100	38	0	0	25	141
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	645	2786	1042	335	1794	0	398	215		0	113	155
Arrive On Green	0.36	0.56	0.56	0.10	0.29	0.00	0.12	0.12	0.00	0.00	0.06	0.06
Sat Flow, veh/h	1781	4985	1537	3456	6537	0	3456	1870	1585	0	1870	2581
Grp Volume(v), veh/h	218	839	93	276	1373	0	100	38	0	0	25	141
Grp Sat Flow(s),veh/h/ln	1781	1662	1537	1728	1570	0	1728	1870	1585	0	1870	1291
Q Serve(g_s), s	10.5	10.5	2.5	9.2	23.6	0.0	3.1	2.2	0.0	0.0	1.5	6.4
Cycle Q Clear(g_c), s	10.5	10.5	2.5	9.2	23.6	0.0	3.1	2.2	0.0	0.0	1.5	6.4
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	645	2786	1042	335	1794	0	398	215		0	113	155
V/C Ratio(X)	0.34	0.30	0.09	0.82	0.77	0.00	0.25	0.18		0.00	0.22	0.91
Avail Cap(c_a), veh/h	645	2786	1042	454	1794	0	1084	586		0	113	155
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	13.8	6.7	52.3	38.5	0.0	47.6	47.1	0.0	0.0	52.8	55.1
Incr Delay (d2), s/veh	0.1	0.3	0.2	0.6	0.3	0.0	0.1	0.1	0.0	0.0	1.0	46.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	3.7	1.1	3.9	8.8	0.0	1.3	1.0	0.0	0.0	0.7	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.5	14.1	6.8	52.9	38.8	0.0	47.7	47.3	0.0	0.0	53.8	101.3
LnGrp LOS	C	B	A	D	D	A	D	D		A	D	F
Approach Vol, veh/h		1150			1649			138	A		166	
Approach Delay, s/veh		16.0			41.2			47.6			94.2	
Approach LOS		B			D			D			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.9	71.7		12.0	48.4	39.1		18.5
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	15.5	38.5		7.1	20.6	* 34		37.0
Max Q Clear Time (g_c+I1), s	11.2	12.5		8.4	12.5	25.6		5.1
Green Ext Time (p_c), s	0.2	11.2		0.0	0.2	7.1		0.3

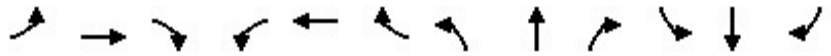
Intersection Summary	
HCM 6th Ctrl Delay	35.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



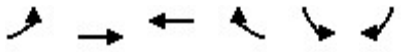
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	5	17	4	6	12	13	195	9	22	299	61
Future Volume (veh/h)	35	5	17	4	6	12	13	195	9	22	299	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	15	18	4	8	12	14	207	10	23	318	65
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	41	49	32	63	80	195	1005	48	211	880	177
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.11	0.29	0.29	0.12	0.30	0.30
Sat Flow, veh/h	1781	766	919	613	1226	1558	1781	3443	165	1781	2921	587
Grp Volume(v), veh/h	30	0	33	12	0	12	14	106	111	23	191	192
Grp Sat Flow(s),veh/h/ln	1781	0	1686	1840	0	1558	1781	1777	1831	1781	1777	1732
Q Serve(g_s), s	0.5	0.0	0.6	0.2	0.0	0.2	0.2	1.5	1.5	0.4	2.8	2.9
Cycle Q Clear(g_c), s	0.5	0.0	0.6	0.2	0.0	0.2	0.2	1.5	1.5	0.4	2.8	2.9
Prop In Lane	1.00		0.55	0.33		1.00	1.00		0.09	1.00		0.34
Lane Grp Cap(c), veh/h	95	0	90	95	0	80	195	519	535	211	535	522
V/C Ratio(X)	0.32	0.00	0.37	0.13	0.00	0.15	0.07	0.20	0.21	0.11	0.36	0.37
Avail Cap(c_a), veh/h	270	0	255	1616	0	1368	216	1615	1664	270	1669	1626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	15.1	14.9	0.0	15.0	13.2	8.8	8.8	13.0	9.0	9.1
Incr Delay (d2), s/veh	1.4	0.0	1.9	0.2	0.0	0.3	0.1	0.1	0.1	0.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	0.1	0.0	0.1	0.1	0.4	0.4	0.1	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	0.0	17.0	15.2	0.0	15.3	13.3	8.9	8.9	13.1	9.3	9.4
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		63			24			231			406	
Approach Delay, s/veh		16.7			15.2			9.2			9.6	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	13.6		5.8	7.6	13.9		5.7
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	5.9	30.0		5.0	4.0	31.0		29.0
Max Q Clear Time (g_c+I1), s	2.4	3.5		2.6	2.2	4.9		2.2
Green Ext Time (p_c), s	0.0	0.9		0.0	0.0	1.8		0.0

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	149	2	4	64	118	194
Future Volume (veh/h)	149	2	4	64	118	194
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	155	0	4	0	122	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	770	404	712		268	
Arrive On Green	0.22	0.00	0.38	0.00	0.08	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	155	0	4	0	122	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	1.3	0.0	0.0	0.0	1.2	0.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0	0.0	1.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	770	404	712		268	
V/C Ratio(X)	0.20	0.00	0.01		0.46	
Avail Cap(c_a), veh/h	1065	559	712		1221	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	11.8	0.0	7.1	0.0	16.2	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.0	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.0	0.0	7.1	0.0	17.4	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		155	4	A	122	A
Approach Delay, s/veh		12.0	7.1		17.4	
Approach LOS		B	A		B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		11.9		6.9		18.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		11.0		13.0		14.0
Max Q Clear Time (g_c+I1), s		3.3		3.2		2.0
Green Ext Time (p_c), s		0.3		0.2		0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

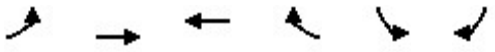
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	112	57	0	0	2
Future Vol, veh/h	9	112	57	0	0	2
Conflicting Peds, #/hr	7	0	0	7	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	130	66	0	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	73	0	-	0	159	42
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	86	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1525	-	-	-	816	1019
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	927	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1515	-	-	-	799	1010
Mov Cap-2 Maneuver	-	-	-	-	799	-
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	921	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1515	-	-	-	1010
HCM Lane V/C Ratio	0.007	-	-	-	0.002
HCM Control Delay (s)	7.4	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	2130	2812	0	0	0
Future Volume (veh/h)	0	2130	2812	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1900
Adj Flow Rate, veh/h	0	2315	3057	0	1412	1106
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	0
Cap, veh/h	0	2574	2574	0	9999	9999
Arrive On Green	0.00	0.40	0.40	0.00	0.40	0.40
Sat Flow, veh/h	0	6958	6958	2516	9346	5302
Grp Volume(v), veh/h	0	2315	3057	0	1412	1106
Grp Sat Flow(s),veh/h/ln	0	1609	1609	0	1781	1610
Q Serve(g_s), s	0.0	15.2	18.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	15.2	18.0	0.0	0.0	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2574	2574	1006	6773	3062
V/C Ratio(X)	0.00	0.90	1.19	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	2574	2574	1006	6773	3062
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	12.7	13.5	0.0	8.1	8.1
Incr Delay (d2), s/veh	0.0	5.6	88.7	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.5	20.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	18.2	102.2	0.0	8.1	8.1
LnGrp LOS	A	B	F	A	A	A
Approach Vol, veh/h		2315	3057	1077	1255	04
Approach Delay, s/veh		18.2	102.2		8.1	
Approach LOS		B	F		A	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	17.2	2.0	20.0
Green Ext Time (p_c), s	0.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

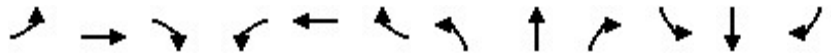
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2436	18	63	1114	6	86
Future Volume (veh/h)	2436	18	63	1114	6	86
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.96	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	2591	19	67	1185	6	91
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	2	2	5	2	2
Cap, veh/h	4816	1162	110	5251	138	111
Arrive On Green	0.77	0.77	0.06	1.00	0.08	0.08
Sat Flow, veh/h	6537	1516	3456	6537	1781	1427
Grp Volume(v), veh/h	2591	19	67	1185	6	91
Grp Sat Flow(s),veh/h/ln	1570	1516	1728	1570	1781	1427
Q Serve(g_s), s	19.3	0.3	2.2	0.0	0.4	7.4
Cycle Q Clear(g_c), s	19.3	0.3	2.2	0.0	0.4	7.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	4816	1162	110	5251	138	111
V/C Ratio(X)	0.54	0.02	0.61	0.23	0.04	0.82
Avail Cap(c_a), veh/h	4816	1162	193	5251	500	400
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.31	0.31	0.99	0.99	1.00	1.00
Uniform Delay (d), s/veh	5.5	3.3	54.5	0.0	50.4	53.6
Incr Delay (d2), s/veh	0.1	0.0	2.0	0.1	0.0	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.1	1.0	0.0	0.2	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.6	3.3	56.5	0.1	50.4	59.2
LnGrp LOS	A	A	E	A	D	E
Approach Vol, veh/h	2610			1252	97	
Approach Delay, s/veh	5.6			3.1	58.7	
Approach LOS	A			A	E	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	8.2	95.8				103.9	14.1
Change Period (Y+Rc), s	4.4	5.3				5.3	4.9
Max Green Setting (Gmax), s	5.6	63.7				74.7	33.1
Max Q Clear Time (g_c+I1), s	4.2	21.3				2.0	9.4
Green Ext Time (p_c), s	0.0	41.0				28.4	0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	2356	0	6	1000	72	0	0	0	5	0	5
Future Volume (veh/h)	11	2356	0	6	1000	72	0	0	0	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	0.98		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	2480	0	6	1053	76	0	0	0	5	0	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	20	4109	0	60	5101	366	0	34	0	93	0	28
Arrive On Green	0.01	1.00	0.00	0.03	0.85	0.85	0.00	0.00	0.00	0.02	0.00	0.02
Sat Flow, veh/h	1781	5149	0	1781	6021	432	0	1870	0	1752	0	1571
Grp Volume(v), veh/h	12	2480	0	6	822	307	0	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1742	0	1870	0	1752	0	1571
Q Serve(g_s), s	0.8	0.0	0.0	0.4	3.8	3.9	0.0	0.0	0.0	0.3	0.0	0.4
Cycle Q Clear(g_c), s	0.8	0.0	0.0	0.4	3.8	3.9	0.0	0.0	0.0	0.3	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.25	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	20	4109	0	60	3991	1475	0	34	0	93	0	28
V/C Ratio(X)	0.61	0.60	0.00	0.10	0.21	0.21	0.00	0.00	0.00	0.05	0.00	0.18
Avail Cap(c_a), veh/h	69	4109	0	69	3991	1475	0	507	0	536	0	426
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.00	0.97	0.97	0.97	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.9	0.0	0.0	55.3	1.7	1.7	0.0	0.0	0.0	57.0	0.0	57.1
Incr Delay (d2), s/veh	8.9	0.5	0.0	0.3	0.1	0.3	0.0	0.0	0.0	0.1	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.2	0.0	0.2	0.5	0.7	0.0	0.0	0.0	0.2	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.8	0.5	0.0	55.5	1.8	2.0	0.0	0.0	0.0	57.1	0.0	58.2
LnGrp LOS	E	A	A	E	A	A	A	A	A	E	A	E
Approach Vol, veh/h		2492			1135			0			10	
Approach Delay, s/veh		0.9			2.1			0.0			57.6	
Approach LOS		A			A						E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	102.6		7.0	5.7	105.3		7.0				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.6	66.8		32.0	4.6	66.8		32.0				
Max Q Clear Time (g_c+I1), s	2.4	2.0		2.4	2.8	5.9		0.0				
Green Ext Time (p_c), s	0.0	59.5		0.0	0.0	21.8		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	1.4
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2322	2	31	1190	0	19
Future Volume (veh/h)	2322	2	31	1190	0	19
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.94	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1870	1826	1900	1900
Adj Flow Rate, veh/h	2497	2	33	1280	0	20
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	5	2	5	0	0
Cap, veh/h	3451	3	52	3929	0	31
Arrive On Green	0.67	0.67	0.03	0.79	0.00	0.02
Sat Flow, veh/h	5308	4	1781	5149	0	1521
Grp Volume(v), veh/h	1613	886	33	1280	0	21
Grp Sat Flow(s),veh/h/ln	1662	1825	1781	1662	0	1597
Q Serve(g_s), s	15.6	15.6	0.9	3.7	0.0	0.7
Cycle Q Clear(g_c), s	15.6	15.6	0.9	3.7	0.0	0.7
Prop In Lane		0.00	1.00		0.00	0.95
Lane Grp Cap(c), veh/h	2230	1224	52	3929	0	32
V/C Ratio(X)	0.72	0.72	0.63	0.33	0.00	0.65
Avail Cap(c_a), veh/h	2249	1235	142	4209	0	577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.3	5.3	24.0	1.5	0.0	24.4
Incr Delay (d2), s/veh	1.7	3.1	4.6	0.2	0.0	19.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	2.8	0.4	0.1	0.0	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.0	8.4	28.6	1.7	0.0	44.2
LnGrp LOS	A	A	C	A	A	D
Approach Vol, veh/h	2499			1313	21	
Approach Delay, s/veh	7.5			2.4	44.2	
Approach LOS	A			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.9	38.8				44.7	5.4
Change Period (Y+Rc), s	4.4	5.2				5.2	4.4
Max Green Setting (Gmax), s	4.6	33.9				42.3	18.1
Max Q Clear Time (g_c+I1), s	2.9	17.6				5.7	2.7
Green Ext Time (p_c), s	0.0	16.1				24.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	15.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	167	0	0	1460	701
Future Vol, veh/h	0	167	0	0	1460	701
Conflicting Peds, #/hr	0	0	10	0	0	10
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	186	0	0	1622	779

Major/Minor	Minor2			Major2	
Conflicting Flow All	2022	1211		-	0
Stage 1	2022	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	91	~ 150		-	-
Stage 1	55	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	89	~ 149		-	-
Mov Cap-2 Maneuver	89	-		-	-
Stage 1	54	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	213.2	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	149	-	-
HCM Lane V/C Ratio	-	1.245	-	-
HCM Control Delay (s)	0	213.2	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	10.9	-	-

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

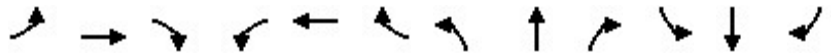
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	597	122	71	712	315	51	35	27	182	90	130
Future Volume (veh/h)	130	597	122	71	712	315	51	35	27	182	90	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	146	671	137	80	800	354	57	39	30	204	101	146
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	172	2867	867	101	2664	807	251	225	176	348	447	389
Arrive On Green	0.19	1.00	1.00	0.11	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	5106	1545	1781	5106	1548	759	896	702	1318	1777	1546
Grp Volume(v), veh/h	146	671	137	80	800	354	59	0	67	204	101	146
Grp Sat Flow(s),veh/h/ln	1781	1702	1545	1781	1702	1548	791	0	1566	1318	1777	1546
Q Serve(g_s), s	9.3	0.0	0.0	5.2	0.0	0.0	5.2	0.0	3.9	16.9	5.3	9.2
Cycle Q Clear(g_c), s	9.3	0.0	0.0	5.2	0.0	0.0	14.4	0.0	3.9	20.8	5.3	9.2
Prop In Lane	1.00		1.00	1.00		1.00	0.96		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	172	2867	867	101	2664	807	259	0	394	348	447	389
V/C Ratio(X)	0.85	0.23	0.16	0.79	0.30	0.44	0.23	0.00	0.17	0.59	0.23	0.38
Avail Cap(c_a), veh/h	326	2867	867	220	2664	807	379	0	559	487	634	552
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	0.0	0.0	51.6	0.0	0.0	42.2	0.0	34.5	42.7	35.1	36.5
Incr Delay (d2), s/veh	4.2	0.2	0.4	5.0	0.3	1.7	0.2	0.0	0.1	4.5	0.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	0.1	2.3	0.1	0.4	1.5	0.0	1.5	5.9	2.4	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	0.2	0.4	56.7	0.3	1.7	42.4	0.0	34.6	47.2	35.8	38.3
LnGrp LOS	D	A	A	E	A	A	D	A	C	D	D	D
Approach Vol, veh/h		954			1234			126			451	
Approach Delay, s/veh		8.0			4.3			38.3			41.7	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	72.4		34.6	15.8	67.7		34.6				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	14.6	* 46		42.1	21.6	38.9		42.1				
Max Q Clear Time (g_c+I1), s	7.2	2.0		22.8	11.3	2.0		16.4				
Green Ext Time (p_c), s	0.0	9.8		4.7	0.1	19.0		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		13.2
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	438	0	0	570	278	0	0	0	397	0	25
Future Volume (veh/h)	15	438	0	0	570	278	0	0	0	397	0	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	515	0	0	671	0	0	0	0	494	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	27	2621	0	2	2435		0	2	1	578	304	0
Arrive On Green	0.02	0.74	0.00	0.00	0.69	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3556	1870	0
Grp Volume(v), veh/h	18	515	0	0	671	0	0	0	0	494	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1778	1870	0
Q Serve(g_s), s	1.2	5.2	0.0	0.0	8.6	0.0	0.0	0.0	0.0	15.9	0.0	0.0
Cycle Q Clear(g_c), s	1.2	5.2	0.0	0.0	8.6	0.0	0.0	0.0	0.0	15.9	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	27	2621	0	2	2435		0	2	1	578	304	0
V/C Ratio(X)	0.67	0.20	0.00	0.00	0.28		0.00	0.00	0.00	0.85	0.00	0.00
Avail Cap(c_a), veh/h	62	2621	0	62	2435		0	476	403	1115	586	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.96	0.00	0.00	0.00	0.00	0.79	0.00	0.00
Uniform Delay (d), s/veh	57.8	4.8	0.0	0.0	7.2	0.0	0.0	0.0	0.0	48.1	0.0	0.0
Incr Delay (d2), s/veh	10.1	0.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.6	0.0	0.0	2.9	0.0	0.0	0.0	0.0	7.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.0	4.9	0.0	0.0	7.5	0.0	0.0	0.0	0.0	49.2	0.0	0.0
LnGrp LOS	E	A	A	A	A		A	A	A	D	A	A
Approach Vol, veh/h		533			671	A		0			494	
Approach Delay, s/veh		7.1			7.5			0.0			49.2	
Approach LOS		A			A						D	

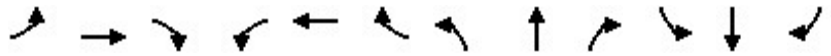
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	92.9		25.1	6.2	86.7		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	4.1	* 27		37.0	4.1	25.8		30.0				
Max Q Clear Time (g_c+I1), s	0.0	7.2		17.9	3.2	10.6		0.0				
Green Ext Time (p_c), s	0.0	7.2		0.9	0.0	6.3		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



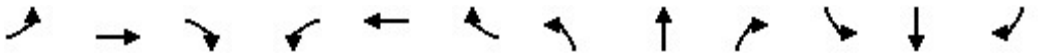
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	331	357	176	78	200	104	114	651	85	134	865	105
Future Volume (veh/h)	331	357	176	78	200	104	114	651	85	134	865	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	348	376	185	82	211	109	120	685	89	141	911	111
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	373	623	301	104	411	267	175	1414	183	196	1613	704
Arrive On Green	0.21	0.27	0.27	0.06	0.12	0.12	0.05	0.45	0.45	0.06	0.45	0.45
Sat Flow, veh/h	1781	2299	1111	1781	3554	1536	3456	3159	410	3456	3554	1552
Grp Volume(v), veh/h	348	289	272	82	211	109	120	385	389	141	911	111
Grp Sat Flow(s),veh/h/ln	1781	1777	1633	1781	1777	1536	1728	1777	1792	1728	1777	1552
Q Serve(g_s), s	22.3	16.4	16.9	5.3	6.5	4.4	4.0	17.7	17.8	4.7	21.8	2.2
Cycle Q Clear(g_c), s	22.3	16.4	16.9	5.3	6.5	4.4	4.0	17.7	17.8	4.7	21.8	2.2
Prop In Lane	1.00		0.68	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	373	482	443	104	411	267	175	795	802	196	1613	704
V/C Ratio(X)	0.93	0.60	0.61	0.79	0.51	0.41	0.69	0.48	0.49	0.72	0.56	0.16
Avail Cap(c_a), veh/h	393	649	597	183	888	474	286	795	802	214	1613	704
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	36.8	37.0	53.9	48.2	19.2	54.2	22.6	22.6	53.8	23.3	3.8
Incr Delay (d2), s/veh	27.6	0.4	0.5	4.9	0.4	0.4	1.8	2.1	2.1	8.1	1.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.6	7.2	6.8	2.5	2.9	1.8	1.8	7.8	7.9	2.2	9.3	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.6	37.3	37.5	58.8	48.6	19.6	56.0	24.7	24.7	61.9	24.7	4.3
LnGrp LOS	E	D	D	E	D	B	E	C	C	E	C	A
Approach Vol, veh/h		909			402			894			1163	
Approach Delay, s/veh		50.9			42.8			28.9			27.3	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	57.2	11.2	36.6	10.3	57.9	29.5	18.3
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	7.3	* 36	11.9	42.4	9.6	32.8	25.6	* 29
Max Q Clear Time (g_c+I1), s	6.7	19.8	7.3	18.9	6.0	23.8	24.3	8.5
Green Ext Time (p_c), s	0.0	1.7	0.0	1.3	0.0	2.1	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	35.9
HCM 6th LOS	D

Notes

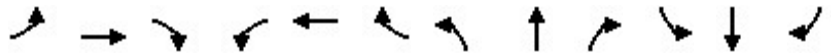
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	262	92	151	194	70	129	102	194	58	94	67
Future Volume (veh/h)	48	262	92	151	194	70	129	102	194	58	94	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.96	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	279	98	161	206	74	137	109	206	62	100	71
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	1217	650	236	699	548	170	1063	564	81	884	366
Arrive On Green	0.04	0.34	0.34	0.07	0.37	0.37	0.10	0.30	0.30	0.05	0.25	0.25
Sat Flow, veh/h	1781	3554	1456	3456	1870	1467	1781	3554	1524	1781	3554	1471
Grp Volume(v), veh/h	51	279	98	161	206	74	137	109	206	62	100	71
Grp Sat Flow(s),veh/h/ln	1781	1777	1456	1728	1870	1467	1781	1777	1524	1781	1777	1471
Q Serve(g_s), s	2.7	5.4	3.9	4.3	7.4	3.2	7.2	2.1	9.4	3.3	2.1	3.6
Cycle Q Clear(g_c), s	2.7	5.4	3.9	4.3	7.4	3.2	7.2	2.1	9.4	3.3	2.1	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	66	1217	650	236	699	548	170	1063	564	81	884	366
V/C Ratio(X)	0.77	0.23	0.15	0.68	0.29	0.13	0.81	0.10	0.37	0.77	0.11	0.19
Avail Cap(c_a), veh/h	560	1489	761	1086	783	614	560	1489	747	560	1489	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	22.4	16.2	43.5	21.0	19.7	42.3	24.2	22.1	45.1	27.7	28.3
Incr Delay (d2), s/veh	7.0	0.1	0.1	1.3	0.1	0.1	3.4	0.0	0.4	5.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.2	1.3	1.9	3.2	1.1	3.3	0.9	3.4	1.6	0.9	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	22.5	16.3	44.8	21.2	19.8	45.7	24.2	22.5	50.8	27.7	28.4
LnGrp LOS	D	C	B	D	C	B	D	C	C	D	C	C
Approach Vol, veh/h		428			441			452			233	
Approach Delay, s/veh		24.7			29.6			30.0			34.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	38.6	14.5	30.5	8.9	41.6	9.7	35.3
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	6.3	7.4	9.2	5.6	4.7	9.4	5.3	11.4
Green Ext Time (p_c), s	0.3	2.8	0.2	0.5	0.0	1.0	0.1	1.4

Intersection Summary	
HCM 6th Ctrl Delay	29.0
HCM 6th LOS	C



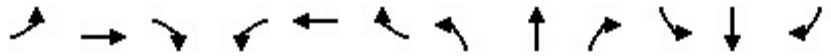
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	21	23	3	46	33	325	25	47	269	23
Future Volume (veh/h)	9	0	21	23	3	46	33	325	25	47	269	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.97		0.97	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	0	23	25	3	51	36	357	27	52	296	25
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	200	51	291	516	52	492	59	1403	104	79	1445	120
Arrive On Green	0.27	0.00	0.27	0.27	0.27	0.27	0.03	0.29	0.29	0.04	0.30	0.30
Sat Flow, veh/h	276	186	1061	1222	190	1536	1781	4832	359	1781	4789	396
Grp Volume(v), veh/h	33	0	0	28	0	51	36	250	134	52	209	112
Grp Sat Flow(s),veh/h/ln	1523	0	0	1412	0	1536	1781	1702	1787	1781	1702	1782
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.9	0.7	2.1	2.2	1.1	1.7	1.8
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.4	0.0	0.9	0.7	2.1	2.2	1.1	1.7	1.8
Prop In Lane	0.30		0.70	0.89		1.00	1.00		0.20	1.00		0.22
Lane Grp Cap(c), veh/h	542	0	0	568	0	492	59	988	519	79	1027	537
V/C Ratio(X)	0.06	0.00	0.00	0.05	0.00	0.10	0.61	0.25	0.26	0.65	0.20	0.21
Avail Cap(c_a), veh/h	1696	0	0	1666	0	1706	1422	5434	2853	1422	5434	2844
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	0.0	0.0	10.1	0.0	9.0	17.9	10.2	10.2	17.7	9.8	9.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.2	0.3	3.4	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.1	0.0	0.2	0.3	0.6	0.7	0.5	0.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	0.0	0.0	10.1	0.0	9.1	21.6	10.4	10.6	21.0	9.9	10.0
LnGrp LOS	B	A	A	B	A	A	C	B	B	C	A	B
Approach Vol, veh/h		33			79			420			373	
Approach Delay, s/veh		10.1			9.4			11.4			11.5	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.1	16.3		15.2	5.7	16.7		15.2
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.1	4.2		2.6	2.7	3.8		2.9
Green Ext Time (p_c), s	0.1	3.7		0.1	0.0	2.6		0.2

Intersection Summary	
HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	24	42	49	37	18	184	576	64	29	479	99
Future Volume (veh/h)	15	24	42	49	37	18	184	576	64	29	479	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.89	1.00		0.89	1.00		0.95	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	26	46	53	40	20	200	626	70	32	521	108
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	541	410	69	539	408	244	1465	621	42	896	185
Arrive On Green	0.04	0.29	0.29	0.04	0.29	0.29	0.14	0.41	0.41	0.02	0.31	0.31
Sat Flow, veh/h	1781	1870	1417	1781	1870	1417	1781	3554	1508	1781	2900	598
Grp Volume(v), veh/h	16	26	46	53	40	20	200	626	70	32	318	311
Grp Sat Flow(s),veh/h/ln	1781	1870	1417	1781	1870	1417	1781	1777	1508	1781	1777	1721
Q Serve(g_s), s	0.9	1.0	2.4	2.9	1.5	1.0	10.8	12.4	2.8	1.8	14.9	15.1
Cycle Q Clear(g_c), s	0.9	1.0	2.4	2.9	1.5	1.0	10.8	12.4	2.8	1.8	14.9	15.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	71	541	410	69	539	408	244	1465	621	42	549	532
V/C Ratio(X)	0.23	0.05	0.11	0.77	0.07	0.05	0.82	0.43	0.11	0.76	0.58	0.58
Avail Cap(c_a), veh/h	540	567	430	540	567	429	540	2155	914	540	1077	1043
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	25.4	25.8	47.1	25.6	25.4	41.5	20.8	17.9	48.0	28.8	28.8
Incr Delay (d2), s/veh	0.6	0.0	0.0	6.7	0.0	0.0	9.3	0.2	0.1	9.9	2.7	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.4	0.8	1.4	0.7	0.3	5.3	5.1	1.0	0.9	6.6	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7	25.4	25.9	53.8	25.6	25.5	50.8	21.0	18.0	58.0	31.4	31.6
LnGrp LOS	D	C	C	D	C	C	D	C	B	E	C	C
Approach Vol, veh/h		88			113			896			661	
Approach Delay, s/veh		29.5			38.8			27.4			32.8	
Approach LOS		C			D			C			C	

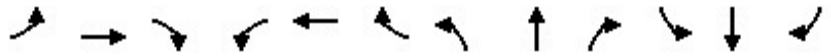
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	49.5	8.2	33.5	18.0	39.3	8.3	33.4
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	3.8	14.4	4.9	4.4	12.8	17.1	2.9	3.5
Green Ext Time (p_c), s	0.0	6.7	0.1	0.1	0.8	10.6	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	30.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



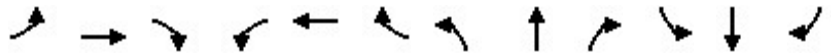
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	301	20	172	127	0	0	0	0	223	25	32
Future Volume (veh/h)	0	301	20	172	127	0	0	0	0	223	25	32
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	317	21	181	134	0				254	0	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	298	594	261	354	677	0				901	0	660
Arrive On Green	0.00	0.17	0.17	0.20	0.20	0.00				0.25	0.00	0.25
Sat Flow, veh/h	1781	3554	1561	1781	3572	0				3563	0	1562
Grp Volume(v), veh/h	0	317	21	181	134	0				254	0	34
Grp Sat Flow(s),veh/h/ln	1781	1777	1561	1781	1702	0				1781	0	1562
Q Serve(g_s), s	0.0	3.1	0.4	3.4	1.2	0.0				2.2	0.0	0.5
Cycle Q Clear(g_c), s	0.0	3.1	0.4	3.4	1.2	0.0				2.2	0.0	0.5
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	298	594	261	354	677	0				901	0	660
V/C Ratio(X)	0.00	0.53	0.08	0.51	0.20	0.00				0.28	0.00	0.05
Avail Cap(c_a), veh/h	2808	5602	2461	2808	5366	0				3276	0	1701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.5	13.4	13.6	12.7	0.0				11.4	0.0	6.5
Incr Delay (d2), s/veh	0.0	0.3	0.0	1.3	0.2	0.0				0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9	0.1	1.1	0.4	0.0				0.7	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.8	13.4	14.9	12.9	0.0				11.5	0.0	6.6
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		338			315						288	
Approach Delay, s/veh		14.7			14.0						10.9	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		10.4		15.8		11.9
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		5.1		4.2		5.4
Green Ext Time (p_c), s		1.3		0.5		2.1

Intersection Summary	
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	451	0	1	276	262	33	12	85	22	0	218
Future Volume (veh/h)	101	451	0	1	276	262	33	12	85	22	0	218
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	110	490	0	1	300	285	36	13	92	24	0	237
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	1625	0	56	569	434	197	21	152	30	0	294
Arrive On Green	0.08	0.46	0.00	0.30	0.30	0.30	0.11	0.11	0.11	0.20	0.00	0.20
Sat Flow, veh/h	1781	3647	0	1	1868	1423	1781	194	1373	146	0	1442
Grp Volume(v), veh/h	110	490	0	301	0	285	36	0	105	261	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1869	0	1423	1781	0	1567	1588	0	0
Q Serve(g_s), s	3.9	5.6	0.0	0.0	0.0	11.3	1.2	0.0	4.1	10.1	0.0	0.0
Cycle Q Clear(g_c), s	3.9	5.6	0.0	8.6	0.0	11.3	1.2	0.0	4.1	10.1	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.88	0.09		0.91
Lane Grp Cap(c), veh/h	148	1625	0	625	0	434	197	0	173	323	0	0
V/C Ratio(X)	0.74	0.30	0.00	0.48	0.00	0.66	0.18	0.00	0.61	0.81	0.00	0.00
Avail Cap(c_a), veh/h	825	3294	0	1785	0	1319	1101	0	968	981	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.0	11.1	0.0	18.6	0.0	19.6	26.1	0.0	27.5	24.6	0.0	0.0
Incr Delay (d2), s/veh	8.6	0.0	0.0	0.7	0.0	2.0	0.2	0.0	1.3	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	1.8	0.0	3.3	0.0	3.4	0.5	0.0	1.5	3.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.6	11.1	0.0	19.3	0.0	21.6	26.3	0.0	28.7	26.4	0.0	0.0
LnGrp LOS	D	B	A	B	A	C	C	A	C	C	A	A
Approach Vol, veh/h		600			586			141			261	
Approach Delay, s/veh		16.0			20.4			28.1			26.4	
Approach LOS		B			C			C			C	

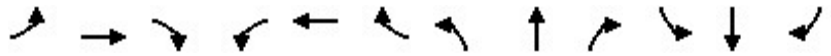
Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	34.0	17.2	9.9	24.1	13.6
Change Period (Y+Rc), s	* 4.4	4.0	4.5	4.4	6.4
Max Green Setting (Gmax), s	* 60	40.0	30.0	60.0	40.0
Max Q Clear Time (g_c+I1), s	7.6	12.1	5.9	13.3	6.1
Green Ext Time (p_c), s	2.0	1.2	0.3	4.6	0.5

Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



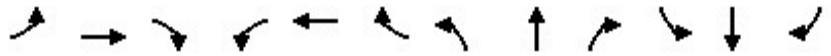
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	444	160	274	353	0	0	0	0	327	186	197
Future Volume (veh/h)	0	444	160	274	353	0	0	0	0	327	186	197
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	467	168	288	372	0				344	196	207
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1912	837	363	2472	0				669	351	289
Arrive On Green	0.00	0.54	0.54	0.21	1.00	0.00				0.19	0.19	0.19
Sat Flow, veh/h	0	3647	1555	3456	3647	0				3563	1870	1537
Grp Volume(v), veh/h	0	467	168	288	372	0				344	196	207
Grp Sat Flow(s),veh/h/ln	0	1777	1555	1728	1777	0				1781	1870	1537
Q Serve(g_s), s	0.0	5.9	4.7	6.6	0.0	0.0				7.3	8.0	10.6
Cycle Q Clear(g_c), s	0.0	5.9	4.7	6.6	0.0	0.0				7.3	8.0	10.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1912	837	363	2472	0				669	351	289
V/C Ratio(X)	0.00	0.24	0.20	0.79	0.15	0.00				0.51	0.56	0.72
Avail Cap(c_a), veh/h	0	1912	837	518	2472	0				1361	715	587
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.97	0.97	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.3	10.1	32.3	0.0	0.0				30.7	30.9	32.0
Incr Delay (d2), s/veh	0.0	0.3	0.5	3.2	0.1	0.0				0.2	0.5	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.0	1.5	2.5	0.0	0.0				3.1	3.6	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.6	10.6	35.5	0.1	0.0				30.9	31.5	33.3
LnGrp LOS	A	B	B	D	A	A				C	C	C
Approach Vol, veh/h		635			660						747	
Approach Delay, s/veh		10.6			15.6						31.7	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.2	50.1		20.7		63.3
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	12.6	25.1		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.6	7.9		12.6		2.0
Green Ext Time (p_c), s	0.2	3.7		1.7		2.7

Intersection Summary	
HCM 6th Ctrl Delay	19.9
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

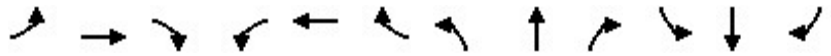


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	279	491	0	0	513	450	115	234	18	0	0	0
Future Volume (veh/h)	279	491	0	0	513	450	115	234	18	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	303	534	0	0	558	489	125	254	20			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1265	2697	0	0	1189	517	193	433	34			
Arrive On Green	0.73	1.00	0.00	0.00	0.33	0.33	0.12	0.12	0.12			
Sat Flow, veh/h	3456	3647	0	0	3647	1547	1550	3484	274			
Grp Volume(v), veh/h	303	534	0	0	558	489	145	122	132			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1547	1793	1702	1813			
Q Serve(g_s), s	2.4	0.0	0.0	0.0	10.4	25.8	6.5	5.7	5.8			
Cycle Q Clear(g_c), s	2.4	0.0	0.0	0.0	10.4	25.8	6.5	5.7	5.8			
Prop In Lane	1.00		0.00	0.00		1.00	0.86		0.15			
Lane Grp Cap(c), veh/h	1265	2697	0	0	1189	517	223	212	226			
V/C Ratio(X)	0.24	0.20	0.00	0.00	0.47	0.94	0.65	0.58	0.59			
Avail Cap(c_a), veh/h	1265	2697	0	0	1189	517	600	569	606			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.95	0.95	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	7.5	0.0	0.0	0.0	22.1	27.2	35.0	34.7	34.7			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.3	28.0	1.2	0.9	0.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.8	0.1	0.0	0.0	4.2	12.6	2.8	2.4	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.5	0.2	0.0	0.0	23.4	55.2	36.2	35.6	35.6			
LnGrp LOS	A	A	A	A	C	E	D	D	D			
Approach Vol, veh/h		837			1047			399				
Approach Delay, s/veh		2.8			38.3			35.8				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.6			35.6	33.0		15.4				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			4.4	27.8		8.5				
Green Ext Time (p_c), s		4.4			0.7	0.2		1.4				

Intersection Summary	
HCM 6th Ctrl Delay	24.8
HCM 6th LOS	C

Notes

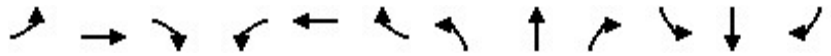
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	22	60	23	1020	14	0	0	0
Future Volume (veh/h)	0	0	0	0	22	60	23	1020	14	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	24	66	25	1121	15			
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	31	86	133	3056	40			
Arrive On Green				0.00	0.07	0.07	0.61	0.61	0.61			
Sat Flow, veh/h				0	441	1212	40	4989	66			
Grp Volume(v), veh/h				0	0	90	425	352	384			
Grp Sat Flow(s),veh/h/ln				0	0	1652	1858	1549	1688			
Q Serve(g_s), s				0.0	0.0	1.9	0.0	4.0	4.0			
Cycle Q Clear(g_c), s				0.0	0.0	1.9	4.0	4.0	4.0			
Prop In Lane				0.00		0.73	0.06		0.04			
Lane Grp Cap(c), veh/h				0	0	117	1247	949	1034			
V/C Ratio(X)				0.00	0.00	0.77	0.34	0.37	0.37			
Avail Cap(c_a), veh/h				0	0	1886	3265	2651	2890			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	16.0	3.4	3.4	3.4			
Incr Delay (d2), s/veh				0.0	0.0	4.0	0.2	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.7	0.6	0.5	0.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	20.0	3.6	3.8	3.7			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					90			1161				
Approach Delay, s/veh					20.0			3.7				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	27.1							8.0				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	6.0							3.9				
Green Ext Time (p_c), s	15.5							0.4				

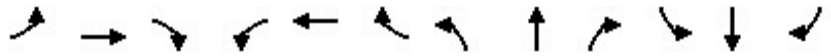
Intersection Summary												
HCM 6th Ctrl Delay			4.9									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	205	95	334	459	83	220	236	121	53	281	89
Future Volume (veh/h)	70	205	95	334	459	83	220	236	121	53	281	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	220	102	359	494	89	237	254	130	57	302	96
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	372	312	401	569	103	279	1035	465	74	729	216
Arrive On Green	0.05	0.20	0.20	0.23	0.37	0.37	0.16	0.30	0.30	0.04	0.19	0.19
Sat Flow, veh/h	1781	1870	1568	1781	1541	278	1781	3404	1530	1781	3860	1144
Grp Volume(v), veh/h	75	220	102	359	0	583	237	254	130	57	264	134
Grp Sat Flow(s),veh/h/ln	1781	1870	1568	1781	0	1819	1781	1702	1530	1781	1702	1600
Q Serve(g_s), s	3.4	8.8	4.6	16.1	0.0	24.5	10.7	4.6	5.3	2.6	5.6	6.1
Cycle Q Clear(g_c), s	3.4	8.8	4.6	16.1	0.0	24.5	10.7	4.6	5.3	2.6	5.6	6.1
Prop In Lane	1.00		1.00	1.00		0.15	1.00		1.00	1.00		0.72
Lane Grp Cap(c), veh/h	98	372	312	401	0	672	279	1035	465	74	643	302
V/C Ratio(X)	0.77	0.59	0.33	0.89	0.00	0.87	0.85	0.25	0.28	0.78	0.41	0.44
Avail Cap(c_a), veh/h	648	907	761	648	0	882	648	2476	1113	648	2476	1164
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	30.0	28.3	31.0	0.0	24.1	33.8	21.6	21.8	39.2	29.4	29.6
Incr Delay (d2), s/veh	4.7	0.6	0.2	6.0	0.0	7.3	2.8	0.2	0.6	6.4	0.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.0	1.7	7.5	0.0	11.5	4.6	1.8	1.9	1.2	2.3	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.1	30.6	28.5	37.0	0.0	31.5	36.7	21.8	22.4	45.5	30.2	31.4
LnGrp LOS	D	C	C	D	A	C	D	C	C	D	C	C
Approach Vol, veh/h		397			942			621			455	
Approach Delay, s/veh		32.4			33.6			27.6			32.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	30.4	23.0	21.3	17.3	20.9	8.9	35.4
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	14.6	7.3	18.1	10.8	12.7	8.1	5.4	26.5
Green Ext Time (p_c), s	0.1	4.9	0.5	1.1	0.3	4.9	0.1	3.5

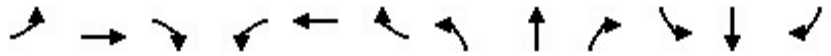
Intersection Summary	
HCM 6th Ctrl Delay	31.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	158	270	110	228	0	0	0	0	78	1355	570
Future Volume (veh/h)	0	158	270	110	228	0	0	0	0	78	1355	570
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	161	276	112	233	0				80	1383	582
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	437	370	195	452	0				1101	2180	901
Arrive On Green	0.00	0.23	0.23	0.23	0.23	0.00				0.62	0.62	0.62
Sat Flow, veh/h	0	1870	1585	536	2021	0				1781	3528	1458
Grp Volume(v), veh/h	0	161	276	162	183	0				80	1333	632
Grp Sat Flow(s),veh/h/ln	0	1870	1585	856	1617	0				1781	1702	1582
Q Serve(g_s), s	0.0	6.3	14.1	10.6	8.6	0.0				1.6	21.5	22.2
Cycle Q Clear(g_c), s	0.0	6.3	14.1	16.9	8.6	0.0				1.6	21.5	22.2
Prop In Lane	0.00		1.00	0.69		0.00				1.00		0.92
Lane Grp Cap(c), veh/h	0	437	370	269	377	0				1101	2103	978
V/C Ratio(X)	0.00	0.37	0.75	0.60	0.49	0.00				0.07	0.63	0.65
Avail Cap(c_a), veh/h	0	642	544	392	555	0				1222	2336	1086
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	28.1	31.1	33.9	29.0	0.0				6.7	10.5	10.6
Incr Delay (d2), s/veh	0.0	0.2	1.3	1.6	0.7	0.0				0.0	0.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.8	5.5	3.4	3.4	0.0				0.6	7.2	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.3	32.4	35.5	29.7	0.0				6.7	11.2	12.2
LnGrp LOS	A	C	C	D	C	A				A	B	B
Approach Vol, veh/h		437			345						2045	
Approach Delay, s/veh		30.9			32.4						11.3	
Approach LOS		C			C						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		27.1		60.3		27.1
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		16.1		24.2		18.9
Green Ext Time (p_c), s		1.0		29.8		1.5

Intersection Summary	
HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B



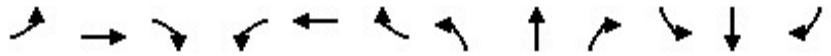
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	16	79	0	26	16	319	1030	34	0	0	0
Future Volume (veh/h)	138	16	79	0	26	16	319	1030	34	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	160	19	92	0	30	19	371	1198	40			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	400	38	1160	0	225	143	931	1833	61			
Arrive On Green	0.21	0.21	0.21	0.00	0.21	0.21	0.52	0.52	0.52			
Sat Flow, veh/h	1110	181	1574	0	1068	677	1781	3505	117			
Grp Volume(v), veh/h	179	0	92	0	0	49	371	607	631			
Grp Sat Flow(s),veh/h/ln	1290	0	1574	0	0	1745	1781	1777	1845			
Q Serve(g_s), s	4.6	0.0	0.0	0.0	0.0	0.9	5.1	10.1	10.1			
Cycle Q Clear(g_c), s	5.5	0.0	0.0	0.0	0.0	0.9	5.1	10.1	10.1			
Prop In Lane	0.89		1.00	0.00		0.39	1.00		0.06			
Lane Grp Cap(c), veh/h	439	0	1160	0	0	368	931	929	965			
V/C Ratio(X)	0.41	0.00	0.08	0.00	0.00	0.13	0.40	0.65	0.65			
Avail Cap(c_a), veh/h	1166	0	1983	0	0	1280	1284	1281	1331			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	15.2	0.0	1.5	0.0	0.0	13.1	5.9	7.1	7.1			
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.0	0.0	0.1	0.3	0.8	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	0.0	0.0	0.3	1.3	2.5	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.8	0.0	1.6	0.0	0.0	13.2	6.2	7.9	7.8			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		271			49			1609				
Approach Delay, s/veh		11.0			13.2			7.5				
Approach LOS		B			B			A				

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		25.9		15.0				15.0				
Change Period (Y+Rc), s		4.5		* 6.4				6.4				
Max Green Setting (Gmax), s		29.5		* 30				30.0				
Max Q Clear Time (g_c+I1), s		12.1		7.5				2.9				
Green Ext Time (p_c), s		9.2		1.4				0.1				

Intersection Summary												
HCM 6th Ctrl Delay			8.1									
HCM 6th LOS			A									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	26	166	10	61	15	507	101	44	709	5
Future Volume (veh/h)	0	0	26	166	10	61	15	507	101	44	709	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	27	175	11	64	16	534	106	46	746	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	0	418	491	63	366	28	2038	620	130	2202	15
Arrive On Green	0.00	0.00	0.27	0.27	0.27	0.27	0.02	0.40	0.40	0.04	0.42	0.42
Sat Flow, veh/h	1325	0	1574	1375	236	1375	1781	5106	1552	3456	5232	35
Grp Volume(v), veh/h	0	0	27	175	0	75	16	534	106	46	485	266
Grp Sat Flow(s),veh/h/ln	1325	0	1574	1375	0	1612	1781	1702	1552	1728	1702	1863
Q Serve(g_s), s	0.0	0.0	0.6	5.5	0.0	1.8	0.4	3.5	2.2	0.7	4.8	4.8
Cycle Q Clear(g_c), s	0.0	0.0	0.6	6.1	0.0	1.8	0.4	3.5	2.2	0.7	4.8	4.8
Prop In Lane	1.00		1.00	1.00		0.85	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	144	0	418	491	0	428	28	2038	620	130	1433	784
V/C Ratio(X)	0.00	0.00	0.06	0.36	0.00	0.18	0.56	0.26	0.17	0.35	0.34	0.34
Avail Cap(c_a), veh/h	849	0	1257	1223	0	1287	1066	6114	1859	2069	4076	2230
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	13.7	16.0	0.0	14.2	24.5	10.1	9.7	23.5	9.8	9.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.1	6.4	0.1	0.2	0.6	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	1.6	0.0	0.6	0.2	1.1	0.6	0.3	1.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	13.8	16.2	0.0	14.2	30.8	10.2	9.9	24.1	9.9	10.1
LnGrp LOS	A	A	B	B	A	B	C	B	A	C	A	B
Approach Vol, veh/h		27			250			656			797	
Approach Delay, s/veh		13.8			15.6			10.7			10.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.3	25.7		18.1	5.2	26.8		18.1
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	2.7	5.5		2.6	2.4	6.8		8.1
Green Ext Time (p_c), s	0.1	8.1		0.1	0.0	5.5		0.6

Intersection Summary	
HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

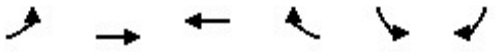
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2450	13	0	1753	0	1
Future Vol, veh/h	2450	13	0	1753	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	2	2	5	2	2
Mvmt Flow	2526	13	0	1807	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1270
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	137
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	137
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	31.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	137	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-
HCM Control Delay (s)	31.5	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1024	1599	1985	61	48	42
Future Volume (veh/h)	1024	1599	1985	61	48	42
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1078	1683	2089	0	51	44
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	955	4322	2759		78	70
Arrive On Green	0.28	0.87	0.55	0.00	0.04	0.04
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1078	1683	2089	0	51	44
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	32.6	8.0	38.0	0.0	3.3	3.2
Cycle Q Clear(g_c), s	32.6	8.0	38.0	0.0	3.3	3.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	955	4322	2759		78	70
V/C Ratio(X)	1.13	0.39	0.76		0.65	0.63
Avail Cap(c_a), veh/h	955	4322	2759		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.55	0.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	1.6	20.3	0.0	55.5	55.5
Incr Delay (d2), s/veh	71.5	0.3	1.1	0.0	3.3	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.8	0.8	13.5	0.0	1.5	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	114.2	1.8	21.4	0.0	58.9	58.9
LnGrp LOS	F	A	C		E	E
Approach Vol, veh/h		2761	2089	A	95	
Approach Delay, s/veh		45.7	21.4		58.9	
Approach LOS		D	C		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		107.6		10.4	37.0	70.6
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	32.6	* 41
Max Q Clear Time (g_c+I1), s		10.0		5.3	34.6	40.0
Green Ext Time (p_c), s		52.4		0.1	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	35.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	248	819	72	53	1065	78	95	266	74	76	141	550
Future Volume (veh/h)	248	819	72	53	1065	78	95	266	74	76	141	550
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.95	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	253	836	73	54	1087	80	97	271	76	78	144	561
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	249	1549	135	197	1490	110	119	876	229	98	1065	523
Arrive On Green	0.14	0.47	0.47	0.04	0.15	0.15	0.07	0.22	0.22	0.06	0.21	0.21
Sat Flow, veh/h	1781	3305	289	1781	3351	247	1781	3979	1040	1781	5106	1445
Grp Volume(v), veh/h	253	449	460	54	576	591	97	229	118	78	144	561
Grp Sat Flow(s),veh/h/ln	1781	1777	1817	1781	1777	1821	1781	1702	1615	1781	1702	1445
Q Serve(g_s), s	19.6	25.2	25.2	4.1	43.4	43.4	7.5	7.9	8.6	6.1	3.2	29.2
Cycle Q Clear(g_c), s	19.6	25.2	25.2	4.1	43.4	43.4	7.5	7.9	8.6	6.1	3.2	29.2
Prop In Lane	1.00		0.16	1.00		0.14	1.00		0.64	1.00		1.00
Lane Grp Cap(c), veh/h	249	833	851	197	790	810	119	750	356	98	1065	523
V/C Ratio(X)	1.01	0.54	0.54	0.27	0.73	0.73	0.82	0.31	0.33	0.79	0.14	1.07
Avail Cap(c_a), veh/h	249	833	851	197	790	810	198	750	356	244	1065	523
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.85	0.85	0.85	0.99	0.99	0.99	0.95	0.95	0.95
Uniform Delay (d), s/veh	60.2	26.5	26.5	62.0	51.7	51.7	64.5	45.6	45.9	65.4	45.1	46.1
Incr Delay (d2), s/veh	60.8	2.5	2.5	2.9	5.0	4.9	5.0	0.3	0.6	5.1	0.1	59.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.9	11.0	11.2	2.1	21.8	22.3	3.6	3.4	3.5	2.9	1.4	26.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	121.0	29.0	28.9	64.9	56.7	56.6	69.5	45.9	46.5	70.5	45.2	105.3
LnGrp LOS	F	C	C	E	E	E	E	D	D	E	D	F
Approach Vol, veh/h		1162			1221			444			783	
Approach Delay, s/veh		49.0			57.0			51.2			90.7	
Approach LOS		D			E			D			F	

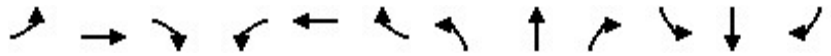
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	35.8	21.2	70.8	13.8	34.2	24.0	68.0
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.3	* 26	9.8	* 66	15.6	29.2	19.6	56.0
Max Q Clear Time (g_c+I1), s	8.1	10.6	6.1	27.2	9.5	31.2	21.6	45.4
Green Ext Time (p_c), s	0.1	2.0	0.0	9.3	0.0	0.0	0.0	4.8

Intersection Summary	
HCM 6th Ctrl Delay	61.0
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	824	99	36	173	0	0	0	0	133	164	1026
Future Volume (veh/h)	0	824	99	36	173	0	0	0	0	133	164	1026
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	896	108	39	188	0				145	178	1115
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1390	168	64	1787	0				338	1954	640
Arrive On Green	0.00	0.14	0.14	0.04	0.50	0.00				0.41	0.41	0.41
Sat Flow, veh/h	0	3285	385	1781	3647	0				821	4749	1555
Grp Volume(v), veh/h	0	499	505	39	188	0				323	0	1115
Grp Sat Flow(s),veh/h/ln	0	1777	1799	1781	1777	0				1829	1870	1555
Q Serve(g_s), s	0.0	37.1	37.1	3.0	3.9	0.0				17.7	0.0	57.6
Cycle Q Clear(g_c), s	0.0	37.1	37.1	3.0	3.9	0.0				17.7	0.0	57.6
Prop In Lane	0.00		0.21	1.00		0.00				0.45		1.00
Lane Grp Cap(c), veh/h	0	774	784	64	1787	0				753	1539	640
V/C Ratio(X)	0.00	0.64	0.64	0.61	0.11	0.00				0.43	0.00	1.74
Avail Cap(c_a), veh/h	0	774	784	122	1787	0				753	1539	640
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.89	0.89	0.85	0.85	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	49.7	49.7	66.5	18.3	0.0				29.4	0.0	41.2
Incr Delay (d2), s/veh	0.0	3.7	3.6	2.9	0.1	0.0				1.8	0.0	340.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.5	18.7	1.4	1.6	0.0				8.3	0.0	82.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	53.4	53.3	69.5	18.4	0.0				31.2	0.0	381.8
LnGrp LOS	A	D	D	E	B	A				C	A	F
Approach Vol, veh/h		1004			227						1438	
Approach Delay, s/veh		53.4			27.1						303.1	
Approach LOS		D			C						F	

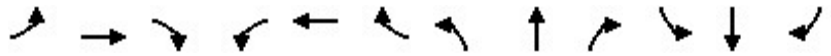
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.4	67.6		63.0		77.0
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	5.0	* 58		57.6		70.4
Max Q Clear Time (g_c+I1), s	5.0	39.1		59.6		5.9
Green Ext Time (p_c), s	0.0	1.9		0.0		0.4

Intersection Summary	
HCM 6th Ctrl Delay	185.7
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	735	264	0	0	145	152	41	102	58	0	0	0
Future Volume (veh/h)	735	264	0	0	145	152	41	102	58	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	790	284	0	0	156	163	44	110	62			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1368	1493	0	0	606	535	77	208	121			
Arrive On Green	0.40	0.80	0.00	0.00	0.34	0.34	0.08	0.08	0.08			
Sat Flow, veh/h	3456	1870	0	0	1870	1568	975	2623	1519			
Grp Volume(v), veh/h	790	284	0	0	156	163	82	72	62			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1568	1822	1777	1519			
Q Serve(g_s), s	14.3	2.9	0.0	0.0	5.1	6.1	3.5	3.1	3.1			
Cycle Q Clear(g_c), s	14.3	2.9	0.0	0.0	5.1	6.1	3.5	3.1	3.1			
Prop In Lane	1.00		0.00	0.00		1.00	0.54		1.00			
Lane Grp Cap(c), veh/h	1368	1493	0	0	606	535	144	141	121			
V/C Ratio(X)	0.58	0.19	0.00	0.00	0.26	0.30	0.57	0.51	0.51			
Avail Cap(c_a), veh/h	1368	1493	0	0	606	535	478	466	399			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.71	0.71	0.00	0.00	1.00	1.00	0.97	0.97	0.97			
Uniform Delay (d), s/veh	18.9	1.9	0.0	0.0	19.0	19.4	35.5	35.3	35.3			
Incr Delay (d2), s/veh	0.4	0.2	0.0	0.0	0.1	0.1	1.3	1.0	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.2	0.5	0.0	0.0	1.9	2.1	1.6	1.4	1.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.3	2.1	0.0	0.0	19.1	19.5	36.8	36.4	36.6			
LnGrp LOS	B	A	A	A	B	B	D	D	D			
Approach Vol, veh/h		1074			319			216				
Approach Delay, s/veh		14.8			19.3			36.6				
Approach LOS		B			B			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.8			36.6	32.2		11.2				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		49.2			23.8	* 21		21.0				
Max Q Clear Time (g_c+I1), s		4.9			16.3	8.1		5.5				
Green Ext Time (p_c), s		1.0			2.0	0.9		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

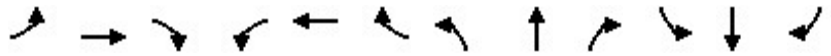
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	179	1589	442	0	0	1620
Future Volume (veh/h)	179	1589	442	0	0	1620
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	183	0	451	0	0	1653
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	215		3177	0	202	4965
Arrive On Green	0.12	0.00	0.64	0.00	0.00	0.79
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	183	0	451	0	0	1653
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	11.1	0.0	4.0	0.0	0.0	8.2
Cycle Q Clear(g_c), s	11.1	0.0	4.0	0.0	0.0	8.2
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	215		3177	0	202	4965
V/C Ratio(X)	0.85		0.14	0.00	0.00	0.33
Avail Cap(c_a), veh/h	487		3177	0	738	4965
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.00	0.98	0.00	0.00	0.92
Uniform Delay (d), s/veh	47.4	0.0	8.0	0.0	0.0	3.3
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	1.2	0.0	0.0	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.1	0.0	8.0	0.0	0.0	3.4
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	183	A	451			1653
Approach Delay, s/veh	50.1		8.0			3.4
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	16.9	75.0				91.9	18.1
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	45.6	20.1				70.1	30.1
Max Q Clear Time (g_c+I1), s	10.0	6.0				10.2	13.1
Green Ext Time (p_c), s	0.0	3.2				24.4	0.2

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



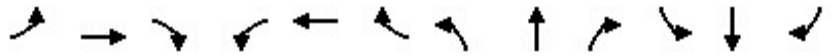
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	198	1620	140	137	287	0	0	191	48
Future Volume (veh/h)	0	0	0	198	1620	140	137	287	0	0	191	48
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.91
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				204	1670	144	141	296	0	0	197	49
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				268	2343	207	169	1456	0	0	537	122
Arrive On Green				0.17	0.17	0.17	0.19	0.57	0.00	0.00	0.13	0.13
Sat Flow, veh/h				508	4435	392	1781	5274	0	0	4241	927
Grp Volume(v), veh/h				741	621	657	141	296	0	0	162	84
Grp Sat Flow(s),veh/h/ln				1845	1702	1789	1781	1702	0	0	1702	1595
Q Serve(g_s), s				42.0	37.7	37.9	8.4	3.1	0.0	0.0	4.8	5.3
Cycle Q Clear(g_c), s				42.0	37.7	37.9	8.4	3.1	0.0	0.0	4.8	5.3
Prop In Lane				0.28		0.22	1.00		0.00	0.00		0.58
Lane Grp Cap(c), veh/h				974	899	945	169	1456	0	0	449	210
V/C Ratio(X)				0.76	0.69	0.69	0.83	0.20	0.00	0.00	0.36	0.40
Avail Cap(c_a), veh/h				974	899	945	269	1861	0	0	545	255
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.73	0.73	0.73	0.68	0.68	0.00	0.00	0.97	0.97
Uniform Delay (d), s/veh				38.8	37.0	37.1	43.7	17.6	0.0	0.0	43.5	43.8
Incr Delay (d2), s/veh				4.1	3.2	3.1	4.3	0.1	0.0	0.0	0.3	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				21.8	17.9	18.9	3.5	1.2	0.0	0.0	2.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				42.9	40.2	40.2	47.9	17.6	0.0	0.0	43.8	44.6
LnGrp LOS				D	D	D	D	B	A	A	D	D
Approach Vol, veh/h					2018			437			246	
Approach Delay, s/veh					41.2			27.4			44.1	
Approach LOS					D			C			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	16.4	20.9	64.0	37.3
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	16.6	* 18	58.1	40.1
Max Q Clear Time (g_c+I1), s	10.4	7.3	44.0	5.1
Green Ext Time (p_c), s	0.1	0.8	9.4	2.3

Intersection Summary	
HCM 6th Ctrl Delay	39.2
HCM 6th LOS	D

Notes

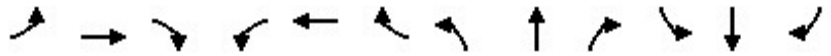
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	203	1923	0	0	0	0	0	164	64
Future Volume (veh/h)	0	0	0	203	1923	0	0	0	0	0	164	64
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.94
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				211	2003	0				0	171	67
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				333	3381	0				0	738	257
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				470	4949	0				0	3841	1277
Grp Volume(v), veh/h				829	1385	0				0	157	81
Grp Sat Flow(s),veh/h/ln				1847	1702	0				0	1702	1545
Q Serve(g_s), s				44.4	39.6	0.0				0.0	4.2	4.9
Cycle Q Clear(g_c), s				44.4	39.6	0.0				0.0	4.2	4.9
Prop In Lane				0.25		0.00				0.00		0.83
Lane Grp Cap(c), veh/h				1306	2408	0				0	684	310
V/C Ratio(X)				0.63	0.58	0.00				0.00	0.23	0.26
Avail Cap(c_a), veh/h				1306	2408	0				0	684	310
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				29.4	27.5	0.0				0.0	36.8	37.1
Incr Delay (d2), s/veh				2.4	1.0	0.0				0.0	0.8	2.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				22.7	18.3	0.0				0.0	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				31.7	28.5	0.0				0.0	37.6	39.1
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2214						238	
Approach Delay, s/veh					29.7						38.1	
Approach LOS					C						D	

Timer - Assigned Phs		4		6								
Phs Duration (G+Y+Rc), s		27.0		83.0								
Change Period (Y+Rc), s		4.9		5.2								
Max Green Setting (Gmax), s		22.1		77.8								
Max Q Clear Time (g_c+I1), s		6.9		46.4								
Green Ext Time (p_c), s		0.3		3.8								

Intersection Summary												
HCM 6th Ctrl Delay		30.5										
HCM 6th LOS		C										



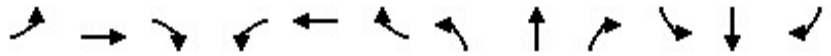
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2060	131	86	98	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2060	131	86	98	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2124	135	89	101	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3453	218	317	400	0			
Arrive On Green				0.00	0.23	0.23	0.20	0.20	0.00			
Sat Flow, veh/h				0	5070	309	1576	2086	0			
Grp Volume(v), veh/h				0	1470	789	101	89	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1807	1792	1777	0			
Q Serve(g_s), s				0.0	42.5	43.0	5.3	4.6	0.0			
Cycle Q Clear(g_c), s				0.0	42.5	43.0	5.3	4.6	0.0			
Prop In Lane				0.00		0.17	0.88		0.00			
Lane Grp Cap(c), veh/h				0	2398	1273	360	357	0			
V/C Ratio(X)				0.00	0.61	0.62	0.28	0.25	0.00			
Avail Cap(c_a), veh/h				0	2398	1273	360	357	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	28.8	29.0	37.2	37.0	0.0			
Incr Delay (d2), s/veh				0.0	1.2	2.3	1.9	1.7	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	19.7	21.5	2.5	2.2	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	30.0	31.3	39.2	38.6	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2259			190				
Approach Delay, s/veh					30.4			38.9				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						83.0		27.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.5		22.1				
Max Q Clear Time (g_c+I1), s						45.0		7.3				
Green Ext Time (p_c), s						23.2		0.9				

Intersection Summary	
HCM 6th Ctrl Delay	31.1
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	224	2229	0	0	0	0	0	145	41
Future Volume (veh/h)	0	0	0	224	2229	0	0	0	0	0	145	41
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				236	2346	0				0	153	43
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				322	3436	0				0	682	294
Arrive On Green				0.24	0.24	0.00				0.00	0.19	0.19
Sat Flow, veh/h				450	4970	0				0	3647	1531
Grp Volume(v), veh/h				969	1613	0				0	153	43
Grp Sat Flow(s),veh/h/ln				1848	1702	0				0	1777	1531
Q Serve(g_s), s				53.3	47.2	0.0				0.0	4.0	2.6
Cycle Q Clear(g_c), s				53.3	47.2	0.0				0.0	4.0	2.6
Prop In Lane				0.24		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1322	2435	0				0	682	294
V/C Ratio(X)				0.73	0.66	0.00				0.00	0.22	0.15
Avail Cap(c_a), veh/h				1322	2435	0				0	682	294
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				32.3	30.0	0.0				0.0	37.5	37.0
Incr Delay (d2), s/veh				3.6	1.4	0.0				0.0	0.8	1.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				27.6	22.0	0.0				0.0	1.8	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				35.9	31.4	0.0				0.0	38.3	38.0
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					2582						196	
Approach Delay, s/veh					33.1						38.2	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.0		84.0						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				21.1		78.7						
Max Q Clear Time (g_c+I1), s				6.0		55.3						
Green Ext Time (p_c), s				0.9		20.0						

Intersection Summary		
HCM 6th Ctrl Delay		33.5
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2341	64	62	41	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2341	64	62	41	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2439	67	65	43	0			
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3690	101	325	325	0			
Arrive On Green				0.00	0.72	0.72	0.18	0.18	0.00			
Sat Flow, veh/h				0	5274	140	1781	1870	0			
Grp Volume(v), veh/h				0	1622	884	65	43	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1841	1781	1777	0			
Q Serve(g_s), s				0.0	27.8	28.2	3.4	2.2	0.0			
Cycle Q Clear(g_c), s				0.0	27.8	28.2	3.4	2.2	0.0			
Prop In Lane				0.00		0.08	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2460	1331	325	325	0			
V/C Ratio(X)				0.00	0.66	0.66	0.20	0.13	0.00			
Avail Cap(c_a), veh/h				0	2460	1331	325	325	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	8.1	8.1	38.1	37.6	0.0			
Incr Delay (d2), s/veh				0.0	1.4	2.6	1.4	0.8	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	9.1	10.5	1.6	1.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	9.5	10.8	39.5	38.5	0.0			
LnGrp LOS				A	A	B	D	D	A			
Approach Vol, veh/h					2506			108				
Approach Delay, s/veh					9.9			39.1				
Approach LOS					A			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.0		25.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						79.5		20.1				
Max Q Clear Time (g_c+I1), s						30.2		5.4				
Green Ext Time (p_c), s						35.2		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B

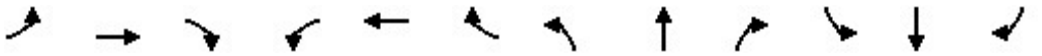
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	125	554	2	91	0	0	0	12
Future Vol, veh/h	0	0	0	0	125	554	2	91	0	0	0	12
Conflicting Peds, #/hr	6	0	0	0	0	6	15	0	0	0	0	15
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	130	577	2	95	0	0	0	13

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	80	713	-	-	-	375
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	80	713	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	899	356	0	0	0	623
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	919	434	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	881	354	-	-	-	619
Mov Cap-2 Maneuver	-	-	-	881	354	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	900	431	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	18.8	10.9
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	354	-	-	619
HCM Lane V/C Ratio	0.268	-	-	0.02
HCM Control Delay (s)	18.8	-	-	10.9
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.1	-	-	0.1



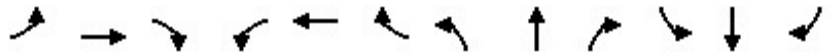
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	423	128	1127	687	0
Future Volume (veh/h)	0	0	0	0	0	0	0	423	128	1127	687	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	445	135	1186	723	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1977	609	2593	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.40	0.40	0.52	0.95	0.00
Sat Flow, veh/h		0					0	5149	1537	5023	1826	0
Grp Volume(v), veh/h		0.0					0	445	135	1186	723	0
Grp Sat Flow(s),veh/h/ln							0	1662	1537	1674	1826	0
Q Serve(g_s), s							0.0	6.5	6.4	16.5	3.4	0.0
Cycle Q Clear(g_c), s							0.0	6.5	6.4	16.5	3.4	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1977	609	2593	1740	0
V/C Ratio(X)							0.00	0.23	0.22	0.46	0.42	0.00
Avail Cap(c_a), veh/h							0	1977	609	2593	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.93	0.93	0.00
Uniform Delay (d), s/veh							0.0	22.0	22.0	16.9	0.2	0.0
Incr Delay (d2), s/veh							0.0	0.1	0.5	0.1	0.7	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	2.4	2.3	5.8	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	22.1	22.4	17.0	0.9	0.0
LnGrp LOS							A	C	C	B	A	A
Approach Vol, veh/h								580			1909	
Approach Delay, s/veh								22.2			10.9	
Approach LOS								C			B	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	61.2	48.8				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	23.6	* 41				68.8						
Max Q Clear Time (g_c+I1), s	18.5	8.5				5.4						
Green Ext Time (p_c), s	2.3	7.6				7.5						

Intersection Summary		
HCM 6th Ctrl Delay		13.5
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



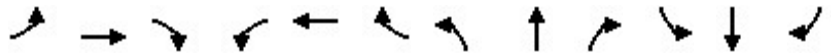
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱					↑↑↑↳		↰	↑↑↑	
Traffic Volume (veh/h)	63	1179	72	0	0	0	0	333	210	97	285	0
Future Volume (veh/h)	63	1179	72	0	0	0	0	333	210	97	285	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97				1.00		0.95	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	65	1215	74				0	343	216	100	294	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	154	3061	942				0	621	276	130	1509	0
Arrive On Green	0.20	0.20	0.20				0.00	0.18	0.18	0.15	0.59	0.00
Sat Flow, veh/h	252	5010	1542				0	3572	1513	1781	5274	0
Grp Volume(v), veh/h	480	800	74				0	343	216	100	294	0
Grp Sat Flow(s),veh/h/ln	1858	1702	1542				0	1702	1513	1781	1702	0
Q Serve(g_s), s	24.8	22.4	4.3				0.0	10.1	15.0	5.9	2.9	0.0
Cycle Q Clear(g_c), s	24.8	22.4	4.3				0.0	10.1	15.0	5.9	2.9	0.0
Prop In Lane	0.14		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1135	2079	942				0	621	276	130	1509	0
V/C Ratio(X)	0.42	0.38	0.08				0.00	0.55	0.78	0.77	0.19	0.00
Avail Cap(c_a), veh/h	1135	2079	942				0	901	400	350	2534	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.09	0.09	0.09				0.00	1.00	1.00	0.89	0.89	0.00
Uniform Delay (d), s/veh	27.0	26.0	18.8				0.0	40.9	42.9	46.1	16.4	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0				0.0	0.9	6.6	3.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	10.2	1.5				0.0	4.2	6.0	2.6	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.1	26.1	18.8				0.0	41.7	49.5	49.3	16.5	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1354						559			394	
Approach Delay, s/veh		26.0						44.7			24.8	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	72.1	37.9	12.4	25.5
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.1	54.6	21.6	* 29
Max Q Clear Time (g_c+I1), s	26.8	4.9	7.9	17.0
Green Ext Time (p_c), s	11.7	1.6	0.1	3.1

Intersection Summary	
HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C

Notes

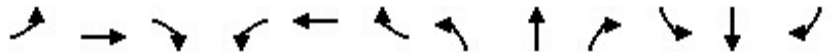
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



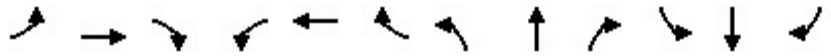
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1489	49	0	0	0	0	0	0	147	239	0
Future Volume (veh/h)	0	1489	49	0	0	0	0	0	0	147	239	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1535	51							152	246	0
Peak Hour Factor	0.97	0.97	0.97							0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3046	101							552	1055	0
Arrive On Green	0.00	0.20	0.20							0.10	0.10	0.00
Sat Flow, veh/h	0	5238	168							1781	3572	0
Grp Volume(v), veh/h	0	1031	555							152	246	0
Grp Sat Flow(s),veh/h/ln	0	1702	1834							1781	1702	0
Q Serve(g_s), s	0.0	29.7	29.7							8.7	7.3	0.0
Cycle Q Clear(g_c), s	0.0	29.7	29.7							8.7	7.3	0.0
Prop In Lane	0.00		0.09							1.00		0.00
Lane Grp Cap(c), veh/h	0	2046	1102							552	1055	0
V/C Ratio(X)	0.00	0.50	0.50							0.28	0.23	0.00
Avail Cap(c_a), veh/h	0	2046	1102							552	1055	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	29.5	29.5							38.0	37.3	0.0
Incr Delay (d2), s/veh	0.0	0.9	1.6							1.2	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.7	15.0							4.3	3.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	30.4	31.1							39.2	37.9	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1586									398	
Approach Delay, s/veh		30.6									38.4	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	71.0	39.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	66.1	34.1
Max Q Clear Time (g_c+I1), s	31.7	10.7
Green Ext Time (p_c), s	4.9	1.0

Intersection Summary	
HCM 6th Ctrl Delay	32.2
HCM 6th LOS	C



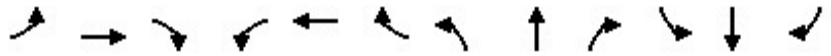
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	1851	0	0	0	0	0	103	222	0	0	0
Future Volume (veh/h)	73	1851	0	0	0	0	0	103	222	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	75	1908	0				0	106	229			
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	108	2913	0				0	599	494			
Arrive On Green	0.19	0.19	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	187	5246	0				0	1870	1465			
Grp Volume(v), veh/h	745	1238	0				0	106	229			
Grp Sat Flow(s),veh/h/ln	1861	1702	0				0	1777	1465			
Q Serve(g_s), s	41.1	36.9	0.0				0.0	4.6	13.5			
Cycle Q Clear(g_c), s	41.1	36.9	0.0				0.0	4.6	13.5			
Prop In Lane	0.10		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1068	1953	0				0	599	494			
V/C Ratio(X)	0.70	0.63	0.00				0.00	0.18	0.46			
Avail Cap(c_a), veh/h	1068	1953	0				0	599	494			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	35.7	34.0	0.0				0.0	25.7	28.6			
Incr Delay (d2), s/veh	3.8	1.6	0.0				0.0	0.6	3.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	21.6	17.2	0.0				0.0	2.1	5.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.5	35.5	0.0				0.0	26.3	31.7			
LnGrp LOS	D	D	A				A	C	C			
Approach Vol, veh/h		1983						335				
Approach Delay, s/veh		37.0						30.0				
Approach LOS		D						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		68.0						42.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		63.1						37.1				
Max Q Clear Time (g_c+I1), s		43.1						15.5				
Green Ext Time (p_c), s		14.2						2.3				
Intersection Summary												
HCM 6th Ctrl Delay			36.0									
HCM 6th LOS			D									



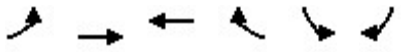
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2215	85	0	0	0	0	0	0	150	235	0
Future Volume (veh/h)	0	2215	85	0	0	0	0	0	0	150	235	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2260	87							153	240	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3351	128							439	875	0
Arrive On Green	0.00	0.22	0.22							0.08	0.08	0.00
Sat Flow, veh/h	0	5211	193							1781	3647	0
Grp Volume(v), veh/h	0	1522	825							153	240	0
Grp Sat Flow(s),veh/h/ln	0	1702	1832							1781	1777	0
Q Serve(g_s), s	0.0	45.0	45.4							8.9	7.0	0.0
Cycle Q Clear(g_c), s	0.0	45.0	45.4							8.9	7.0	0.0
Prop In Lane	0.00		0.11							1.00		0.00
Lane Grp Cap(c), veh/h	0	2262	1217							439	875	0
V/C Ratio(X)	0.00	0.67	0.68							0.35	0.27	0.00
Avail Cap(c_a), veh/h	0	2262	1217							439	875	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	32.0	32.1							42.2	41.3	0.0
Incr Delay (d2), s/veh	0.0	1.6	3.0							2.2	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	20.9	23.2							4.5	3.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	33.6	35.2							44.4	42.1	0.0
LnGrp LOS	A	C	D							D	D	A
Approach Vol, veh/h		2347									393	
Approach Delay, s/veh		34.2									43.0	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	78.0	32.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	73.1	27.1
Max Q Clear Time (g_c+I1), s	47.4	10.9
Green Ext Time (p_c), s	20.1	1.8

Intersection Summary	
HCM 6th Ctrl Delay	35.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	2060	0	0	0	0	0	55	46	0	0	0
Future Volume (veh/h)	63	2060	0	0	0	0	0	55	46	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	66	2168	0				0	58	48			
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	103	3589	0				0	408	303			
Arrive On Green	0.23	0.23	0.00				0.00	0.21	0.21			
Sat Flow, veh/h	146	5289	0				0	2036	1445			
Grp Volume(v), veh/h	840	1394	0				0	53	53			
Grp Sat Flow(s),veh/h/ln	1863	1702	0				0	1777	1610			
Q Serve(g_s), s	44.8	40.1	0.0				0.0	2.6	3.0			
Cycle Q Clear(g_c), s	44.8	40.1	0.0				0.0	2.6	3.0			
Prop In Lane	0.08		0.00				0.00		0.90			
Lane Grp Cap(c), veh/h	1306	2386	0				0	373	338			
V/C Ratio(X)	0.64	0.58	0.00				0.00	0.14	0.16			
Avail Cap(c_a), veh/h	1306	2386	0				0	373	338			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	29.8	28.0	0.0				0.0	35.4	35.5			
Incr Delay (d2), s/veh	2.4	1.1	0.0				0.0	0.8	1.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	23.1	18.5	0.0				0.0	1.2	1.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.3	29.1	0.0				0.0	36.2	36.5			
LnGrp LOS	C	C	A				A	D	D			
Approach Vol, veh/h		2234						106				
Approach Delay, s/veh		30.3						36.3				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		82.0						28.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		77.1						23.1				
Max Q Clear Time (g_c+I1), s		46.8						5.0				
Green Ext Time (p_c), s		21.8						0.5				
Intersection Summary												
HCM 6th Ctrl Delay			30.6									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	28	806	736	70	95	177
Future Volume (veh/h)	28	806	736	70	95	177
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	30	867	791	75	102	190
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	38	3841	3293	310	479	220
Arrive On Green	0.02	0.77	1.00	1.00	0.14	0.14
Sat Flow, veh/h	1781	5149	4788	436	3456	1585
Grp Volume(v), veh/h	30	867	567	299	102	190
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1736	1728	1585
Q Serve(g_s), s	2.0	5.7	0.0	0.0	3.1	13.8
Cycle Q Clear(g_c), s	2.0	5.7	0.0	0.0	3.1	13.8
Prop In Lane	1.00			0.25	1.00	1.00
Lane Grp Cap(c), veh/h	38	3841	2366	1236	479	220
V/C Ratio(X)	0.79	0.23	0.24	0.24	0.21	0.86
Avail Cap(c_a), veh/h	175	3841	2366	1236	1262	579
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.97	0.97	1.00	1.00
Uniform Delay (d), s/veh	57.5	3.8	0.0	0.0	45.1	49.7
Incr Delay (d2), s/veh	12.3	0.1	0.2	0.4	0.1	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.4	0.1	0.2	1.3	11.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	69.8	3.9	0.2	0.4	45.2	53.7
LnGrp LOS	E	A	A	A	D	D
Approach Vol, veh/h		897	866		292	
Approach Delay, s/veh		6.1	0.3		50.7	
Approach LOS		A	A		D	

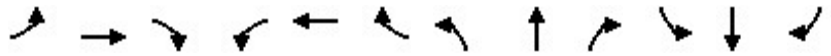
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		96.7		21.3	6.9	89.8
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 64		43.1	11.6	48.2
Max Q Clear Time (g_c+I1), s		7.7		15.8	4.0	2.0
Green Ext Time (p_c), s		18.6		0.5	0.0	15.6

Intersection Summary		
HCM 6th Ctrl Delay		10.0
HCM 6th LOS		A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	889	26	29	836	17	13	0	19	9	0	9
Future Volume (veh/h)	124	889	26	29	836	17	13	0	19	9	0	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.88	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	916	27	30	862	0	13	0	20	9	0	9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	704	3468	102	60	1618		40	0	31	268	0	117
Arrive On Green	0.79	1.00	1.00	0.03	0.32	0.00	0.02	0.00	0.02	0.08	0.00	0.08
Sat Flow, veh/h	1781	4972	146	1781	4985	1585	1781	0	1403	3456	0	1505
Grp Volume(v), veh/h	128	612	331	30	862	0	13	0	20	9	0	9
Grp Sat Flow(s),veh/h/ln	1781	1662	1795	1781	1662	1585	1781	0	1403	1728	0	1505
Q Serve(g_s), s	2.1	0.0	0.0	2.0	16.7	0.0	0.8	0.0	1.7	0.3	0.0	0.7
Cycle Q Clear(g_c), s	2.1	0.0	0.0	2.0	16.7	0.0	0.8	0.0	1.7	0.3	0.0	0.7
Prop In Lane	1.00		0.08	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	704	2318	1252	60	1618		40	0	31	268	0	117
V/C Ratio(X)	0.18	0.26	0.26	0.50	0.53		0.33	0.00	0.64	0.03	0.00	0.08
Avail Cap(c_a), veh/h	704	2318	1252	130	1618		92	0	73	996	0	434
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.7	0.0	0.0	56.0	32.5	0.0	56.8	0.0	57.2	50.3	0.0	50.5
Incr Delay (d2), s/veh	0.0	0.3	0.5	2.3	1.3	0.0	1.7	0.0	7.7	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.1	0.2	0.9	6.6	0.0	0.4	0.0	0.7	0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.8	0.3	0.5	58.3	33.8	0.0	58.5	0.0	64.9	50.4	0.0	50.6
LnGrp LOS	A	A	A	E	C		E	A	E	D	A	D
Approach Vol, veh/h		1071			892	A		33			18	
Approach Delay, s/veh		1.2			34.6			62.4			50.5	
Approach LOS		A			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	88.0		14.1	52.3	44.1		7.5
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	8.6	49.4		34.0	19.6	* 38		6.1
Max Q Clear Time (g_c+I1), s	4.0	2.0		2.7	4.1	18.7		3.7
Green Ext Time (p_c), s	0.0	14.0		0.0	0.1	8.8		0.0

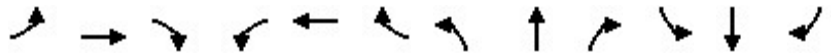
Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	268	820	98	220	1173	0	103	43	182	0	26	149
Future Volume (veh/h)	268	820	98	220	1173	0	103	43	182	0	26	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	298	911	109	244	1303	0	114	48	0	0	29	166
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	775	3068	1044	305	1634	0	204	110		0	128	181
Arrive On Green	0.44	0.62	0.62	0.09	0.26	0.00	0.06	0.06	0.00	0.00	0.07	0.07
Sat Flow, veh/h	1781	4985	1544	3456	6537	0	3456	1870	1585	0	1870	2631
Grp Volume(v), veh/h	298	911	109	244	1303	0	114	48	0	0	29	166
Grp Sat Flow(s),veh/h/ln	1781	1662	1544	1728	1570	0	1728	1870	1585	0	1870	1316
Q Serve(g_s), s	13.4	10.1	2.9	8.2	22.9	0.0	3.8	2.9	0.0	0.0	1.7	7.4
Cycle Q Clear(g_c), s	13.4	10.1	2.9	8.2	22.9	0.0	3.8	2.9	0.0	0.0	1.7	7.4
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	775	3068	1044	305	1634	0	204	110		0	128	181
V/C Ratio(X)	0.38	0.30	0.10	0.80	0.80	0.00	0.56	0.43		0.00	0.23	0.92
Avail Cap(c_a), veh/h	775	3068	1044	486	1634	0	1054	571		0	128	181
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	22.6	10.7	6.7	52.8	40.7	0.0	54.0	53.6	0.0	0.0	52.0	54.6
Incr Delay (d2), s/veh	0.1	0.2	0.2	0.2	0.4	0.0	0.9	1.0	0.0	0.0	0.9	44.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	3.4	1.1	3.5	8.5	0.0	1.7	1.4	0.0	0.0	0.8	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.7	10.9	6.9	53.0	41.1	0.0	54.9	54.6	0.0	0.0	52.9	99.1
LnGrp LOS	C	B	A	D	D	A	D	D		A	D	F
Approach Vol, veh/h		1318			1547			162	A		195	
Approach Delay, s/veh		13.3			43.0			54.8			92.2	
Approach LOS		B			D			D			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.8	78.3		13.0	57.0	36.1		11.9
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	16.6	37.4		8.1	23.6	* 31		36.0
Max Q Clear Time (g_c+I1), s	10.2	12.1		9.4	15.4	24.9		5.8
Green Ext Time (p_c), s	0.2	12.1		0.0	0.3	5.1		0.3

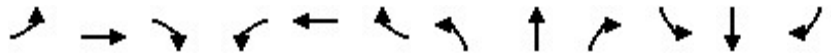
Intersection Summary	
HCM 6th Ctrl Delay	34.4
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



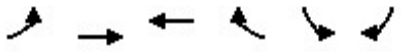
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	0	27	7	8	23	16	253	10	27	292	48
Future Volume (veh/h)	60	0	27	7	8	23	16	253	10	27	292	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	24	28	7	15	20	17	266	11	28	307	51
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	127	56	65	23	48	61	201	1040	43	207	917	150
Arrive On Green	0.07	0.07	0.07	0.04	0.04	0.04	0.11	0.30	0.30	0.12	0.30	0.30
Sat Flow, veh/h	1781	783	914	586	1255	1573	1781	3470	143	1781	3030	496
Grp Volume(v), veh/h	46	0	52	22	0	20	17	136	141	28	178	180
Grp Sat Flow(s),veh/h/ln	1781	0	1698	1841	0	1573	1781	1777	1836	1781	1777	1749
Q Serve(g_s), s	0.8	0.0	1.0	0.4	0.0	0.4	0.3	2.0	2.0	0.5	2.6	2.7
Cycle Q Clear(g_c), s	0.8	0.0	1.0	0.4	0.0	0.4	0.3	2.0	2.0	0.5	2.6	2.7
Prop In Lane	1.00		0.54	0.32		1.00	1.00		0.08	1.00		0.28
Lane Grp Cap(c), veh/h	127	0	121	71	0	61	201	532	550	207	538	530
V/C Ratio(X)	0.36	0.00	0.43	0.31	0.00	0.33	0.08	0.25	0.26	0.14	0.33	0.34
Avail Cap(c_a), veh/h	264	0	252	1584	0	1353	211	1581	1634	264	1634	1609
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	15.0	15.8	0.0	15.8	13.4	9.0	9.0	13.4	9.1	9.1
Incr Delay (d2), s/veh	1.3	0.0	1.8	0.9	0.0	1.2	0.1	0.2	0.2	0.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.4	0.2	0.0	0.1	0.1	0.5	0.6	0.2	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.2	0.0	16.8	16.7	0.0	16.9	13.5	9.1	9.1	13.5	9.4	9.4
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		98			42			294			386	
Approach Delay, s/veh		16.5			16.8			9.4			9.7	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	14.1		6.4	7.8	14.2		5.3
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	5.9	30.0		5.0	4.0	31.0		29.0
Max Q Clear Time (g_c+I1), s	2.5	4.0		3.0	2.3	4.7		2.4
Green Ext Time (p_c), s	0.0	1.2		0.0	0.0	1.7		0.1

Intersection Summary	
HCM 6th Ctrl Delay	10.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	187	10	10	90	131	195
Future Volume (veh/h)	187	10	10	90	131	195
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	213	0	11	0	144	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	837	440	688		284	
Arrive On Green	0.24	0.00	0.37	0.00	0.08	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	213	0	11	0	144	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	1.9	0.0	0.1	0.0	1.5	0.0
Cycle Q Clear(g_c), s	1.9	0.0	0.1	0.0	1.5	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	837	440	688		284	
V/C Ratio(X)	0.25	0.00	0.02		0.51	
Avail Cap(c_a), veh/h	1029	540	688		1180	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	11.8	0.0	7.7	0.0	16.7	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.0	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.0	0.0	7.7	0.0	18.1	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		213	11	A	144	A
Approach Delay, s/veh		12.0	7.7		18.1	
Approach LOS		B	A		B	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	12.9		7.1		18.0
Change Period (Y+Rc), s	4.0		4.0		4.0
Max Green Setting (Gmax), s	11.0		13.0		14.0
Max Q Clear Time (g_c+I1), s	3.9		3.5		2.1
Green Ext Time (p_c), s	0.4		0.3		0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

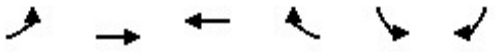
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	132	81	0	2	2
Future Vol, veh/h	13	132	81	0	2	2
Conflicting Peds, #/hr	6	0	0	6	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	155	95	0	2	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	101	0	-	0	209	55
Stage 1	-	-	-	-	101	-
Stage 2	-	-	-	-	108	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1489	-	-	-	760	1000
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1480	-	-	-	743	993
Mov Cap-2 Maneuver	-	-	-	-	743	-
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	899	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1480	-	-	-	850
HCM Lane V/C Ratio	0.01	-	-	-	0.006
HCM Control Delay (s)	7.5	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑	↑↑↑↑		↑	
Traffic Volume (veh/h)	0	2351	2498	0	0	0
Future Volume (veh/h)	0	2351	2498	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1900
Adj Flow Rate, veh/h	0	2555	2715	0	1412	1406
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	0
Cap, veh/h	0	2574	2574	0	9999	9999
Arrive On Green	0.00	0.40	0.40	0.00	0.40	0.40
Sat Flow, veh/h	0	6958	6958	2516	3693	4886
Grp Volume(v), veh/h	0	2555	2715	0	1412	1406
Grp Sat Flow(s),veh/h/ln	0	1609	1609	0	1781	1610
Q Serve(g_s), s	0.0	17.8	18.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	17.8	18.0	0.0	0.0	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2574	2574	1006	6773	2954
V/C Ratio(X)	0.00	0.99	1.05	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	2574	2574	1006	6773	2954
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	13.4	13.5	0.0	8.1	8.1
Incr Delay (d2), s/veh	0.0	16.1	34.4	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.1	10.4	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	29.6	47.9	0.0	8.1	8.1
LnGrp LOS	A	C	F	A	A	A
Approach Vol, veh/h		2555	2715	1077	1255	04
Approach Delay, s/veh		29.6	47.9		8.1	
Approach LOS		C	D		A	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	19.8	2.0	20.0
Green Ext Time (p_c), s	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

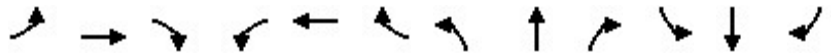
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2590	22	56	714	17	59
Future Volume (veh/h)	2590	22	56	714	17	59
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.95	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	2670	23	58	736	18	61
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	2	2	5	2	2
Cap, veh/h	4974	1187	100	5389	99	79
Arrive On Green	0.79	0.79	0.06	1.00	0.06	0.06
Sat Flow, veh/h	6537	1498	3456	6537	1781	1427
Grp Volume(v), veh/h	2670	23	58	736	18	61
Grp Sat Flow(s),veh/h/ln	1570	1498	1728	1570	1781	1427
Q Serve(g_s), s	18.2	0.4	1.9	0.0	1.1	5.0
Cycle Q Clear(g_c), s	18.2	0.4	1.9	0.0	1.1	5.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	4974	1187	100	5389	99	79
V/C Ratio(X)	0.54	0.02	0.58	0.14	0.18	0.77
Avail Cap(c_a), veh/h	4974	1187	193	5389	485	388
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.10	0.10	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.4	2.6	54.9	0.0	53.2	55.0
Incr Delay (d2), s/veh	0.0	0.0	2.0	0.1	0.3	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.1	0.8	0.0	0.5	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.5	2.6	56.9	0.1	53.5	60.8
LnGrp LOS	A	A	E	A	D	E
Approach Vol, veh/h	2693			794	79	
Approach Delay, s/veh	4.5			4.2	59.1	
Approach LOS	A			A	E	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.8	98.7			106.5	11.5
Change Period (Y+Rc), s	4.4	5.3			5.3	4.9
Max Green Setting (Gmax), s	6.6	64.7			75.7	32.1
Max Q Clear Time (g_c+I1), s	3.9	20.2			2.0	7.0
Green Ext Time (p_c), s	0.0	43.3			14.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	5.6
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	2459	1	8	337	99	1	0	1	5	0	5
Future Volume (veh/h)	15	2459	1	8	337	99	1	0	1	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	0.98		0.97	0.98		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	2561	1	8	351	103	1	0	1	5	0	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	25	4151	2	60	4085	1103	62	11	28	111	0	55
Arrive On Green	0.02	1.00	1.00	0.03	0.83	0.83	0.04	0.00	0.04	0.04	0.00	0.04
Sat Flow, veh/h	1781	5147	2	1781	4942	1334	463	308	771	1381	0	1545
Grp Volume(v), veh/h	16	1654	908	8	333	121	2	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	1825	1781	1570	1565	1542	0	0	1381	0	1545
Q Serve(g_s), s	1.1	0.0	0.0	0.5	1.6	1.7	0.0	0.0	0.0	0.2	0.0	0.4
Cycle Q Clear(g_c), s	1.1	0.0	0.0	0.5	1.6	1.7	0.1	0.0	0.0	0.4	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.85	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	25	2680	1472	60	3894	1294	101	0	0	111	0	55
V/C Ratio(X)	0.65	0.62	0.62	0.13	0.09	0.09	0.02	0.00	0.00	0.05	0.00	0.09
Avail Cap(c_a), veh/h	85	2680	1472	69	3894	1294	444	0	0	436	0	419
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.6	0.0	0.0	55.3	1.9	1.9	54.9	0.0	0.0	55.0	0.0	55.0
Incr Delay (d2), s/veh	8.4	0.9	1.6	0.4	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.3	0.7	0.2	0.3	0.3	0.1	0.0	0.0	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.1	0.9	1.6	55.7	2.0	2.1	54.9	0.0	0.0	55.1	0.0	55.3
LnGrp LOS	E	A	A	E	A	A	D	A	A	E	A	E
Approach Vol, veh/h		2578			462			2			10	
Approach Delay, s/veh		1.5			2.9			54.9			55.2	
Approach LOS		A			A			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	100.5		9.1	6.0	102.8		9.1				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.6	66.8		32.0	5.6	65.8		32.0				
Max Q Clear Time (g_c+I1), s	2.5	2.0		2.4	3.1	3.7		2.1				
Green Ext Time (p_c), s	0.0	60.0		0.0	0.0	6.8		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	2.0
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2444	11	27	534	0	28
Future Volume (veh/h)	2444	11	27	534	0	28
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.92	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1870	1826	1900	1900
Adj Flow Rate, veh/h	2520	11	28	551	0	29
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	5	2	5	0	0
Cap, veh/h	3416	15	46	3892	0	42
Arrive On Green	0.67	0.67	0.03	0.78	0.00	0.03
Sat Flow, veh/h	5285	22	1781	5149	0	1540
Grp Volume(v), veh/h	1634	897	28	551	0	30
Grp Sat Flow(s),veh/h/ln	1662	1820	1781	1662	0	1593
Q Serve(g_s), s	16.1	16.2	0.8	1.4	0.0	0.9
Cycle Q Clear(g_c), s	16.1	16.2	0.8	1.4	0.0	0.9
Prop In Lane		0.01	1.00		0.00	0.97
Lane Grp Cap(c), veh/h	2217	1214	46	3892	0	43
V/C Ratio(X)	0.74	0.74	0.61	0.14	0.00	0.69
Avail Cap(c_a), veh/h	2233	1222	150	4206	0	580
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.5	5.5	24.1	1.4	0.0	24.1
Incr Delay (d2), s/veh	1.9	3.4	4.8	0.1	0.0	17.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.0	0.3	0.0	0.0	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.3	8.9	28.9	1.4	0.0	41.9
LnGrp LOS	A	A	C	A	A	D
Approach Vol, veh/h	2531			579	30	
Approach Delay, s/veh	7.9			2.7	41.9	
Approach LOS	A			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.7	38.6				44.3	5.8
Change Period (Y+Rc), s	4.4	5.2				5.2	4.4
Max Green Setting (Gmax), s	4.3	33.6				42.2	18.2
Max Q Clear Time (g_c+I1), s	2.8	18.2				3.4	2.9
Green Ext Time (p_c), s	0.0	15.2				9.6	0.0

Intersection Summary	
HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	32.8

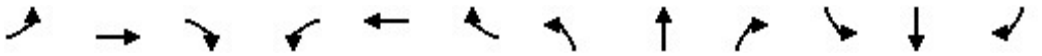
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	257	0	0	1314	688
Future Vol, veh/h	0	257	0	0	1314	688
Conflicting Peds, #/hr	0	0	5	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	273	0	0	1398	732

Major/Minor	Minor2			Major2	
Conflicting Flow All	1769	1070		-	0
Stage 1	1769	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	124	~ 186		-	-
Stage 1	80	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	123	~ 185		-	-
Mov Cap-2 Maneuver	123	-		-	-
Stage 1	80	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	288.5	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	185	-	-
HCM Lane V/C Ratio	-	1.478	-	-
HCM Control Delay (s)	0	288.5	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	17.1	-	-

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



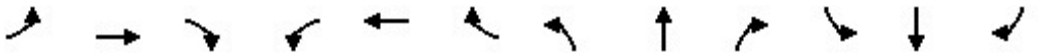
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	504	46	55	500	202	40	40	31	176	41	149
Future Volume (veh/h)	99	504	46	55	500	202	40	40	31	176	41	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	101	514	47	56	510	206	41	41	32	180	42	152
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	129	2171	658	72	2009	610	364	390	328	544	681	602
Arrive On Green	0.02	0.14	0.14	0.04	0.39	0.39	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1781	5106	1548	1781	5106	1550	791	1017	854	1317	1777	1571
Grp Volume(v), veh/h	101	514	47	56	510	206	56	0	58	180	42	152
Grp Sat Flow(s),veh/h/ln	1781	1702	1548	1781	1702	1550	1123	0	1539	1317	1777	1571
Q Serve(g_s), s	5.8	9.1	2.7	3.2	6.9	9.5	2.0	0.0	2.4	10.3	1.5	6.7
Cycle Q Clear(g_c), s	5.8	9.1	2.7	3.2	6.9	9.5	8.7	0.0	2.4	12.8	1.5	6.7
Prop In Lane	1.00		1.00	1.00		1.00	0.73		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	129	2171	658	72	2009	610	492	0	590	544	681	602
V/C Ratio(X)	0.79	0.24	0.07	0.78	0.25	0.34	0.11	0.00	0.10	0.33	0.06	0.25
Avail Cap(c_a), veh/h	272	2171	658	185	2009	610	492	0	590	544	681	602
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.0	29.1	26.4	48.5	20.8	21.6	22.7	0.0	20.1	24.2	19.9	21.5
Incr Delay (d2), s/veh	3.8	0.2	0.2	6.3	0.3	1.4	0.5	0.0	0.3	1.0	0.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	3.9	1.0	1.5	2.6	3.5	1.0	0.0	0.9	3.3	0.6	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.8	29.4	26.6	54.7	21.1	23.1	23.1	0.0	20.5	25.3	20.0	22.1
LnGrp LOS	D	C	C	D	C	C	C	A	C	C	B	C
Approach Vol, veh/h		662			772			114			374	
Approach Delay, s/veh		32.7			24.1			21.8			23.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	49.5		44.0	11.8	46.2		44.0				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	10.6	* 37		39.1	15.6	31.9		39.1				
Max Q Clear Time (g_c+I1), s	5.2	11.1		14.8	7.8	11.5		10.7				
Green Ext Time (p_c), s	0.0	5.8		4.2	0.1	8.4		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		26.8
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



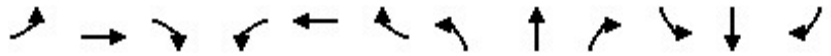
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	374	0	0	449	253	0	0	0	267	0	36
Future Volume (veh/h)	24	374	0	0	449	253	0	0	0	267	0	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	411	0	0	493	0	0	0	0	330	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	2660	0	2	2434		0	2	2	477	254	0
Arrive On Green	0.02	0.75	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.14	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3515	1870	0
Grp Volume(v), veh/h	26	411	0	0	493	0	0	0	0	330	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1758	1870	0
Q Serve(g_s), s	1.5	3.4	0.0	0.0	11.5	0.0	0.0	0.0	0.0	9.1	0.0	0.0
Cycle Q Clear(g_c), s	1.5	3.4	0.0	0.0	11.5	0.0	0.0	0.0	0.0	9.1	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	36	2660	0	2	2434		0	2	2	477	254	0
V/C Ratio(X)	0.71	0.15	0.00	0.00	0.20		0.00	0.00	0.00	0.69	0.00	0.00
Avail Cap(c_a), veh/h	176	2660	0	176	2434		0	182	154	1279	680	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.92	0.00	0.00	0.00	0.00	0.81	0.00	0.00
Uniform Delay (d), s/veh	49.7	3.6	0.0	0.0	16.9	0.0	0.0	0.0	0.0	42.0	0.0	0.0
Incr Delay (d2), s/veh	9.2	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.9	0.0	0.0	5.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.9	3.8	0.0	0.0	17.1	0.0	0.0	0.0	0.0	42.6	0.0	0.0
LnGrp LOS	E	A	A	A	B		A	A	A	D	A	A
Approach Vol, veh/h		437			493	A		0			330	
Approach Delay, s/veh		7.1			17.1			0.0			42.6	
Approach LOS		A			B						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	82.2		19.8	6.5	75.8		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.1	* 25		37.1	10.1	23.8		9.9				
Max Q Clear Time (g_c+I1), s	0.0	5.4		11.1	3.5	13.5		0.0				
Green Ext Time (p_c), s	0.0	5.7		0.6	0.0	3.6		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	20.3	
HCM 6th LOS	C	

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



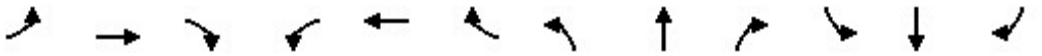
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	248	265	152	85	234	136	172	719	102	150	794	109
Future Volume (veh/h)	248	265	152	85	234	136	172	719	102	150	794	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	258	276	158	89	244	142	179	749	106	156	827	114
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	484	267	112	430	282	237	1521	215	212	1706	744
Arrive On Green	0.16	0.22	0.22	0.06	0.12	0.12	0.07	0.49	0.49	0.06	0.48	0.48
Sat Flow, veh/h	1781	2179	1204	1781	3554	1530	3456	3121	442	3456	3554	1551
Grp Volume(v), veh/h	258	223	211	89	244	142	179	426	429	156	827	114
Grp Sat Flow(s),veh/h/ln	1781	1777	1606	1781	1777	1530	1728	1777	1786	1728	1777	1551
Q Serve(g_s), s	16.5	13.0	13.6	5.7	7.5	6.3	5.9	18.8	18.8	5.1	18.3	2.5
Cycle Q Clear(g_c), s	16.5	13.0	13.6	5.7	7.5	6.3	5.9	18.8	18.8	5.1	18.3	2.5
Prop In Lane	1.00		0.75	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	285	395	357	112	430	282	237	866	870	212	1706	744
V/C Ratio(X)	0.91	0.57	0.59	0.79	0.57	0.50	0.76	0.49	0.49	0.74	0.48	0.15
Avail Cap(c_a), veh/h	316	564	510	192	888	480	435	866	870	238	1706	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.9	40.1	40.4	53.6	48.1	20.8	53.1	20.1	20.1	53.5	20.4	4.6
Incr Delay (d2), s/veh	25.3	0.5	0.6	4.7	0.4	0.5	1.9	2.0	2.0	8.1	1.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	5.7	5.4	2.7	3.4	0.6	2.6	8.1	8.2	2.5	7.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.2	40.6	41.0	58.3	48.6	21.3	54.9	22.1	22.1	61.6	21.4	5.0
LnGrp LOS	E	D	D	E	D	C	D	C	C	E	C	A
Approach Vol, veh/h		692			475			1034			1097	
Approach Delay, s/veh		52.9			42.3			27.7			25.4	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	61.8	11.7	31.0	12.3	61.0	23.7	18.9
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	8.6	* 40	12.5	36.8	14.6	32.8	20.6	* 29
Max Q Clear Time (g_c+I1), s	7.7	20.8	7.7	15.6	7.9	20.3	18.5	9.5
Green Ext Time (p_c), s	0.0	1.9	0.0	1.0	0.1	2.1	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	34.3
HCM 6th LOS	C

Notes

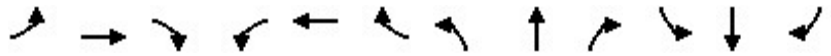
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	539	149	234	229	74	171	176	571	122	233	82
Future Volume (veh/h)	74	539	149	234	229	74	171	176	571	122	233	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.92	1.00		0.83
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	580	160	252	246	80	184	189	614	131	251	88
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	946	595	320	563	459	214	1240	655	160	1131	418
Arrive On Green	0.06	0.27	0.27	0.09	0.30	0.30	0.12	0.35	0.35	0.09	0.32	0.32
Sat Flow, veh/h	1781	3554	1520	3456	1870	1526	1781	3554	1457	1781	3554	1313
Grp Volume(v), veh/h	80	580	160	252	246	80	184	189	614	131	251	88
Grp Sat Flow(s),veh/h/ln	1781	1777	1520	1728	1870	1526	1781	1777	1457	1781	1777	1313
Q Serve(g_s), s	5.1	16.5	8.3	8.2	12.2	4.5	11.7	4.2	40.2	8.3	6.0	5.6
Cycle Q Clear(g_c), s	5.1	16.5	8.3	8.2	12.2	4.5	11.7	4.2	40.2	8.3	6.0	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	946	595	320	563	459	214	1240	655	160	1131	418
V/C Ratio(X)	0.78	0.61	0.27	0.79	0.44	0.17	0.86	0.15	0.94	0.82	0.22	0.21
Avail Cap(c_a), veh/h	463	1233	718	899	649	529	463	1240	655	463	1233	455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.6	37.1	24.3	51.2	32.4	29.7	49.8	25.8	31.1	51.6	28.8	28.7
Incr Delay (d2), s/veh	4.8	0.8	0.3	1.7	0.3	0.1	3.9	0.1	21.2	4.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	7.2	3.0	3.6	5.6	1.7	5.4	1.8	19.8	3.9	2.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.4	37.9	24.6	52.9	32.7	29.8	53.6	25.9	52.3	55.5	28.9	28.8
LnGrp LOS	E	D	C	D	C	C	D	C	D	E	C	C
Approach Vol, veh/h		820			578			987			470	
Approach Delay, s/veh		37.3			41.1			47.5			36.3	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	36.6	19.3	43.4	12.0	40.6	15.7	46.9
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	10.2	18.5	13.7	8.0	7.1	14.2	10.3	42.2
Green Ext Time (p_c), s	0.4	5.5	0.2	1.3	0.1	1.2	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	41.4
HCM 6th LOS	D



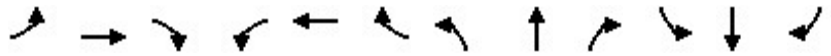
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	0	130	64	0	73	28	650	26	69	538	17
Future Volume (veh/h)	82	0	130	64	0	73	28	650	26	69	538	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	0.99		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	0	148	73	0	83	32	739	30	78	611	19
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	41	269	518	0	544	52	1702	69	100	1859	58
Arrive On Green	0.30	0.00	0.30	0.30	0.00	0.30	0.03	0.34	0.34	0.06	0.37	0.37
Sat Flow, veh/h	431	138	907	1235	0	1532	1781	5032	204	1781	5087	158
Grp Volume(v), veh/h	241	0	0	73	0	83	32	499	270	78	408	222
Grp Sat Flow(s),veh/h/ln	1477	0	0	1235	0	1532	1781	1702	1831	1781	1702	1840
Q Serve(g_s), s	3.1	0.0	0.0	0.0	0.0	1.8	0.8	5.4	5.4	2.1	4.1	4.1
Cycle Q Clear(g_c), s	6.2	0.0	0.0	2.1	0.0	1.8	0.8	5.4	5.4	2.1	4.1	4.1
Prop In Lane	0.39		0.61	1.00		1.00	1.00		0.11	1.00		0.09
Lane Grp Cap(c), veh/h	543	0	0	518	0	544	52	1152	620	100	1244	672
V/C Ratio(X)	0.44	0.00	0.00	0.14	0.00	0.15	0.62	0.43	0.44	0.78	0.33	0.33
Avail Cap(c_a), veh/h	1320	0	0	1182	0	1376	1122	4289	2307	1122	4289	2318
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	0.0	0.0	12.5	0.0	10.5	22.9	12.2	12.2	22.2	10.9	10.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.0	4.4	0.3	0.6	4.9	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	0.5	0.0	0.5	0.4	1.8	2.0	0.9	1.3	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.1	0.0	0.0	12.5	0.0	10.6	27.3	12.6	12.9	27.1	11.1	11.2
LnGrp LOS	B	A	A	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		241			156			801			708	
Approach Delay, s/veh		14.1			11.5			13.3			12.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.1	21.5		19.0	5.8	22.8		19.0
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	4.1	7.4		8.2	2.8	6.1		4.1
Green Ext Time (p_c), s	0.1	8.3		1.1	0.0	5.5		0.4

Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	22	205	256	63	201	216	590	24	35	1273	73
Future Volume (veh/h)	159	22	205	256	63	201	216	590	24	35	1273	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.84	1.00		0.87	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	167	23	216	269	66	212	227	621	25	37	1340	77
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	326	231	290	431	317	253	1735	756	48	1296	74
Arrive On Green	0.11	0.17	0.17	0.16	0.23	0.23	0.14	0.49	0.49	0.03	0.38	0.38
Sat Flow, veh/h	1781	1870	1328	1781	1870	1375	1781	3554	1547	1781	3415	196
Grp Volume(v), veh/h	167	23	216	269	66	212	227	621	25	37	696	721
Grp Sat Flow(s),veh/h/ln	1781	1870	1328	1781	1870	1375	1781	1777	1547	1781	1777	1834
Q Serve(g_s), s	14.6	1.6	25.4	23.5	4.4	22.2	19.8	17.1	1.3	3.3	60.0	60.0
Cycle Q Clear(g_c), s	14.6	1.6	25.4	23.5	4.4	22.2	19.8	17.1	1.3	3.3	60.0	60.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	189	326	231	290	431	317	253	1735	756	48	674	696
V/C Ratio(X)	0.88	0.07	0.93	0.93	0.15	0.67	0.90	0.36	0.03	0.77	1.03	1.04
Avail Cap(c_a), veh/h	338	355	252	338	431	317	338	1735	756	338	674	696
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.7	54.6	64.4	65.3	48.5	55.3	66.7	25.1	21.0	76.4	49.0	49.0
Incr Delay (d2), s/veh	5.2	0.0	36.5	27.2	0.1	4.4	22.8	0.2	0.0	9.4	43.0	43.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.8	11.0	12.9	2.1	8.1	10.7	7.4	0.5	1.6	34.5	35.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.9	54.6	100.9	92.4	48.6	59.7	89.5	25.2	21.1	85.8	92.1	92.7
LnGrp LOS	E	D	F	F	D	E	F	C	C	F	F	F
Approach Vol, veh/h		406			547			873			1454	
Approach Delay, s/veh		87.6			74.5			41.8			92.2	
Approach LOS		F			E			D			F	

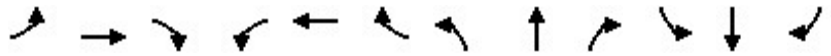
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	85.9	30.1	32.4	26.8	68.7	21.2	41.3
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	15.3	19.1	25.5	27.4	21.8	62.0	16.6	24.2
Green Ext Time (p_c), s	0.0	6.3	0.2	0.2	0.6	0.0	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	75.3
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



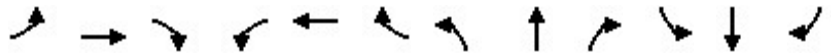
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	402	33	218	84	0	0	0	0	544	88	38
Future Volume (veh/h)	0	402	33	218	84	0	0	0	0	544	88	38
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	432	35	234	90	0				653	0	41
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	353	705	311	384	734	0				889	0	709
Arrive On Green	0.00	0.20	0.20	0.22	0.22	0.00				0.25	0.00	0.25
Sat Flow, veh/h	1781	3554	1569	1781	3572	0				3563	0	1583
Grp Volume(v), veh/h	0	432	35	234	90	0				653	0	41
Grp Sat Flow(s),veh/h/ln	1781	1777	1569	1781	1702	0				1781	0	1583
Q Serve(g_s), s	0.0	4.8	0.8	5.1	0.9	0.0				7.3	0.0	0.6
Cycle Q Clear(g_c), s	0.0	4.8	0.8	5.1	0.9	0.0				7.3	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	353	705	311	384	734	0				889	0	709
V/C Ratio(X)	0.00	0.61	0.11	0.61	0.12	0.00				0.73	0.00	0.06
Avail Cap(c_a), veh/h	2480	4948	2185	2480	4740	0				2894	0	1600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.8	14.2	15.3	13.6	0.0				14.9	0.0	6.7
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.8	0.1	0.0				0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	0.2	1.8	0.3	0.0				2.5	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.1	14.2	17.0	13.7	0.0				15.3	0.0	6.8
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		467			324						694	
Approach Delay, s/veh		15.9			16.1						14.8	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		12.5		17.0		13.6
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		6.8		9.3		7.1
Green Ext Time (p_c), s		1.8		1.4		2.2

Intersection Summary	
HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	910	0	0	276	273	24	15	80	38	0	252
Future Volume (veh/h)	92	910	0	0	276	273	24	15	80	38	0	252
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	101	1000	0	0	303	300	26	16	88	42	0	277
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	136	1497	0	0	489	436	186	26	142	51	0	335
Arrive On Green	0.08	0.42	0.00	0.00	0.27	0.27	0.10	0.10	0.10	0.24	0.00	0.24
Sat Flow, veh/h	1781	3647	0	0	1870	1585	1781	247	1356	208	0	1373
Grp Volume(v), veh/h	101	1000	0	0	303	300	26	0	104	319	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1603	1582	0	0
Q Serve(g_s), s	3.6	14.6	0.0	0.0	9.6	10.9	0.9	0.0	4.0	12.3	0.0	0.0
Cycle Q Clear(g_c), s	3.6	14.6	0.0	0.0	9.6	10.9	0.9	0.0	4.0	12.3	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.85	0.13		0.87
Lane Grp Cap(c), veh/h	136	1497	0	0	489	436	186	0	167	386	0	0
V/C Ratio(X)	0.74	0.67	0.00	0.00	0.62	0.69	0.14	0.00	0.62	0.83	0.00	0.00
Avail Cap(c_a), veh/h	832	3318	0	0	1659	1480	1109	0	998	985	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.1	15.0	0.0	0.0	20.4	20.8	26.2	0.0	27.6	23.0	0.0	0.0
Incr Delay (d2), s/veh	9.3	0.2	0.0	0.0	1.6	2.3	0.1	0.0	1.4	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.7	0.0	0.0	3.6	3.7	0.4	0.0	1.5	4.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.3	15.2	0.0	0.0	21.9	23.2	26.3	0.0	29.0	24.7	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	C	C	A	A
Approach Vol, veh/h		1101			603			130			319	
Approach Delay, s/veh		17.3			22.5			28.4			24.7	
Approach LOS		B			C			C			C	

Timer - Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		31.5		19.7	9.4	22.1		13.1
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s		16.6		14.3	5.6	12.9		6.0
Green Ext Time (p_c), s		4.7		1.5	0.3	4.8		0.4

Intersection Summary	
HCM 6th Ctrl Delay	20.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

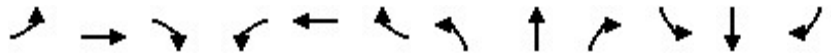
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	822	206	258	392	0	0	0	0	897	415	179
Future Volume (veh/h)	0	822	206	258	392	0	0	0	0	897	415	179
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	865	217	272	413	0				944	437	188
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1479	646	357	2032	0				1109	582	491
Arrive On Green	0.00	0.42	0.42	0.14	0.76	0.00				0.31	0.31	0.31
Sat Flow, veh/h	0	3647	1553	3456	3647	0				3563	1870	1576
Grp Volume(v), veh/h	0	865	217	272	413	0				944	437	188
Grp Sat Flow(s),veh/h/ln	0	1777	1553	1728	1777	0				1781	1870	1576
Q Serve(g_s), s	0.0	15.8	8.0	6.4	2.8	0.0				20.9	17.6	7.8
Cycle Q Clear(g_c), s	0.0	15.8	8.0	6.4	2.8	0.0				20.9	17.6	7.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1479	646	357	2032	0				1109	582	491
V/C Ratio(X)	0.00	0.58	0.34	0.76	0.20	0.00				0.85	0.75	0.38
Avail Cap(c_a), veh/h	0	1479	646	703	2032	0				1361	715	602
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.79	0.79	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	18.9	16.6	35.2	4.6	0.0				27.1	26.0	22.6
Incr Delay (d2), s/veh	0.0	1.3	1.1	1.2	0.2	0.0				3.8	2.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.0	2.7	2.5	0.9	0.0				9.1	7.9	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.3	17.7	36.5	4.9	0.0				30.9	28.6	22.8
LnGrp LOS	A	C	B	D	A	A				C	C	C
Approach Vol, veh/h		1082			685						1569	
Approach Delay, s/veh		19.8			17.4						29.3	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.1	39.9		31.1		52.9
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	17.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.4	17.8		22.9		4.8
Green Ext Time (p_c), s	0.3	1.8		3.3		3.0

Intersection Summary	
HCM 6th Ctrl Delay	23.8
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

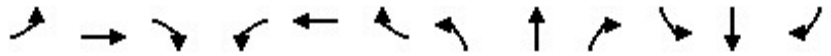


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	311	1394	0	0	523	477	121	256	40	0	0	0
Future Volume (veh/h)	311	1394	0	0	523	477	121	256	40	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	327	1467	0	0	551	502	127	269	42			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1195	2625	0	0	1189	530	207	480	74			
Arrive On Green	0.69	1.00	0.00	0.00	0.33	0.33	0.14	0.14	0.14			
Sat Flow, veh/h	3456	3647	0	0	3647	1585	1431	3313	514			
Grp Volume(v), veh/h	327	1467	0	0	551	502	160	135	144			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	1799	1702	1758			
Q Serve(g_s), s	3.0	0.0	0.0	0.0	10.3	25.9	7.0	6.2	6.4			
Cycle Q Clear(g_c), s	3.0	0.0	0.0	0.0	10.3	25.9	7.0	6.2	6.4			
Prop In Lane	1.00		0.00	0.00		1.00	0.80		0.29			
Lane Grp Cap(c), veh/h	1195	2625	0	0	1189	530	260	246	254			
V/C Ratio(X)	0.27	0.56	0.00	0.00	0.46	0.95	0.61	0.55	0.56			
Avail Cap(c_a), veh/h	1195	2625	0	0	1189	530	602	569	588			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.57	0.57	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	8.9	0.0	0.0	0.0	22.0	27.2	33.7	33.4	33.5			
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.0	1.3	27.9	0.9	0.7	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.0	0.2	0.0	0.0	4.1	12.9	3.1	2.5	2.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.0	0.5	0.0	0.0	23.3	55.1	34.6	34.1	34.2			
LnGrp LOS	A	A	A	A	C	E	C	C	C			
Approach Vol, veh/h		1794			1053			438				
Approach Delay, s/veh		2.0			38.5			34.3				
Approach LOS		A			D			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		66.9			33.9	33.0		17.1				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			5.0	27.9		9.0				
Green Ext Time (p_c), s		17.8			0.7	0.1		1.6				

Intersection Summary	
HCM 6th Ctrl Delay	18.0
HCM 6th LOS	B

Notes

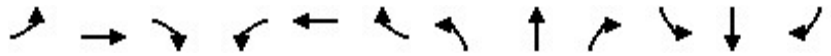
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	24	45	21	1285	25	0	0	0
Future Volume (veh/h)	0	0	0	0	24	45	21	1285	25	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.99			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	25	47	22	1353	26			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	32	60	110	3358	64			
Arrive On Green				0.00	0.05	0.05	0.68	0.68	0.68			
Sat Flow, veh/h				0	581	1093	28	4971	95			
Grp Volume(v), veh/h				0	0	72	513	426	463			
Grp Sat Flow(s),veh/h/ln				0	0	1674	1861	1549	1683			
Q Serve(g_s), s				0.0	0.0	1.7	0.0	5.1	5.1			
Cycle Q Clear(g_c), s				0.0	0.0	1.7	5.0	5.1	5.1			
Prop In Lane				0.00		0.65	0.04		0.06			
Lane Grp Cap(c), veh/h				0	0	92	1349	1046	1137			
V/C Ratio(X)				0.00	0.00	0.78	0.38	0.41	0.41			
Avail Cap(c_a), veh/h				0	0	1626	2792	2257	2454			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	19.2	3.0	3.0	3.0			
Incr Delay (d2), s/veh				0.0	0.0	5.4	0.3	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.8	0.7	0.6	0.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	24.6	3.2	3.4	3.3			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					72			1401				
Approach Delay, s/veh					24.6			3.3				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	33.4							7.8				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	7.1							3.7				
Green Ext Time (p_c), s	20.7							0.3				

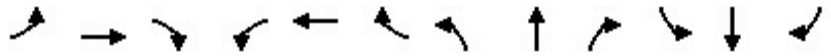
Intersection Summary												
HCM 6th Ctrl Delay			4.4									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	245	126	277	354	85	197	381	72	159	1022	68
Future Volume (veh/h)	89	245	126	277	354	85	197	381	72	159	1022	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	95	261	134	295	377	90	210	405	77	169	1087	72
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	319	270	325	417	99	240	1600	296	199	1695	112
Arrive On Green	0.07	0.17	0.17	0.18	0.29	0.29	0.13	0.37	0.37	0.11	0.35	0.35
Sat Flow, veh/h	1781	1870	1579	1781	1459	348	1781	4326	799	1781	4890	324
Grp Volume(v), veh/h	95	261	134	295	0	467	210	316	166	169	756	403
Grp Sat Flow(s),veh/h/ln	1781	1870	1579	1781	0	1807	1781	1702	1721	1781	1702	1810
Q Serve(g_s), s	6.0	15.5	8.8	18.6	0.0	28.6	13.3	7.4	7.7	10.7	21.4	21.5
Cycle Q Clear(g_c), s	6.0	15.5	8.8	18.6	0.0	28.6	13.3	7.4	7.7	10.7	21.4	21.5
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.46	1.00		0.18
Lane Grp Cap(c), veh/h	120	319	270	325	0	516	240	1259	636	199	1180	627
V/C Ratio(X)	0.79	0.82	0.50	0.91	0.00	0.90	0.87	0.25	0.26	0.85	0.64	0.64
Avail Cap(c_a), veh/h	465	651	550	465	0	629	465	1778	899	465	1778	945
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.8	45.9	43.2	46.0	0.0	39.5	48.7	25.2	25.3	50.1	31.5	31.6
Incr Delay (d2), s/veh	4.3	2.0	0.5	13.4	0.0	14.7	3.9	0.2	0.4	3.9	1.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	7.4	3.5	9.5	0.0	14.8	6.1	3.0	3.2	4.9	8.8	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	47.9	43.7	59.4	0.0	54.2	52.6	25.3	25.7	54.0	32.6	33.5
LnGrp LOS	E	D	D	E	A	D	D	C	C	D	C	C
Approach Vol, veh/h		490			762			692			1328	
Approach Delay, s/veh		48.5			56.2			33.7			35.6	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	47.8	25.4	24.5	19.9	45.1	12.2	37.7
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	12.7	9.7	20.6	17.5	15.3	23.5	8.0	30.6
Green Ext Time (p_c), s	0.2	6.2	0.3	1.3	0.2	16.3	0.1	2.1

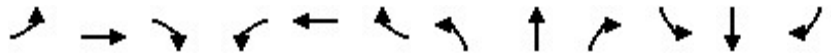
Intersection Summary	
HCM 6th Ctrl Delay	41.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	263	301	83	193	0	0	0	0	225	2117	361
Future Volume (veh/h)	0	263	301	83	193	0	0	0	0	225	2117	361
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	283	324	89	208	0				242	2276	388
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	499	422	156	484	0				1073	2661	437
Arrive On Green	0.00	0.27	0.27	0.27	0.27	0.00				0.60	0.60	0.60
Sat Flow, veh/h	0	1870	1581	353	1900	0				1781	4418	725
Grp Volume(v), veh/h	0	283	324	125	172	0				242	1734	930
Grp Sat Flow(s),veh/h/ln	0	1870	1581	551	1617	0				1781	1702	1739
Q Serve(g_s), s	0.0	13.0	18.8	10.9	8.7	0.0				6.2	41.0	45.4
Cycle Q Clear(g_c), s	0.0	13.0	18.8	23.9	8.7	0.0				6.2	41.0	45.4
Prop In Lane	0.00		1.00	0.71		0.00				1.00		0.42
Lane Grp Cap(c), veh/h	0	499	422	209	431	0				1073	2050	1048
V/C Ratio(X)	0.00	0.57	0.77	0.60	0.40	0.00				0.23	0.85	0.89
Avail Cap(c_a), veh/h	0	565	478	243	488	0				1076	2057	1051
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	31.5	33.6	39.6	29.9	0.0				9.1	16.0	16.9
Incr Delay (d2), s/veh	0.0	0.4	5.5	2.3	0.4	0.0				0.2	3.7	9.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.9	7.8	3.1	3.4	0.0				2.3	15.3	19.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.8	39.0	41.8	30.3	0.0				9.3	19.7	26.7
LnGrp LOS	A	C	D	D	C	A				A	B	C
Approach Vol, veh/h		607			297						2906	
Approach Delay, s/veh		35.7			35.2						21.1	
Approach LOS		D			D						C	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		33.2		66.1		33.2
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		20.8		47.4		25.9
Green Ext Time (p_c), s		1.3		12.4		0.6

Intersection Summary	
HCM 6th Ctrl Delay	24.5
HCM 6th LOS	C



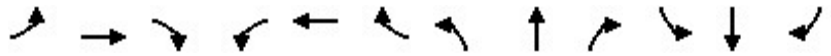
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	47	250	0	22	13	255	1334	47	0	0	0
Future Volume (veh/h)	203	47	250	0	22	13	255	1334	47	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	214	49	263	0	23	14	268	1404	49			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	428	69	1240	0	295	179	916	1801	63			
Arrive On Green	0.27	0.27	0.27	0.00	0.27	0.27	0.51	0.51	0.51			
Sat Flow, veh/h	1106	253	1570	0	1089	663	1781	3501	122			
Grp Volume(v), veh/h	263	0	263	0	0	37	268	711	742			
Grp Sat Flow(s),veh/h/ln	1359	0	1570	0	0	1751	1781	1777	1847			
Q Serve(g_s), s	8.4	0.0	0.0	0.0	0.0	0.8	4.4	16.4	16.5			
Cycle Q Clear(g_c), s	9.2	0.0	0.0	0.0	0.0	0.8	4.4	16.4	16.5			
Prop In Lane	0.81		1.00	0.00		0.38	1.00		0.07			
Lane Grp Cap(c), veh/h	496	0	1240	0	0	474	916	914	950			
V/C Ratio(X)	0.53	0.00	0.21	0.00	0.00	0.08	0.29	0.78	0.78			
Avail Cap(c_a), veh/h	960	0	1745	0	0	1036	1036	1034	1074			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	17.2	0.0	1.4	0.0	0.0	13.8	7.0	10.0	10.0			
Incr Delay (d2), s/veh	0.9	0.0	0.1	0.0	0.0	0.0	0.2	3.4	3.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.6	0.0	3.7	0.0	0.0	0.3	1.3	5.6	5.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1	0.0	1.5	0.0	0.0	13.8	7.2	13.4	13.3			
LnGrp LOS	B	A	A	A	A	B	A	B	B			
Approach Vol, veh/h		526			37			1721				
Approach Delay, s/veh		9.8			13.8			12.4				
Approach LOS		A			B			B				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	30.6	20.1	20.1
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	18.5	11.2	2.8
Green Ext Time (p_c), s	7.6	2.5	0.1

Intersection Summary	
HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	6	28	126	3	10	4	579	200	215	1333	9
Future Volume (veh/h)	5	6	28	126	3	10	4	579	200	215	1333	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	7	33	147	3	12	5	673	233	250	1550	10
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	442	67	317	418	77	309	10	2044	630	376	2638	17
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.01	0.40	0.40	0.11	0.50	0.50
Sat Flow, veh/h	1385	283	1332	1355	324	1297	1781	5106	1574	3456	5234	34
Grp Volume(v), veh/h	6	0	40	147	0	15	5	673	233	250	1008	552
Grp Sat Flow(s),veh/h/ln	1385	0	1615	1355	0	1621	1781	1702	1574	1728	1702	1864
Q Serve(g_s), s	0.2	0.0	1.1	5.6	0.0	0.4	0.2	5.4	6.1	4.1	12.3	12.3
Cycle Q Clear(g_c), s	0.6	0.0	1.1	6.7	0.0	0.4	0.2	5.4	6.1	4.1	12.3	12.3
Prop In Lane	1.00		0.82	1.00		0.80	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	442	0	384	418	0	386	10	2044	630	376	1715	939
V/C Ratio(X)	0.01	0.00	0.10	0.35	0.00	0.04	0.53	0.33	0.37	0.66	0.59	0.59
Avail Cap(c_a), veh/h	1052	0	1096	1015	0	1100	907	5197	1602	1759	3465	1897
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.5	0.0	17.6	20.2	0.0	17.3	29.2	12.2	12.4	25.2	10.3	10.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	15.7	0.2	0.6	0.8	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.4	1.7	0.0	0.2	0.1	1.8	2.0	1.6	3.7	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5	0.0	17.6	20.4	0.0	17.3	45.0	12.4	13.1	26.0	10.6	10.9
LnGrp LOS	B	A	B	C	A	B	D	B	B	C	B	B
Approach Vol, veh/h		46			162			911			1810	
Approach Delay, s/veh		17.6			20.1			12.7			12.8	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.8	29.3		18.8	4.7	35.4		18.8
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	6.1	8.1		3.1	2.2	14.3		8.7
Green Ext Time (p_c), s	0.4	11.9		0.1	0.0	15.4		0.3

Intersection Summary	
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

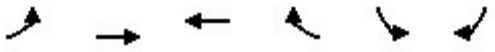
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3280	12	0	1587	0	1
Future Vol, veh/h	3280	12	0	1587	0	1
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	5	2	2	5	2	2
Mvmt Flow	3347	12	0	1619	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1681
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	71
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	71
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	56.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	71	-	-	-
HCM Lane V/C Ratio	0.014	-	-	-
HCM Control Delay (s)	56.4	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1229	2096	1687	138	87	17
Future Volume (veh/h)	1229	2096	1687	138	87	17
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1280	2183	1757	0	91	18
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	1072	4210	2479		118	105
Arrive On Green	0.31	0.84	0.50	0.00	0.07	0.07
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1280	2183	1757	0	91	18
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	36.6	14.3	32.3	0.0	5.9	1.3
Cycle Q Clear(g_c), s	36.6	14.3	32.3	0.0	5.9	1.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1072	4210	2479		118	105
V/C Ratio(X)	1.19	0.52	0.71		0.77	0.17
Avail Cap(c_a), veh/h	1072	4210	2479		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.75	0.00	1.00	1.00
Uniform Delay (d), s/veh	40.7	2.5	23.0	0.0	54.2	52.0
Incr Delay (d2), s/veh	96.7	0.5	1.3	0.0	3.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.2	2.2	12.0	0.0	2.7	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	137.4	3.0	24.3	0.0	58.1	52.3
LnGrp LOS	F	A	C		E	D
Approach Vol, veh/h		3463	1757	A	109	
Approach Delay, s/veh		52.7	24.3		57.2	
Approach LOS		D	C		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		105.0		13.0	41.0	64.0
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	36.6	* 37
Max Q Clear Time (g_c+I1), s		16.3		7.9	38.6	34.3
Green Ext Time (p_c), s		57.1		0.1	0.0	2.4

Intersection Summary	
HCM 6th Ctrl Delay	43.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	286	1329	93	104	741	112	97	305	146	206	778	573
Future Volume (veh/h)	286	1329	93	104	741	112	97	305	146	206	778	573
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	333	1545	108	121	862	130	113	355	170	240	905	666
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	360	1657	115	138	1156	174	135	473	212	262	1065	647
Arrive On Green	0.20	0.49	0.49	0.03	0.12	0.12	0.08	0.14	0.14	0.15	0.21	0.21
Sat Flow, veh/h	1781	3367	234	1781	3095	467	1781	3437	1540	1781	5106	1566
Grp Volume(v), veh/h	333	811	842	121	495	497	113	351	174	240	905	666
Grp Sat Flow(s),veh/h/ln	1781	1777	1824	1781	1777	1785	1781	1702	1573	1781	1702	1566
Q Serve(g_s), s	25.7	59.6	61.0	9.5	37.6	37.6	8.8	13.9	15.0	18.6	23.9	29.2
Cycle Q Clear(g_c), s	25.7	59.6	61.0	9.5	37.6	37.6	8.8	13.9	15.0	18.6	23.9	29.2
Prop In Lane	1.00		0.13	1.00		0.26	1.00		0.98	1.00		1.00
Lane Grp Cap(c), veh/h	360	874	898	138	664	667	135	468	216	262	1065	647
V/C Ratio(X)	0.93	0.93	0.94	0.88	0.75	0.75	0.83	0.75	0.80	0.92	0.85	1.03
Avail Cap(c_a), veh/h	440	874	898	138	664	667	156	511	236	262	1065	647
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.90	0.90	0.90	0.99	0.99	0.99	0.83	0.83	0.83
Uniform Delay (d), s/veh	54.8	33.2	33.5	67.5	55.0	55.0	63.8	58.1	58.5	58.9	53.3	41.4
Incr Delay (d2), s/veh	22.9	17.2	18.3	45.6	6.8	6.7	24.4	5.7	16.9	29.5	5.8	40.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.6	28.6	30.2	6.2	19.2	19.3	4.9	6.3	7.0	10.5	10.7	28.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.7	50.4	51.9	113.2	61.7	61.7	88.2	63.8	75.4	88.4	59.1	81.5
LnGrp LOS	E	D	D	F	E	E	F	E	E	F	E	F
Approach Vol, veh/h		1986			1113			638			1811	
Approach Delay, s/veh		55.6			67.3			71.3			71.2	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	24.3	16.7	74.1	15.0	34.2	32.7	58.1
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	20.6	* 21	10.6	* 69	12.3	29.2	34.6	44.3
Max Q Clear Time (g_c+I1), s	10.6	17.0	11.5	63.0	10.8	31.2	27.7	39.6
Green Ext Time (p_c), s	0.0	1.3	0.0	5.1	0.0	0.0	0.6	2.3

Intersection Summary	
HCM 6th Ctrl Delay	64.8
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1445	156	38	193	0	0	0	0	299	670	794
Future Volume (veh/h)	0	1445	156	38	193	0	0	0	0	299	670	794
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1537	166	40	205	0				318	713	845
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	3005	321	62	3533	0				532	1309	522
Arrive On Green	0.00	0.62	0.62	0.04	0.99	0.00				0.33	0.33	0.33
Sat Flow, veh/h	0	3332	346	1781	3647	0				1599	3933	1569
Grp Volume(v), veh/h	0	836	867	40	205	0				356	675	845
Grp Sat Flow(s),veh/h/ln	0	1777	1807	1781	1777	0				1790	1870	1569
Q Serve(g_s), s	0.0	36.4	37.4	3.1	0.0	0.0				23.2	20.6	46.6
Cycle Q Clear(g_c), s	0.0	36.4	37.4	3.1	0.0	0.0				23.2	20.6	46.6
Prop In Lane	0.00		0.19	1.00		0.00				0.89		1.00
Lane Grp Cap(c), veh/h	0	1649	1677	62	3533	0				596	1245	522
V/C Ratio(X)	0.00	0.51	0.52	0.64	0.06	0.00				0.60	0.54	1.62
Avail Cap(c_a), veh/h	0	1649	1677	62	3533	0				596	1245	522
HCM Platoon Ratio	1.00	0.67	0.67	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.22	0.22	0.77	0.77	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	8.8	9.0	66.7	0.0	0.0				38.9	38.0	46.7
Incr Delay (d2), s/veh	0.0	0.2	0.3	12.6	0.0	0.0				4.4	1.7	286.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.8	14.4	1.6	0.0	0.0				11.1	9.9	59.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.0	9.2	79.3	0.0	0.0				43.3	39.7	333.4
LnGrp LOS	A	A	A	E	A	A				D	D	F
Approach Vol, veh/h		1703			245						1876	
Approach Delay, s/veh		9.1			13.0						172.7	
Approach LOS		A			B						F	

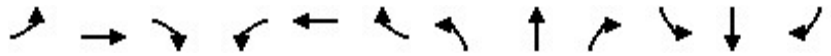
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.3	138.2		52.0		147.5
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	4.9	* 74		46.6		81.4
Max Q Clear Time (g_c+I1), s	5.1	39.4		48.6		2.0
Green Ext Time (p_c), s	0.0	4.3		0.0		0.4

Intersection Summary	
HCM 6th Ctrl Delay	89.6
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	791	922	0	0	197	161	42	246	124	0	0	0
Future Volume (veh/h)	791	922	0	0	197	161	42	246	124	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	851	991	0	0	212	173	45	265	133			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1438	1364	0	0	479	372	74	463	217			
Arrive On Green	0.42	0.73	0.00	0.00	0.25	0.25	0.15	0.15	0.15			
Sat Flow, veh/h	3456	1870	0	0	1997	1478	502	3120	1462			
Grp Volume(v), veh/h	851	991	0	0	197	188	166	144	133			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1604	1845	1777	1462			
Q Serve(g_s), s	15.3	24.4	0.0	0.0	7.5	7.9	6.7	6.0	6.8			
Cycle Q Clear(g_c), s	15.3	24.4	0.0	0.0	7.5	7.9	6.7	6.0	6.8			
Prop In Lane	1.00		0.00	0.00		0.92	0.27		1.00			
Lane Grp Cap(c), veh/h	1438	1364	0	0	447	404	274	264	217			
V/C Ratio(X)	0.59	0.73	0.00	0.00	0.44	0.47	0.60	0.55	0.61			
Avail Cap(c_a), veh/h	1438	1364	0	0	466	421	484	466	384			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.31	0.31	0.00	0.00	1.00	1.00	0.95	0.95	0.95			
Uniform Delay (d), s/veh	18.1	6.2	0.0	0.0	25.2	25.4	31.9	31.6	31.9			
Incr Delay (d2), s/veh	0.2	1.1	0.0	0.0	0.3	0.3	0.8	0.6	1.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.5	6.1	0.0	0.0	3.0	2.9	3.0	2.6	2.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	7.3	0.0	0.0	25.4	25.7	32.6	32.2	32.9			
LnGrp LOS	B	A	A	A	C	C	C	C	C			
Approach Vol, veh/h		1842			385			443				
Approach Delay, s/veh		12.4			25.6			32.6				
Approach LOS		B			C			C				

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		63.2			38.2	25.0		16.8				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		49.2			23.8	* 21		21.0				
Max Q Clear Time (g_c+I1), s		26.4			17.3	9.9		8.8				
Green Ext Time (p_c), s		5.0			2.0	1.1		1.2				

Intersection Summary		
HCM 6th Ctrl Delay	17.6	
HCM 6th LOS	B	

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

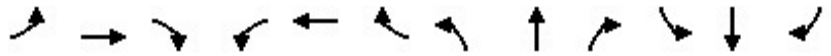
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	187	1147	649	0	0	2283
Future Volume (veh/h)	187	1147	649	0	0	2283
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	195	0	676	0	0	2378
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	227		3086	0	222	4922
Arrive On Green	0.13	0.00	0.62	0.00	0.00	0.78
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	195	0	676	0	0	2378
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	11.8	0.0	6.6	0.0	0.0	14.5
Cycle Q Clear(g_c), s	11.8	0.0	6.6	0.0	0.0	14.5
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	227		3086	0	222	4922
V/C Ratio(X)	0.86		0.22	0.00	0.00	0.48
Avail Cap(c_a), veh/h	520		3086	0	625	4922
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.00	0.92	0.00	0.00	0.82
Uniform Delay (d), s/veh	47.0	0.0	9.2	0.0	0.0	4.1
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	2.1	0.0	0.0	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.7	0.0	9.3	0.0	0.0	4.4
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	195	A	676			2378
Approach Delay, s/veh	49.7		9.3			4.4
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	18.1	73.0				91.1	18.9
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	13.6	25.1				68.1	32.1
Max Q Clear Time (g_c+I1), s	10.6	8.6				16.5	13.8
Green Ext Time (p_c), s	0.0	5.3				38.7	0.2

Intersection Summary	
HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



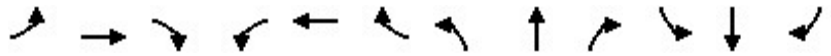
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	178	1182	102	136	428	0	0	896	55
Future Volume (veh/h)	0	0	0	178	1182	102	136	428	0	0	896	55
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				187	1244	107	143	451	0	0	943	58
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				258	1835	162	171	1953	0	0	1120	69
Arrive On Green				0.14	0.14	0.14	0.19	0.77	0.00	0.00	0.23	0.23
Sat Flow, veh/h				610	4341	384	1781	5274	0	0	5077	301
Grp Volume(v), veh/h				564	474	500	143	451	0	0	653	348
Grp Sat Flow(s),veh/h/ln				1840	1702	1793	1781	1702	0	0	1702	1806
Q Serve(g_s), s				32.3	29.1	29.1	8.5	2.8	0.0	0.0	20.2	20.3
Cycle Q Clear(g_c), s				32.3	29.1	29.1	8.5	2.8	0.0	0.0	20.2	20.3
Prop In Lane				0.33		0.21	1.00		0.00	0.00		0.17
Lane Grp Cap(c), veh/h				778	719	758	171	1953	0	0	777	412
V/C Ratio(X)				0.72	0.66	0.66	0.83	0.23	0.00	0.00	0.84	0.84
Avail Cap(c_a), veh/h				778	719	758	275	2400	0	0	891	473
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.81	0.81	0.81	0.64	0.64	0.00	0.00	0.39	0.39
Uniform Delay (d), s/veh				41.2	39.8	39.8	43.6	8.3	0.0	0.0	40.6	40.6
Incr Delay (d2), s/veh				4.8	3.8	3.6	3.7	0.0	0.0	0.0	2.5	4.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				16.9	14.0	14.7	3.6	0.9	0.0	0.0	8.6	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				46.0	43.7	43.5	47.3	8.3	0.0	0.0	43.1	45.3
LnGrp LOS				D	D	D	D	A	A	A	D	D
Approach Vol, veh/h					1538			594			1001	
Approach Delay, s/veh					44.4			17.7			43.9	
Approach LOS					D			B			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	16.5	31.5	52.4	48.0
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	17.0	* 29	46.5	51.7
Max Q Clear Time (g_c+I1), s	10.5	22.3	34.3	4.8
Green Ext Time (p_c), s	0.1	2.8	6.5	3.7

Intersection Summary	
HCM 6th Ctrl Delay	39.2
HCM 6th LOS	D

Notes

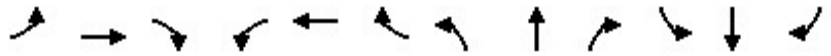
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	260	1418	0	0	0	0	0	506	74
Future Volume (veh/h)	0	0	0	260	1418	0	0	0	0	0	506	74
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				271	1477	0				0	527	77
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				492	2879	0				0	1189	170
Arrive On Green				0.21	0.21	0.00				0.00	0.26	0.26
Sat Flow, veh/h				764	4641	0				0	4662	644
Grp Volume(v), veh/h				650	1098	0				0	397	207
Grp Sat Flow(s),veh/h/ln				1832	1702	0				0	1702	1734
Q Serve(g_s), s				34.8	31.3	0.0				0.0	10.7	11.0
Cycle Q Clear(g_c), s				34.8	31.3	0.0				0.0	10.7	11.0
Prop In Lane				0.42		0.00				0.00		0.37
Lane Grp Cap(c), veh/h				1179	2191	0				0	901	459
V/C Ratio(X)				0.55	0.50	0.00				0.00	0.44	0.45
Avail Cap(c_a), veh/h				1179	2191	0				0	901	459
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				29.1	27.8	0.0				0.0	33.7	33.8
Incr Delay (d2), s/veh				1.9	0.8	0.0				0.0	1.6	3.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				17.6	14.4	0.0				0.0	4.6	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				31.0	28.6	0.0				0.0	35.2	37.0
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					1748						604	
Approach Delay, s/veh					29.5						35.8	
Approach LOS					C						D	

Timer - Assigned Phs	4	6
Phs Duration (G+Y+Rc), s	34.0	76.0
Change Period (Y+Rc), s	4.9	5.2
Max Green Setting (Gmax), s	29.1	70.8
Max Q Clear Time (g_c+I1), s	13.0	36.8
Green Ext Time (p_c), s	0.9	2.7

Intersection Summary	
HCM 6th Ctrl Delay	31.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1601	101	91	194	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1601	101	91	194	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	1651	104	94	200	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3236	204	269	617	0			
Arrive On Green				0.00	0.22	0.22	0.08	0.08	0.00			
Sat Flow, veh/h				0	5078	309	1090	2596	0			
Grp Volume(v), veh/h				0	1144	611	157	137	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1815	1816	1777	0			
Q Serve(g_s), s				0.0	32.5	32.6	9.0	8.0	0.0			
Cycle Q Clear(g_c), s				0.0	32.5	32.6	9.0	8.0	0.0			
Prop In Lane				0.00		0.17	0.60		0.00			
Lane Grp Cap(c), veh/h				0	2244	1196	447	438	0			
V/C Ratio(X)				0.00	0.51	0.51	0.35	0.31	0.00			
Avail Cap(c_a), veh/h				0	2244	1196	447	438	0			
HCM Platoon Ratio				1.00	0.33	0.33	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	27.4	27.4	42.2	41.8	0.0			
Incr Delay (d2), s/veh				0.0	0.8	1.6	2.2	1.9	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	15.0	16.3	4.6	4.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	28.2	29.0	44.4	43.6	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					1755			294				
Approach Delay, s/veh					28.5			44.0				
Approach LOS					C			D				

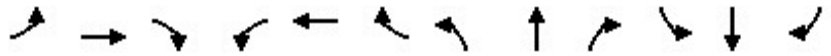
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						78.0		32.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						72.5		27.1				
Max Q Clear Time (g_c+I1), s						34.6		11.0				
Green Ext Time (p_c), s						18.3		1.5				

Intersection Summary		
HCM 6th Ctrl Delay	30.7	
HCM 6th LOS	C	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	247	1701	0	0	0	0	0	522	53
Future Volume (veh/h)	0	0	0	247	1701	0	0	0	0	0	522	53
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				263	1810	0				0	555	56
Peak Hour Factor				0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				390	2884	0				0	1005	441
Arrive On Green				0.21	0.21	0.00				0.00	0.28	0.28
Sat Flow, veh/h				625	4786	0				0	3647	1562
Grp Volume(v), veh/h				774	1299	0				0	555	56
Grp Sat Flow(s),veh/h/ln				1839	1702	0				0	1777	1562
Q Serve(g_s), s				42.7	38.1	0.0				0.0	14.6	2.9
Cycle Q Clear(g_c), s				42.7	38.1	0.0				0.0	14.6	2.9
Prop In Lane				0.34		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1149	2126	0				0	1005	441
V/C Ratio(X)				0.67	0.61	0.00				0.00	0.55	0.13
Avail Cap(c_a), veh/h				1149	2126	0				0	1005	441
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				33.3	31.5	0.0				0.0	33.5	29.3
Incr Delay (d2), s/veh				3.2	1.3	0.0				0.0	2.2	0.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				22.0	17.8	0.0				0.0	6.6	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				36.5	32.9	0.0				0.0	35.7	29.9
LnGrp LOS				D	C	A				A	D	C
Approach Vol, veh/h					2073						611	
Approach Delay, s/veh					34.2						35.2	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				36.0		74.0						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				31.1		68.7						
Max Q Clear Time (g_c+I1), s				16.6		44.7						
Green Ext Time (p_c), s				3.6		17.0						

Intersection Summary												
HCM 6th Ctrl Delay			34.4									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1909	58	68	105	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1909	58	68	105	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2009	61	72	111	0			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3541	107	279	472	0			
Arrive On Green				0.00	0.70	0.70	0.07	0.07	0.00			
Sat Flow, veh/h				0	5261	154	1331	2343	0			
Grp Volume(v), veh/h				0	1342	728	98	85	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1843	1804	1777	0			
Q Serve(g_s), s				0.0	21.8	21.9	5.6	5.0	0.0			
Cycle Q Clear(g_c), s				0.0	21.8	21.9	5.6	5.0	0.0			
Prop In Lane				0.00		0.08	0.74		0.00			
Lane Grp Cap(c), veh/h				0	2367	1281	379	373	0			
V/C Ratio(X)				0.00	0.57	0.57	0.26	0.23	0.00			
Avail Cap(c_a), veh/h				0	2367	1281	379	373	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	8.4	8.4	43.1	42.8	0.0			
Incr Delay (d2), s/veh				0.0	1.0	1.8	1.6	1.4	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	7.4	8.4	2.8	2.4	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	9.4	10.3	44.7	44.2	0.0			
LnGrp LOS				A	A	B	D	D	A			
Approach Vol, veh/h					2070			183				
Approach Delay, s/veh					9.7			44.5				
Approach LOS					A			D				

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.0		28.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						76.5		23.1				
Max Q Clear Time (g_c+I1), s						23.9		7.6				
Green Ext Time (p_c), s						27.6		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			12.5									
HCM 6th LOS			B									

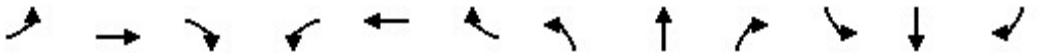
Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	178	656	3	105	0	0	0	25
Future Vol, veh/h	0	0	0	0	178	656	3	105	0	0	0	25
Conflicting Peds, #/hr	0	0	7	7	0	0	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	185	683	3	109	0	0	0	26

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	93	868	-	-	-	434
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	93	868	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	881	289	0	0	0	570
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	904	368	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	840	289	-	-	-	570
Mov Cap-2 Maneuver	-	-	-	840	289	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	863	368	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	24.8	11.6
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	289	-	-	570
HCM Lane V/C Ratio	0.378	-	-	0.046
HCM Control Delay (s)	24.8	-	-	11.6
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.7	-	-	0.1



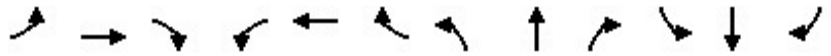
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑						↑↑↑	↱	↰↰↰	↑	
Traffic Volume (veh/h)	0	0	0	0	0	0	0	639	143	1300	1204	0
Future Volume (veh/h)	0	0	0	0	0	0	0	639	143	1300	1204	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.92	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	652	146	1327	1229	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1849	538	2721	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.37	0.37	0.54	0.95	0.00
Sat Flow, veh/h		0					0	5149	1450	5023	1826	0
Grp Volume(v), veh/h		0.0					0	652	146	1327	1229	0
Grp Sat Flow(s),veh/h/ln							0	1662	1450	1674	1826	0
Q Serve(g_s), s							0.0	10.4	7.7	18.1	10.7	0.0
Cycle Q Clear(g_c), s							0.0	10.4	7.7	18.1	10.7	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1849	538	2721	1740	0
V/C Ratio(X)							0.00	0.35	0.27	0.49	0.71	0.00
Avail Cap(c_a), veh/h							0	1849	538	2721	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.84	0.84	0.00
Uniform Delay (d), s/veh							0.0	25.0	24.2	15.7	0.4	0.0
Incr Delay (d2), s/veh							0.0	0.3	0.7	0.1	2.1	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	4.0	2.6	6.3	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	25.3	24.9	15.8	2.4	0.0
LnGrp LOS							A	C	C	B	A	A
Approach Vol, veh/h								798			2556	
Approach Delay, s/veh								25.3			9.4	
Approach LOS								C			A	

Timer - Assigned Phs	1	2			6							
Phs Duration (G+Y+Rc), s	64.0	46.0			110.0							
Change Period (Y+Rc), s	4.4	* 5.2			5.2							
Max Green Setting (Gmax), s	28.0	* 37			68.8							
Max Q Clear Time (g_c+I1), s	20.1	12.4			12.7							
Green Ext Time (p_c), s	3.5	9.8			22.8							

Intersection Summary		
HCM 6th Ctrl Delay		13.2
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



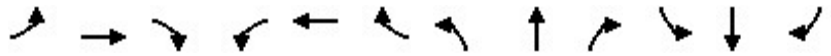
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1391	65	0	0	0	0	460	241	216	896	0
Future Volume (veh/h)	59	1391	65	0	0	0	0	460	241	216	896	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.93	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	60	1419	66				0	469	246	220	914	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	106	2659	826				0	688	298	247	1946	0
Arrive On Green	0.17	0.17	0.17				0.00	0.20	0.20	0.28	0.76	0.00
Sat Flow, veh/h	201	5063	1573				0	3572	1475	1781	5274	0
Grp Volume(v), veh/h	555	924	66				0	469	246	220	914	0
Grp Sat Flow(s),veh/h/ln	1860	1702	1573				0	1702	1475	1781	1702	0
Q Serve(g_s), s	30.1	27.1	3.9				0.0	14.0	17.6	13.0	7.3	0.0
Cycle Q Clear(g_c), s	30.1	27.1	3.9				0.0	14.0	17.6	13.0	7.3	0.0
Prop In Lane	0.11		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	977	1788	826				0	688	298	247	1946	0
V/C Ratio(X)	0.57	0.52	0.08				0.00	0.68	0.82	0.89	0.47	0.00
Avail Cap(c_a), veh/h	977	1788	826				0	808	350	463	2720	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.17	0.17	0.17				0.00	1.00	1.00	0.48	0.48	0.00
Uniform Delay (d), s/veh	34.0	32.8	23.2				0.0	40.6	42.0	38.9	9.0	0.0
Incr Delay (d2), s/veh	0.4	0.2	0.0				0.0	2.0	13.4	2.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.1	12.4	1.5				0.0	6.0	7.4	4.9	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.4	33.0	23.2				0.0	42.6	55.4	41.1	9.0	0.0
LnGrp LOS	C	C	C				A	D	E	D	A	A
Approach Vol, veh/h		1545						715			1134	
Approach Delay, s/veh		33.1						47.0			15.2	
Approach LOS		C						D			B	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	62.7	47.3	19.7	27.6
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	41.1	58.6	28.6	* 26
Max Q Clear Time (g_c+I1), s	32.1	9.3	15.0	19.6
Green Ext Time (p_c), s	7.3	5.8	0.2	2.7

Intersection Summary	
HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C

Notes

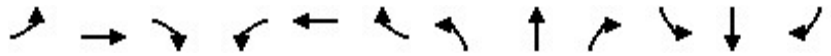
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



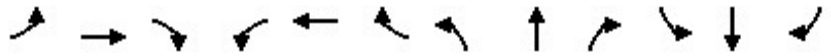
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1860	46	0	0	0	0	0	0	279	504	0
Future Volume (veh/h)	0	1860	46	0	0	0	0	0	0	279	504	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2044	51							307	554	0
Peak Hour Factor	0.91	0.91	0.91							0.91	0.91	0.91
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2937	73							584	1166	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5289	128							1732	3624	0
Grp Volume(v), veh/h	0	1358	737							316	545	0
Grp Sat Flow(s),veh/h/ln	0	1702	1844							1784	1702	0
Q Serve(g_s), s	0.0	41.0	41.1							18.4	16.5	0.0
Cycle Q Clear(g_c), s	0.0	41.0	41.1							18.4	16.5	0.0
Prop In Lane	0.00		0.07							0.97		0.00
Lane Grp Cap(c), veh/h	0	1953	1058							602	1148	0
V/C Ratio(X)	0.00	0.70	0.70							0.53	0.47	0.00
Avail Cap(c_a), veh/h	0	1953	1058							602	1148	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	35.6	35.7							40.6	39.7	0.0
Incr Delay (d2), s/veh	0.0	2.1	3.8							3.3	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.2	21.4							9.4	7.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	37.7	39.5							43.8	41.1	0.0
LnGrp LOS	A	D	D							D	D	A
Approach Vol, veh/h		2095									861	
Approach Delay, s/veh		38.3									42.1	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	68.0	42.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	63.1	37.1
Max Q Clear Time (g_c+I1), s	43.1	20.4
Green Ext Time (p_c), s	6.9	2.3

Intersection Summary	
HCM 6th Ctrl Delay	39.4
HCM 6th LOS	D



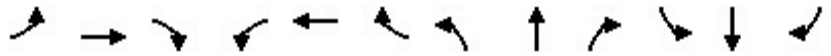
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	2382	0	0	0	0	0	202	255	0	0	0
Future Volume (veh/h)	71	2382	0	0	0	0	0	202	255	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.95			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	78	2618	0				0	222	280			
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	91	3265	0				0	486	411			
Arrive On Green	0.21	0.21	0.00				0.00	0.27	0.27			
Sat Flow, veh/h	143	5292	0				0	1870	1502			
Grp Volume(v), veh/h	1014	1682	0				0	222	280			
Grp Sat Flow(s),veh/h/ln	1863	1702	0				0	1777	1502			
Q Serve(g_s), s	57.6	51.3	0.0				0.0	11.4	18.3			
Cycle Q Clear(g_c), s	57.6	51.3	0.0				0.0	11.4	18.3			
Prop In Lane	0.08		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1187	2169	0				0	486	411			
V/C Ratio(X)	0.85	0.78	0.00				0.00	0.46	0.68			
Avail Cap(c_a), veh/h	1187	2169	0				0	486	411			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	38.5	36.0	0.0				0.0	33.2	35.7			
Incr Delay (d2), s/veh	7.9	2.8	0.0				0.0	3.1	8.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	31.3	24.1	0.0				0.0	5.4	7.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.4	38.8	0.0				0.0	36.2	44.5			
LnGrp LOS	D	D	A				A	D	D			
Approach Vol, veh/h		2696						502				
Approach Delay, s/veh		41.7						40.8				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		75.0						35.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		70.1						30.1				
Max Q Clear Time (g_c+I1), s		59.6						20.3				
Green Ext Time (p_c), s		9.8						2.4				
Intersection Summary												
HCM 6th Ctrl Delay			41.5									
HCM 6th LOS			D									



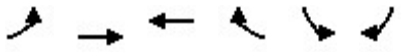
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2914	73	0	0	0	0	0	0	350	408	0
Future Volume (veh/h)	0	2914	73	0	0	0	0	0	0	350	408	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	3167	79							380	443	0
Peak Hour Factor	0.92	0.92	0.92							0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3498	86							406	811	0
Arrive On Green	0.00	0.23	0.23							0.08	0.08	0.00
Sat Flow, veh/h	0	5291	127							1781	3647	0
Grp Volume(v), veh/h	0	2095	1151							380	443	0
Grp Sat Flow(s),veh/h/ln	0	1702	1846							1781	1777	0
Q Serve(g_s), s	0.0	65.8	66.9							23.3	13.2	0.0
Cycle Q Clear(g_c), s	0.0	65.8	66.9							23.3	13.2	0.0
Prop In Lane	0.00		0.07							1.00		0.00
Lane Grp Cap(c), veh/h	0	2324	1260							406	811	0
V/C Ratio(X)	0.00	0.90	0.91							0.93	0.55	0.00
Avail Cap(c_a), veh/h	0	2324	1260							406	811	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	39.0	39.4							50.0	45.4	0.0
Incr Delay (d2), s/veh	0.0	6.2	11.6							30.9	2.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	31.9	37.0							14.7	6.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	45.2	51.1							81.0	48.0	0.0
LnGrp LOS	A	D	D							F	D	A
Approach Vol, veh/h		3246									823	
Approach Delay, s/veh		47.3									63.2	
Approach LOS		D									E	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	80.0	30.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	75.1	25.1
Max Q Clear Time (g_c+I1), s	68.9	25.3
Green Ext Time (p_c), s	6.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	2842	0	0	0	0	0	111	66	0	0	0
Future Volume (veh/h)	73	2842	0	0	0	0	0	111	66	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	86	3344	0				0	131	78			
Peak Hour Factor	0.85	0.85	0.85				0.85	0.85	0.85			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	91	3783	0				0	385	216			
Arrive On Green	0.24	0.24	0.00				0.00	0.18	0.18			
Sat Flow, veh/h	124	5312	0				0	2289	1230			
Grp Volume(v), veh/h	1291	2139	0				0	104	105			
Grp Sat Flow(s),veh/h/ln	1864	1702	0				0	1777	1649			
Q Serve(g_s), s	74.8	66.0	0.0				0.0	5.7	6.1			
Cycle Q Clear(g_c), s	74.8	66.0	0.0				0.0	5.7	6.1			
Prop In Lane	0.07		0.00				0.00		0.75			
Lane Grp Cap(c), veh/h	1371	2504	0				0	312	289			
V/C Ratio(X)	0.94	0.85	0.00				0.00	0.34	0.36			
Avail Cap(c_a), veh/h	1371	2504	0				0	312	289			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	39.3	36.0	0.0				0.0	39.7	39.9			
Incr Delay (d2), s/veh	13.9	4.0	0.0				0.0	2.9	3.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	42.4	31.3	0.0				0.0	2.7	2.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	40.0	0.0				0.0	42.6	43.4			
LnGrp LOS	D	D	A				A	D	D			
Approach Vol, veh/h		3430						209				
Approach Delay, s/veh		45.0						43.0				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		85.8						24.2				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		80.9						19.3				
Max Q Clear Time (g_c+I1), s		76.8						8.1				
Green Ext Time (p_c), s		4.1						0.9				
Intersection Summary												
HCM 6th Ctrl Delay			44.9									
HCM 6th LOS			D									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	1111	924	5	112	145
Future Volume (veh/h)	13	1111	924	5	112	145
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	14	1208	1004	5	122	158
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	22	3941	3792	19	410	188
Arrive On Green	0.01	0.79	1.00	1.00	0.12	0.12
Sat Flow, veh/h	1781	5149	5283	25	3456	1585
Grp Volume(v), veh/h	14	1208	652	357	122	158
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1821	1728	1585
Q Serve(g_s), s	0.9	7.9	0.0	0.0	3.8	11.5
Cycle Q Clear(g_c), s	0.9	7.9	0.0	0.0	3.8	11.5
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	22	3941	2462	1349	410	188
V/C Ratio(X)	0.63	0.31	0.26	0.26	0.30	0.84
Avail Cap(c_a), veh/h	145	3941	2462	1349	1174	539
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.94	0.94	1.00	1.00
Uniform Delay (d), s/veh	58.0	3.4	0.0	0.0	47.5	50.9
Incr Delay (d2), s/veh	9.6	0.2	0.2	0.5	0.1	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.8	0.1	0.2	1.7	9.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.6	3.6	0.2	0.5	47.6	54.7
LnGrp LOS	E	A	A	A	D	D
Approach Vol, veh/h		1222	1009		280	
Approach Delay, s/veh		4.3	0.3		51.6	
Approach LOS		A	A		D	

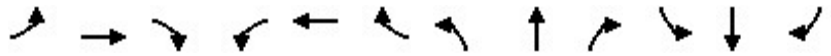
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		99.1		18.9	5.9	93.2
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 67		40.1	9.6	53.2
Max Q Clear Time (g_c+I1), s		9.9		13.5	2.9	2.0
Green Ext Time (p_c), s		29.4		0.5	0.0	19.7

Intersection Summary		
HCM 6th Ctrl Delay		8.0
HCM 6th LOS		A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	1106	18	17	872	11	0	13	27	85	0	20
Future Volume (veh/h)	109	1106	18	17	872	11	0	13	27	85	0	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	125	1271	21	20	1002	0	0	15	31	98	0	23
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	684	3539	58	60	1690		62	19	39	214	0	98
Arrive On Green	0.77	1.00	1.00	0.03	0.34	0.00	0.00	0.03	0.03	0.06	0.00	0.06
Sat Flow, veh/h	1781	5051	83	1781	4985	1585	1781	541	1117	3456	0	1577
Grp Volume(v), veh/h	125	836	456	20	1002	0	0	0	46	98	0	23
Grp Sat Flow(s),veh/h/ln	1781	1662	1811	1781	1662	1585	1781	0	1658	1728	0	1577
Q Serve(g_s), s	2.2	0.0	0.0	1.3	19.6	0.0	0.0	0.0	3.3	3.2	0.0	1.6
Cycle Q Clear(g_c), s	2.2	0.0	0.0	1.3	19.6	0.0	0.0	0.0	3.3	3.2	0.0	1.6
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	684	2329	1269	60	1690		62	0	58	214	0	98
V/C Ratio(X)	0.18	0.36	0.36	0.33	0.59		0.00	0.00	0.80	0.46	0.00	0.24
Avail Cap(c_a), veh/h	684	2329	1269	100	1690		110	0	103	999	0	456
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.7	0.0	0.0	55.7	32.3	0.0	0.0	0.0	56.5	53.4	0.0	52.7
Incr Delay (d2), s/veh	0.0	0.4	0.8	1.2	1.5	0.0	0.0	0.0	9.0	0.6	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.1	0.3	0.6	7.8	0.0	0.0	0.0	1.5	1.4	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.8	0.4	0.8	56.9	33.8	0.0	0.0	0.0	65.6	54.0	0.0	53.1
LnGrp LOS	A	A	A	E	C		A	A	E	D	A	D
Approach Vol, veh/h		1417			1022	A		46			121	
Approach Delay, s/veh		1.3			34.3			65.6			53.8	
Approach LOS		A			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	88.4		12.2	51.0	45.8		9.0
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	6.6	50.1		34.1	16.6	* 40		7.3
Max Q Clear Time (g_c+I1), s	3.3	2.0		5.2	4.2	21.6		5.3
Green Ext Time (p_c), s	0.0	21.8		0.3	0.1	9.8		0.0

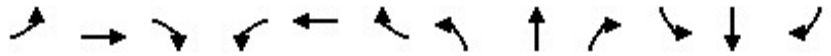
Intersection Summary	
HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



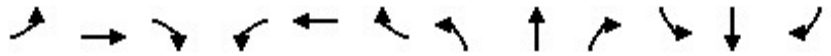
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	1356	132	287	990	0	145	32	334	0	24	148
Future Volume (veh/h)	188	1356	132	287	990	0	145	32	334	0	24	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	202	1458	142	309	1065	0	156	34	0	0	26	159
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	767	3002	1056	365	1687	0	222	120		0	111	150
Arrive On Green	0.43	0.60	0.60	0.11	0.27	0.00	0.06	0.06	0.00	0.00	0.06	0.06
Sat Flow, veh/h	1781	4985	1584	3456	6537	0	3456	1870	1585	0	1870	2536
Grp Volume(v), veh/h	202	1458	142	309	1065	0	156	34	0	0	26	159
Grp Sat Flow(s),veh/h/ln	1781	1662	1584	1728	1570	0	1728	1870	1585	0	1870	1268
Q Serve(g_s), s	8.6	19.4	3.9	10.4	17.6	0.0	5.2	2.0	0.0	0.0	1.6	7.0
Cycle Q Clear(g_c), s	8.6	19.4	3.9	10.4	17.6	0.0	5.2	2.0	0.0	0.0	1.6	7.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	767	3002	1056	365	1687	0	222	120		0	111	150
V/C Ratio(X)	0.26	0.49	0.13	0.85	0.63	0.00	0.70	0.28		0.00	0.23	1.06
Avail Cap(c_a), veh/h	767	3002	1056	398	1687	0	1084	586		0	111	150
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.00	0.99	0.99	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	21.6	13.2	7.2	51.8	38.0	0.0	54.1	52.6	0.0	0.0	52.9	55.5
Incr Delay (d2), s/veh	0.1	0.6	0.3	1.4	0.2	0.0	1.5	0.5	0.0	0.0	1.1	89.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	6.7	1.6	4.4	6.6	0.0	2.3	1.0	0.0	0.0	0.8	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.6	13.8	7.5	53.3	38.2	0.0	55.6	53.1	0.0	0.0	54.0	144.9
LnGrp LOS	C	B	A	D	D	A	E	D		A	D	F
Approach Vol, veh/h		1802			1374			190	A		185	
Approach Delay, s/veh		14.1			41.6			55.2			132.1	
Approach LOS		B			D			E			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.9	76.8		11.9	56.5	37.1		12.5
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	13.6	40.5		7.0	22.7	* 32		37.0
Max Q Clear Time (g_c+I1), s	12.4	21.4		9.0	10.6	19.6		7.2
Green Ext Time (p_c), s	0.1	14.9		0.0	0.2	8.8		0.4

Intersection Summary	
HCM 6th Ctrl Delay	33.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



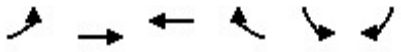
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	0	42	5	0	20	22	382	14	14	405	65
Future Volume (veh/h)	82	0	42	5	0	20	22	382	14	14	405	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	29	45	5	12	13	23	406	15	15	431	69
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	55	85	16	38	44	201	1103	41	202	969	154
Arrive On Green	0.08	0.08	0.08	0.03	0.03	0.03	0.11	0.32	0.32	0.11	0.32	0.32
Sat Flow, veh/h	1781	647	1004	542	1301	1539	1781	3492	129	1781	3061	486
Grp Volume(v), veh/h	66	0	74	17	0	13	23	206	215	15	249	251
Grp Sat Flow(s),veh/h/ln	1781	0	1651	1843	0	1539	1781	1777	1844	1781	1777	1771
Q Serve(g_s), s	1.2	0.0	1.5	0.3	0.0	0.3	0.4	3.1	3.2	0.3	3.9	4.0
Cycle Q Clear(g_c), s	1.2	0.0	1.5	0.3	0.0	0.3	0.4	3.1	3.2	0.3	3.9	4.0
Prop In Lane	1.00		0.61	0.29		1.00	1.00		0.07	1.00		0.27
Lane Grp Cap(c), veh/h	151	0	140	53	0	44	201	561	583	202	563	561
V/C Ratio(X)	0.44	0.00	0.53	0.32	0.00	0.29	0.11	0.37	0.37	0.07	0.44	0.45
Avail Cap(c_a), veh/h	254	0	236	1526	0	1273	203	1572	1631	203	1572	1567
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	0.0	15.4	16.7	0.0	16.7	14.0	9.3	9.3	13.9	9.5	9.5
Incr Delay (d2), s/veh	1.5	0.0	2.3	1.3	0.0	1.3	0.1	0.3	0.3	0.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.6	0.1	0.0	0.1	0.1	0.9	0.9	0.1	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.7	0.0	17.6	17.9	0.0	18.0	14.1	9.6	9.6	13.9	9.9	9.9
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		140			30			444			515	
Approach Delay, s/veh		17.2			18.0			9.8			10.1	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	15.1		7.0	8.0	15.1		5.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	31.0		5.0	4.0	31.0		29.0
Max Q Clear Time (g_c+I1), s	2.3	5.2		3.5	2.4	6.0		2.3
Green Ext Time (p_c), s	0.0	1.9		0.1	0.0	2.4		0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	258	17	9	154	175	279
Future Volume (veh/h)	258	17	9	154	175	279
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	298	0	10	0	192	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	867	455	662		344	
Arrive On Green	0.24	0.00	0.35	0.00	0.10	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	298	0	10	0	192	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	2.7	0.0	0.1	0.0	2.1	0.0
Cycle Q Clear(g_c), s	2.7	0.0	0.1	0.0	2.1	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	867	455	662		344	
V/C Ratio(X)	0.34	0.00	0.02		0.56	
Avail Cap(c_a), veh/h	991	520	662		1136	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	12.4	0.0	8.3	0.0	17.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.0	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.6	0.0	8.3	0.0	18.4	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		298	10	A	192	A
Approach Delay, s/veh		12.6	8.3		18.4	
Approach LOS		B	A		B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		13.6		7.9		18.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		11.0		13.0		14.0
Max Q Clear Time (g_c+I1), s		4.7		4.1		2.1
Green Ext Time (p_c), s		0.5		0.4		0.0

Intersection Summary		
HCM 6th Ctrl Delay		14.7
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

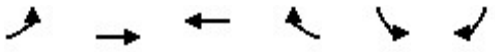
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	194	159	10	1	2
Future Vol, veh/h	9	194	159	10	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	226	185	12	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	197	0	-	0	324	99
Stage 1	-	-	-	-	191	-
Stage 2	-	-	-	-	133	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1373	-	-	-	645	937
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	879	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1373	-	-	-	640	937
Mov Cap-2 Maneuver	-	-	-	-	640	-
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	879	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1373	-	-	-	811
HCM Lane V/C Ratio	0.008	-	-	-	0.004
HCM Control Delay (s)	7.6	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑	↑↑↑↑		↱	
Traffic Volume (veh/h)	0	2094	2416	0	0	0
Future Volume (veh/h)	0	2094	2416	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1900
Adj Flow Rate, veh/h	0	2276	2626	0	1412	1406	3004	416
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	0
Cap, veh/h	0	2574	2574	0	9999	9999
Arrive On Green	0.00	0.40	0.40	0.00	0.40	0.40
Sat Flow, veh/h	0	6958	6958	2516	6934	4456	6739	200
Grp Volume(v), veh/h	0	2276	2626	0	1412	1406	3004	416
Grp Sat Flow(s),veh/h/ln	0	1609	1609	0	1781	1610
Q Serve(g_s), s	0.0	14.8	18.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	14.8	18.0	0.0	0.0	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2574	2574	1006	6773	2984	6695	680
V/C Ratio(X)	0.00	0.88	1.02	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	2574	2574	1006	6773	2984	6695	680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	12.5	13.5	0.0	8.1	8.1
Incr Delay (d2), s/veh	0.0	4.9	23.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.3	8.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	17.4	36.6	0.0	8.1	8.1
LnGrp LOS	A	B	F	A	A	A
Approach Vol, veh/h		2276	2626	1077	1250	4
Approach Delay, s/veh		17.4	36.6		8.1	
Approach LOS		B	D		A	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	16.8	2.0	20.0
Green Ext Time (p_c), s	1.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

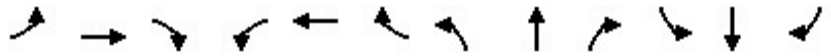
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3336	15	28	846	14	38
Future Volume (veh/h)	3336	15	28	846	14	38
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	3587	16	30	910	15	41
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	2	2	5	2	2
Cap, veh/h	5128	1292	73	5495	69	55
Arrive On Green	0.82	0.82	0.04	1.00	0.04	0.04
Sat Flow, veh/h	6537	1583	3456	6537	1781	1427
Grp Volume(v), veh/h	3587	16	30	910	15	41
Grp Sat Flow(s),veh/h/ln	1570	1583	1728	1570	1781	1427
Q Serve(g_s), s	28.8	0.2	1.0	0.0	1.0	3.4
Cycle Q Clear(g_c), s	28.8	0.2	1.0	0.0	1.0	3.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	5128	1292	73	5495	69	55
V/C Ratio(X)	0.70	0.01	0.41	0.17	0.22	0.74
Avail Cap(c_a), veh/h	5128	1292	117	5495	483	387
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.34	0.34	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.6	2.0	55.8	0.0	55.0	56.1
Incr Delay (d2), s/veh	0.3	0.0	1.4	0.1	0.6	7.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	0.4	0.0	0.4	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.9	2.0	57.1	0.1	55.6	63.3
LnGrp LOS	A	A	E	A	E	E
Approach Vol, veh/h	3603			940	56	
Approach Delay, s/veh	4.9			1.9	61.2	
Approach LOS	A			A	E	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.9	101.6				108.5	9.5
Change Period (Y+Rc), s	4.4	5.3				5.3	4.9
Max Green Setting (Gmax), s	4.6	67.4				75.8	32.0
Max Q Clear Time (g_c+I1), s	3.0	30.8				2.0	5.4
Green Ext Time (p_c), s	0.0	36.5				19.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	5.0
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	3266	0	11	535	60	0	0	0	5	0	5
Future Volume (veh/h)	9	3266	0	11	535	60	0	0	0	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	3474	0	12	569	64	0	0	0	5	0	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	17	4067	0	60	4863	534	0	49	0	107	0	41
Arrive On Green	0.02	1.00	0.00	0.03	0.84	0.84	0.00	0.00	0.00	0.03	0.00	0.03
Sat Flow, veh/h	1781	5149	0	1781	5787	636	0	1870	0	1741	0	1557
Grp Volume(v), veh/h	10	3474	0	12	461	172	0	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1711	0	1870	0	1741	0	1557
Q Serve(g_s), s	0.7	0.0	0.0	0.8	2.0	2.1	0.0	0.0	0.0	0.3	0.0	0.4
Cycle Q Clear(g_c), s	0.7	0.0	0.0	0.8	2.0	2.1	0.0	0.0	0.0	0.3	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.37	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	4067	0	60	3959	1438	0	49	0	107	0	41
V/C Ratio(X)	0.59	0.85	0.00	0.20	0.12	0.12	0.00	0.00	0.00	0.05	0.00	0.12
Avail Cap(c_a), veh/h	60	4067	0	60	3959	1438	0	507	0	533	0	422
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.00	0.99	0.99	0.99	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.7	0.0	0.0	55.4	1.7	1.7	0.0	0.0	0.0	56.1	0.0	56.1
Incr Delay (d2), s/veh	7.5	1.6	0.0	0.6	0.1	0.2	0.0	0.0	0.0	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.6	0.0	0.3	0.3	0.4	0.0	0.0	0.0	0.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.2	1.6	0.0	56.0	1.7	1.8	0.0	0.0	0.0	56.2	0.0	56.6
LnGrp LOS	E	A	A	E	A	A	A	A	A	E	A	E
Approach Vol, veh/h		3484			645			0			10	
Approach Delay, s/veh		1.8			2.8			0.0			56.4	
Approach LOS		A			A						E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	101.6		8.0	5.5	104.5		8.0
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	4.0	67.4		32.0	4.0	67.4		32.0
Max Q Clear Time (g_c+I1), s	2.8	2.0		2.4	2.7	4.1		0.0
Green Ext Time (p_c), s	0.0	65.1		0.0	0.0	9.9		0.0

Intersection Summary	
HCM 6th Ctrl Delay	2.1
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3245	2	14	678	0	18
Future Volume (veh/h)	3245	2	14	678	0	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	0.85
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1870	1826	1900	1900
Adj Flow Rate, veh/h	3380	2	15	706	0	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	2	5	0	0
Cap, veh/h	3514	2	25	3753	0	162
Arrive On Green	0.68	0.68	0.01	0.75	0.00	0.13
Sat Flow, veh/h	5310	3	1781	5149	0	1293
Grp Volume(v), veh/h	2183	1199	15	706	0	20
Grp Sat Flow(s),veh/h/ln	1662	1825	1781	1662	0	1362
Q Serve(g_s), s	47.9	47.9	0.7	3.2	0.0	1.0
Cycle Q Clear(g_c), s	47.9	47.9	0.7	3.2	0.0	1.0
Prop In Lane		0.00	1.00		0.00	0.95
Lane Grp Cap(c), veh/h	2270	1247	25	3753	0	171
V/C Ratio(X)	0.96	0.96	0.59	0.19	0.00	0.12
Avail Cap(c_a), veh/h	2270	1247	90	3935	0	312
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.6	11.6	38.7	2.8	0.0	30.6
Incr Delay (d2), s/veh	11.6	17.6	8.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.5	18.0	0.3	0.5	0.0	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.2	29.2	46.6	2.9	0.0	30.9
LnGrp LOS	C	C	D	A	A	C
Approach Vol, veh/h	3382			721	20	
Approach Delay, s/veh	25.3			3.8	30.9	
Approach LOS	C			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.5	59.1				64.6	14.3
Change Period (Y+Rc), s	4.4	5.2				5.2	4.4
Max Green Setting (Gmax), s	4.6	53.9				62.3	18.1
Max Q Clear Time (g_c+I1), s	2.7	49.9				5.2	3.0
Green Ext Time (p_c), s	0.0	4.0				14.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	187.7

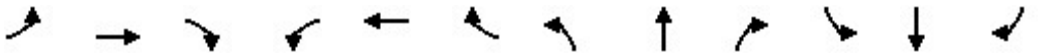
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	403	0	0	2261	418
Future Vol, veh/h	0	403	0	0	2261	418
Conflicting Peds, #/hr	0	3	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	429	0	0	2405	445

Major/Minor	Minor2			Major2	
Conflicting Flow All	2628	1428		-	0
Stage 1	2628	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	42	~ 107		-	-
Stage 1	22	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	42	~ 107		-	-
Mov Cap-2 Maneuver	42	-		-	-
Stage 1	22	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, $	1435.1	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	107	-	-
HCM Lane V/C Ratio	-	4.007	-	-
HCM Control Delay (s)	$	1435.1	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	43.9	-	-

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



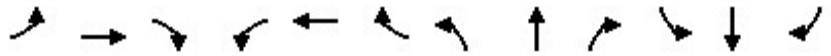
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	714	28	19	699	338	34	58	40	227	28	153
Future Volume (veh/h)	107	714	28	19	699	338	34	58	40	227	28	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.99		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	802	31	21	785	380	38	65	45	255	31	172
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	1282	394	576	2565	793	197	337	251	374	509	447
Arrive On Green	0.03	0.08	0.08	0.32	0.50	0.50	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1781	5106	1570	1781	5106	1577	527	1178	877	1267	1777	1560
Grp Volume(v), veh/h	120	802	31	21	785	380	70	0	78	255	31	172
Grp Sat Flow(s),veh/h/ln	1781	1702	1570	1781	1702	1577	1068	0	1514	1267	1777	1560
Q Serve(g_s), s	8.0	18.2	2.2	1.0	10.8	18.9	2.7	0.0	4.6	22.7	1.5	10.6
Cycle Q Clear(g_c), s	8.0	18.2	2.2	1.0	10.8	18.9	13.3	0.0	4.6	27.4	1.5	10.6
Prop In Lane	1.00		1.00	1.00		1.00	0.54		0.58	1.00		1.00
Lane Grp Cap(c), veh/h	148	1282	394	576	2565	793	352	0	434	374	509	447
V/C Ratio(X)	0.81	0.63	0.08	0.04	0.31	0.48	0.20	0.00	0.18	0.68	0.06	0.38
Avail Cap(c_a), veh/h	276	2183	671	576	2565	793	502	0	594	508	697	612
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.4	49.6	42.2	27.8	17.6	19.6	35.5	0.0	32.2	42.5	31.1	34.3
Incr Delay (d2), s/veh	4.0	2.2	0.4	0.0	0.3	2.0	0.1	0.0	0.1	6.2	0.1	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	8.6	0.9	0.4	4.1	7.0	1.7	0.0	1.7	7.7	0.7	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	51.8	42.6	27.8	17.8	21.6	35.6	0.0	32.3	48.7	31.2	35.9
LnGrp LOS	E	D	D	C	B	C	D	A	C	D	C	D
Approach Vol, veh/h		953			1186			148			458	
Approach Delay, s/veh		52.7			19.2			33.8			42.7	
Approach LOS		D			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	44.9	35.8		39.3	14.3	66.4		39.3				
Change Period (Y+Rc), s	6.1	* 5.7		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	6.6	* 51		47.1	18.6	38.9		47.1				
Max Q Clear Time (g_c+I1), s	3.0	20.2		29.4	10.0	20.9		15.3				
Green Ext Time (p_c), s	0.0	9.9		4.6	0.1	11.9		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		35.6
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	522	1	0	483	407	1	0	0	315	0	33
Future Volume (veh/h)	50	522	1	0	483	407	1	0	0	315	0	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	574	1	0	531	0	1	0	0	380	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	907	2	840	2168		52	0	46	517	272	0
Arrive On Green	0.04	0.17	0.17	0.00	0.20	0.00	0.03	0.00	0.00	0.15	0.00	0.00
Sat Flow, veh/h	1781	5264	9	1781	3554	1585	1781	0	1585	3563	1870	0
Grp Volume(v), veh/h	55	371	204	0	531	0	1	0	0	380	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1869	1781	1777	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	3.7	12.2	12.2	0.0	15.1	0.0	0.1	0.0	0.0	12.2	0.0	0.0
Cycle Q Clear(g_c), s	3.7	12.2	12.2	0.0	15.1	0.0	0.1	0.0	0.0	12.2	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	71	587	322	840	2168		52	0	46	517	272	0
V/C Ratio(X)	0.78	0.63	0.63	0.00	0.24		0.02	0.00	0.00	0.73	0.00	0.00
Avail Cap(c_a), veh/h	113	814	447	840	2168		445	0	396	1098	577	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.96	0.00	1.00	0.00	0.00	0.86	0.00	0.00
Uniform Delay (d), s/veh	57.1	46.1	46.1	0.0	24.7	0.0	56.6	0.0	0.0	49.1	0.0	0.0
Incr Delay (d2), s/veh	6.7	5.1	9.1	0.0	0.3	0.0	0.1	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	5.4	6.3	0.0	7.2	0.0	0.0	0.0	0.0	5.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.7	51.3	55.3	0.0	25.0	0.0	56.7	0.0	0.0	49.7	0.0	0.0
LnGrp LOS	E	D	E	A	C		E	A	A	D	A	A
Approach Vol, veh/h		630			531	A		1			380	
Approach Delay, s/veh		53.7			25.0			56.7			49.7	
Approach LOS		D			C			E			D	

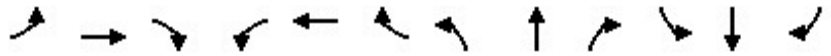
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	25.8		23.3	9.2	79.1		8.4				
Change Period (Y+Rc), s	5.9	* 5.1		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	4.6	* 29		37.0	7.6	24.3		30.0				
Max Q Clear Time (g_c+I1), s	10.0	14.2		14.2	5.7	17.1		2.1				
Green Ext Time (p_c), s	0.0	6.5		0.7	0.0	3.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	42.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	253	127	77	372	184	198	882	78	120	818	185
Future Volume (veh/h)	284	253	127	77	372	184	198	882	78	120	818	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	302	269	135	82	396	196	211	938	83	128	870	197
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	323	636	309	101	528	307	257	1613	143	172	1649	731
Arrive On Green	0.18	0.28	0.28	0.06	0.15	0.15	0.07	0.49	0.49	0.05	0.46	0.46
Sat Flow, veh/h	1781	2304	1120	1781	3554	1537	3456	3301	292	3456	3554	1576
Grp Volume(v), veh/h	302	205	199	82	396	196	211	505	516	128	870	197
Grp Sat Flow(s),veh/h/ln	1781	1777	1647	1781	1777	1537	1728	1777	1816	1728	1777	1576
Q Serve(g_s), s	25.1	14.2	14.9	6.8	16.0	11.5	9.0	30.4	30.5	5.5	26.1	6.1
Cycle Q Clear(g_c), s	25.1	14.2	14.9	6.8	16.0	11.5	9.0	30.4	30.5	5.5	26.1	6.1
Prop In Lane	1.00		0.68	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	323	490	454	101	528	307	257	868	887	172	1649	731
V/C Ratio(X)	0.94	0.42	0.44	0.81	0.75	0.64	0.82	0.58	0.58	0.74	0.53	0.27
Avail Cap(c_a), veh/h	387	590	547	160	734	396	544	868	887	203	1649	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.6	44.5	44.7	69.9	61.2	27.6	68.4	27.4	27.4	70.3	28.5	7.0
Incr Delay (d2), s/veh	25.7	0.2	0.2	6.7	1.5	0.8	2.5	2.8	2.8	9.1	1.2	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.7	6.4	6.2	3.3	7.4	4.3	4.1	13.7	14.0	2.7	11.5	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.3	44.7	45.0	76.6	62.7	28.4	70.9	30.2	30.2	79.5	29.7	7.9
LnGrp LOS	F	D	D	E	E	C	E	C	C	E	C	A
Approach Vol, veh/h		706			674			1232			1195	
Approach Delay, s/veh		62.6			54.4			37.2			31.5	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	78.6	12.9	46.6	15.5	74.9	32.4	27.2
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	8.8	* 59	13.5	49.8	23.6	43.8	32.6	* 31
Max Q Clear Time (g_c+I1), s	7.5	32.5	8.8	16.9	11.0	28.1	27.1	18.0
Green Ext Time (p_c), s	0.0	2.5	0.0	0.9	0.1	2.4	0.1	1.0

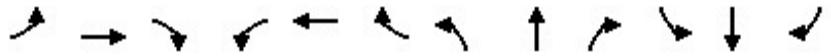
Intersection Summary	
HCM 6th Ctrl Delay	43.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

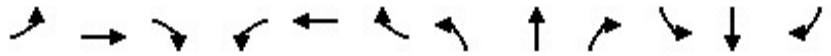
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	142	73	338	490	60	214	244	61	60	261	97
Future Volume (veh/h)	66	142	73	338	490	60	214	244	61	60	261	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	153	78	363	527	65	230	262	66	65	281	104
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	734	325	406	625	77	271	965	423	83	619	212
Arrive On Green	0.05	0.21	0.21	0.23	0.38	0.38	0.15	0.27	0.27	0.05	0.17	0.17
Sat Flow, veh/h	1781	3554	1574	1781	1632	201	1781	3554	1560	1781	3721	1276
Grp Volume(v), veh/h	71	153	78	363	0	592	230	262	66	65	255	130
Grp Sat Flow(s),veh/h/ln	1781	1777	1574	1781	0	1833	1781	1777	1560	1781	1702	1593
Q Serve(g_s), s	3.0	2.7	3.2	15.2	0.0	22.6	9.7	4.5	2.5	2.8	5.2	5.7
Cycle Q Clear(g_c), s	3.0	2.7	3.2	15.2	0.0	22.6	9.7	4.5	2.5	2.8	5.2	5.7
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		0.80
Lane Grp Cap(c), veh/h	91	734	325	406	0	703	271	965	423	83	566	265
V/C Ratio(X)	0.78	0.21	0.24	0.89	0.00	0.84	0.85	0.27	0.16	0.78	0.45	0.49
Avail Cap(c_a), veh/h	176	1526	676	524	0	1145	338	1642	721	230	1365	638
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	25.3	25.4	28.8	0.0	21.6	31.7	22.0	21.3	36.2	28.9	29.1
Incr Delay (d2), s/veh	5.3	0.1	0.1	12.9	0.0	3.2	13.0	0.3	0.3	5.8	1.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.1	1.2	7.8	0.0	9.8	4.9	1.8	0.9	1.3	2.1	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.3	25.3	25.6	41.7	0.0	24.8	44.7	22.3	21.6	42.0	29.9	31.6
LnGrp LOS	D	C	C	D	A	C	D	C	C	D	C	C
Approach Vol, veh/h		302			955			558			450	
Approach Delay, s/veh		29.1			31.2			31.4			32.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	26.2	21.9	20.8	16.1	18.1	8.3	34.3
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	3.6	35.5	22.6	33.0	14.6	30.8	7.6	48.0
Max Q Clear Time (g_c+I1), s	4.4	6.5	17.2	5.2	11.7	7.7	5.0	24.6
Green Ext Time (p_c), s	0.0	3.4	0.3	0.8	0.1	3.9	0.0	4.4

Intersection Summary	
HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C



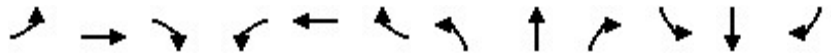
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	12	22	253	7	7	26	490	362	103	616	5
Future Volume (veh/h)	5	12	22	253	7	7	26	490	362	103	616	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	13	24	278	8	8	29	538	398	113	677	5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	496	157	289	476	228	228	47	1328	582	145	2241	17
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.03	0.37	0.37	0.08	0.43	0.43
Sat Flow, veh/h	1393	587	1084	1367	856	856	1781	3554	1556	1781	5228	39
Grp Volume(v), veh/h	5	0	37	278	0	16	29	538	398	113	441	241
Grp Sat Flow(s),veh/h/ln	1393	0	1671	1367	0	1713	1781	1777	1556	1781	1702	1862
Q Serve(g_s), s	0.1	0.0	0.9	10.2	0.0	0.4	0.9	6.0	11.5	3.3	4.5	4.6
Cycle Q Clear(g_c), s	0.5	0.0	0.9	11.1	0.0	0.4	0.9	6.0	11.5	3.3	4.5	4.6
Prop In Lane	1.00		0.65	1.00		0.50	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	496	0	446	476	0	457	47	1328	582	145	1459	798
V/C Ratio(X)	0.01	0.00	0.08	0.58	0.00	0.04	0.62	0.41	0.68	0.78	0.30	0.30
Avail Cap(c_a), veh/h	952	0	993	903	0	992	183	1540	675	220	1501	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	14.7	18.9	0.0	14.5	25.8	12.4	14.1	24.1	10.0	10.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	5.0	0.4	3.3	4.5	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	3.0	0.0	0.1	0.4	2.0	3.8	1.5	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.7	0.0	14.7	19.3	0.0	14.5	30.8	12.7	17.4	28.6	10.1	10.2
LnGrp LOS	B	A	B	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		42			294			965			795	
Approach Delay, s/veh		14.7			19.1			15.2			12.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.8	25.7		19.1	5.8	28.6		19.1
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	6.6	* 23		* 32	5.5	23.6		* 31
Max Q Clear Time (g_c+I1), s	5.3	13.5		2.9	2.9	6.6		13.1
Green Ext Time (p_c), s	0.0	5.3		0.1	0.0	3.9		0.5

Intersection Summary	
HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	536	719	64	76	887	38	131	250	69	43	144	646
Future Volume (veh/h)	536	719	64	76	887	38	131	250	69	43	144	646
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.93	1.00		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	576	773	69	82	954	41	141	269	74	46	155	695
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	751	1428	127	176	1048	45	112	355	280	164	795	1167
Arrive On Green	0.22	0.43	0.43	0.10	0.30	0.30	0.06	0.19	0.19	0.09	0.22	0.22
Sat Flow, veh/h	3456	3295	294	1781	3471	149	1781	1870	1476	1781	3554	2510
Grp Volume(v), veh/h	576	417	425	82	488	507	141	269	74	46	155	695
Grp Sat Flow(s),veh/h/ln	1728	1777	1812	1781	1777	1843	1781	1870	1476	1781	1777	1255
Q Serve(g_s), s	16.4	18.2	18.2	4.6	27.8	27.8	6.6	14.3	3.5	2.5	3.7	4.2
Cycle Q Clear(g_c), s	16.4	18.2	18.2	4.6	27.8	27.8	6.6	14.3	3.5	2.5	3.7	4.2
Prop In Lane	1.00		0.16	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	751	770	785	176	536	556	112	355	280	164	795	1167
V/C Ratio(X)	0.77	0.54	0.54	0.46	0.91	0.91	1.26	0.76	0.26	0.28	0.19	0.60
Avail Cap(c_a), veh/h	751	770	785	176	536	556	112	511	403	164	981	1299
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.85	0.85	0.85	0.98	0.98	0.98	0.92	0.92	0.92
Uniform Delay (d), s/veh	38.6	22.0	22.0	44.7	35.3	35.3	49.2	40.3	21.4	44.4	33.1	9.7
Incr Delay (d2), s/veh	4.8	2.7	2.7	7.3	19.5	19.0	169.4	4.2	0.6	0.3	0.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	7.8	7.9	2.3	14.4	14.8	8.2	6.9	1.6	1.1	1.6	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	24.7	24.7	52.0	54.8	54.3	218.6	44.5	22.0	44.7	33.2	10.5
LnGrp LOS	D	C	C	D	D	D	F	D	C	D	C	B
Approach Vol, veh/h		1418			1077			484			896	
Approach Delay, s/veh		32.3			54.4			91.8			16.2	
Approach LOS		C			D			F			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	24.8	14.8	50.7	11.0	28.5	28.0	37.5
Change Period (Y+Rc), s	5.0	* 4.9	4.4	5.2	4.4	5.0	5.2	* 5.8
Max Green Setting (Gmax), s	7.3	* 29	10.4	40.0	6.6	29.0	18.1	* 32
Max Q Clear Time (g_c+I1), s	4.5	16.3	6.6	20.2	8.6	6.2	18.4	29.8
Green Ext Time (p_c), s	0.0	1.5	0.0	6.7	0.0	6.7	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	42.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	727	73	29	170	0	0	0	0	183	217	855
Future Volume (veh/h)	0	727	73	29	170	0	0	0	0	183	217	855
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	817	82	33	191	0				206	244	961
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1475	148	58	1838	0				617	800	1073
Arrive On Green	0.00	0.45	0.45	0.03	0.52	0.00				0.40	0.40	0.40
Sat Flow, veh/h	0	3349	327	1781	3647	0				1555	2015	2701
Grp Volume(v), veh/h	0	446	453	33	191	0				238	212	961
Grp Sat Flow(s),veh/h/ln	0	1777	1806	1781	1777	0				1793	1777	1351
Q Serve(g_s), s	0.0	25.6	25.7	2.6	3.8	0.0				12.9	11.5	46.6
Cycle Q Clear(g_c), s	0.0	25.6	25.7	2.6	3.8	0.0				12.9	11.5	46.6
Prop In Lane	0.00		0.18	1.00		0.00				0.87		1.00
Lane Grp Cap(c), veh/h	0	805	818	58	1838	0				712	706	1073
V/C Ratio(X)	0.00	0.55	0.55	0.57	0.10	0.00				0.33	0.30	0.90
Avail Cap(c_a), veh/h	0	805	818	109	1838	0				712	706	1073
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.78	0.78	0.58	0.58	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	27.9	27.9	66.7	17.2	0.0				29.3	28.9	39.5
Incr Delay (d2), s/veh	0.0	2.1	2.1	1.9	0.1	0.0				1.3	1.1	11.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.1	11.3	1.2	1.6	0.0				5.9	5.2	17.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	30.1	30.1	68.6	17.3	0.0				30.6	30.0	51.1
LnGrp LOS	A	C	C	E	B	A				C	C	D
Approach Vol, veh/h		899			224						1411	
Approach Delay, s/veh		30.1			24.9						44.4	
Approach LOS		C			C						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.0	70.0		61.0		79.0
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	8.6	* 61		55.6		72.4
Max Q Clear Time (g_c+I1), s	4.6	27.7		48.6		5.8
Green Ext Time (p_c), s	0.0	1.7		1.7		0.4

Intersection Summary	
HCM 6th Ctrl Delay	37.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

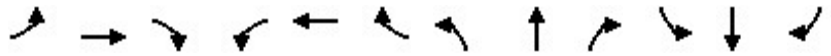
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	403	0	0	1329	816
Future Volume (veh/h)	0	403	0	0	1329	816
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				0.99
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	448			1477	907
Peak Hour Factor	0.90	0.90			0.90	0.90
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			2936	1359
Arrive On Green	0.00	0.00			0.86	0.86
Sat Flow, veh/h	0				3572	1576
Grp Volume(v), veh/h	0.0				1477	907
Grp Sat Flow(s),veh/h/ln					1702	1576
Q Serve(g_s), s					3.4	6.1
Cycle Q Clear(g_c), s					3.4	6.1
Prop In Lane						1.00
Lane Grp Cap(c), veh/h					2936	1359
V/C Ratio(X)					0.50	0.67
Avail Cap(c_a), veh/h					3401	1574
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.5	0.7
Incr Delay (d2), s/veh					0.1	0.9
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.1	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					0.7	1.6
LnGrp LOS					A	A
Approach Vol, veh/h					2384	
Approach Delay, s/veh					1.0	
Approach LOS					A	

Timer - Assigned Phs	6
Phs Duration (G+Y+Rc), s	32.7
Change Period (Y+Rc), s	4.5
Max Green Setting (Gmax), s	32.7
Max Q Clear Time (g_c+I1), s	8.1
Green Ext Time (p_c), s	20.1

Intersection Summary	
HCM 6th Ctrl Delay	1.0
HCM 6th LOS	A

Notes

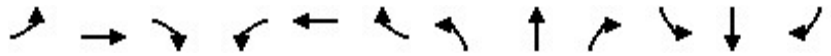
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	202	92	323	457	83	202	231	121	53	275	87
Future Volume (veh/h)	67	202	92	323	457	83	202	231	121	53	275	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	72	217	99	347	491	89	217	248	130	57	296	94
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	93	754	333	389	583	106	257	1018	444	73	707	209
Arrive On Green	0.05	0.21	0.21	0.22	0.38	0.38	0.14	0.29	0.29	0.04	0.18	0.18
Sat Flow, veh/h	1781	3554	1569	1781	1539	279	1781	3554	1551	1781	3861	1142
Grp Volume(v), veh/h	72	217	99	347	0	580	217	248	130	57	258	132
Grp Sat Flow(s),veh/h/ln	1781	1777	1569	1781	0	1818	1781	1777	1551	1781	1702	1599
Q Serve(g_s), s	3.1	4.0	4.2	14.8	0.0	22.8	9.3	4.2	5.1	2.5	5.3	5.7
Cycle Q Clear(g_c), s	3.1	4.0	4.2	14.8	0.0	22.8	9.3	4.2	5.1	2.5	5.3	5.7
Prop In Lane	1.00		1.00	1.00		0.15	1.00		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	93	754	333	389	0	688	257	1018	444	73	623	293
V/C Ratio(X)	0.78	0.29	0.30	0.89	0.00	0.84	0.84	0.24	0.29	0.78	0.41	0.45
Avail Cap(c_a), veh/h	177	1495	660	513	0	1108	331	1631	712	213	1336	628
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	25.9	26.0	29.8	0.0	22.2	32.7	21.5	21.8	37.3	28.3	28.5
Incr Delay (d2), s/veh	5.2	0.1	0.2	12.3	0.0	3.4	11.9	0.2	0.7	6.7	0.8	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.7	1.5	7.5	0.0	9.9	4.7	1.7	1.9	1.2	2.1	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	26.0	26.2	42.1	0.0	25.6	44.6	21.7	22.5	44.0	29.1	30.5
LnGrp LOS	D	C	C	D	A	C	D	C	C	D	C	C
Approach Vol, veh/h		388			927			595			447	
Approach Delay, s/veh		29.0			31.8			30.2			31.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	27.8	21.5	21.5	15.7	19.7	8.5	34.6
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	9.4	36.0	22.6	33.0	14.6	30.8	7.8	47.8
Max Q Clear Time (g_c+I1), s	4.5	7.1	16.8	6.2	11.3	7.7	5.1	24.8
Green Ext Time (p_c), s	0.0	3.7	0.3	1.1	0.1	4.0	0.0	4.3

Intersection Summary	
HCM 6th Ctrl Delay	30.9
HCM 6th LOS	C



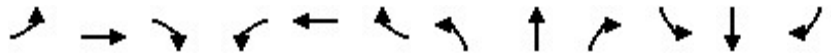
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	26	305	10	61	15	484	362	44	689	5
Future Volume (veh/h)	0	0	26	305	10	61	15	484	362	44	689	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	27	321	11	64	16	509	381	46	725	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	136	0	480	539	72	420	28	1340	585	66	2084	14
Arrive On Green	0.00	0.00	0.30	0.30	0.30	0.30	0.02	0.38	0.38	0.04	0.40	0.40
Sat Flow, veh/h	1325	0	1576	1376	237	1376	1781	3554	1552	1781	5230	36
Grp Volume(v), veh/h	0	0	27	321	0	75	16	509	381	46	472	258
Grp Sat Flow(s),veh/h/ln	1325	0	1576	1376	0	1613	1781	1777	1552	1781	1702	1862
Q Serve(g_s), s	0.0	0.0	0.6	11.4	0.0	1.8	0.5	5.5	10.8	1.4	5.1	5.1
Cycle Q Clear(g_c), s	0.0	0.0	0.6	12.1	0.0	1.8	0.5	5.5	10.8	1.4	5.1	5.1
Prop In Lane	1.00		1.00	1.00		0.85	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	136	0	480	539	0	492	28	1340	585	66	1356	742
V/C Ratio(X)	0.00	0.00	0.06	0.60	0.00	0.15	0.57	0.38	0.65	0.70	0.35	0.35
Avail Cap(c_a), veh/h	526	0	945	923	0	943	134	1394	608	134	1356	742
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	13.0	17.3	0.0	13.4	25.9	12.0	13.6	25.2	11.1	11.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.1	6.5	0.3	3.1	4.8	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	3.3	0.0	0.6	0.2	1.9	3.6	0.6	1.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	13.1	17.7	0.0	13.5	32.4	12.3	16.7	30.1	11.3	11.4
LnGrp LOS	A	A	B	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		27			396			906			776	
Approach Delay, s/veh		13.1			16.9			14.5			12.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.4	25.7		21.0	5.2	26.8		21.0
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	4.0	* 21		* 32	4.0	20.1		* 31
Max Q Clear Time (g_c+I1), s	3.4	12.8		2.6	2.5	7.1		14.1
Green Ext Time (p_c), s	0.0	4.4		0.1	0.0	3.7		0.7

Intersection Summary	
HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	505	796	70	101	855	63	93	262	74	75	139	671
Future Volume (veh/h)	505	796	70	101	855	63	93	262	74	75	139	671
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.94	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	515	812	71	103	872	64	95	267	76	77	142	685
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	576	1190	104	246	1135	83	112	347	276	220	871	1095
Arrive On Green	0.17	0.36	0.36	0.14	0.34	0.34	0.06	0.19	0.19	0.12	0.25	0.25
Sat Flow, veh/h	3456	3305	289	1781	3352	246	1781	1870	1489	1781	3554	2571
Grp Volume(v), veh/h	515	437	446	103	462	474	95	267	76	77	142	685
Grp Sat Flow(s),veh/h/ln	1728	1777	1817	1781	1777	1821	1781	1870	1489	1781	1777	1286
Q Serve(g_s), s	15.3	21.9	21.9	5.6	24.4	24.4	5.5	14.2	4.6	4.2	3.3	15.0
Cycle Q Clear(g_c), s	15.3	21.9	21.9	5.6	24.4	24.4	5.5	14.2	4.6	4.2	3.3	15.0
Prop In Lane	1.00		0.16	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	576	640	654	246	602	617	112	347	276	220	871	1095
V/C Ratio(X)	0.89	0.68	0.68	0.42	0.77	0.77	0.85	0.77	0.28	0.35	0.16	0.63
Avail Cap(c_a), veh/h	596	640	654	246	602	617	112	456	363	220	981	1175
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.83	0.83	0.83	0.99	0.99	0.99	0.90	0.90	0.90
Uniform Delay (d), s/veh	42.8	28.5	28.5	41.4	31.0	31.0	48.7	40.6	36.7	42.2	31.2	11.9
Incr Delay (d2), s/veh	15.6	5.8	5.7	4.3	7.7	7.5	40.4	6.1	0.6	0.3	0.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	9.9	10.1	2.7	11.3	11.5	3.7	7.0	1.7	1.8	1.4	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.5	34.3	34.2	45.7	38.7	38.5	89.1	46.7	37.3	42.5	31.3	12.9
LnGrp LOS	E	C	C	D	D	D	F	D	D	D	C	B
Approach Vol, veh/h		1398			1039			438			904	
Approach Delay, s/veh		43.2			39.3			54.3			18.3	
Approach LOS		D			D			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	24.4	20.3	43.0	11.0	30.7	21.9	41.4
Change Period (Y+Rc), s	4.4	4.9	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	10.1	25.6	12.6	* 38	6.6	29.0	18.1	31.7
Max Q Clear Time (g_c+I1), s	16.2	16.2	7.6	23.9	7.5	17.0	17.3	26.4
Green Ext Time (p_c), s	0.0	1.3	0.0	5.9	0.0	4.7	0.2	2.3

Intersection Summary	
HCM 6th Ctrl Delay	37.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	800	99	36	155	0	0	0	0	132	164	867
Future Volume (veh/h)	0	800	99	36	155	0	0	0	0	132	164	867
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	870	108	39	168	0				143	178	942
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1493	185	71	1951	0				279	954	922
Arrive On Green	0.00	0.47	0.47	0.04	0.55	0.00				0.34	0.34	0.34
Sat Flow, veh/h	0	3273	395	1781	3647	0				815	2791	2696
Grp Volume(v), veh/h	0	486	492	39	168	0				321	0	942
Grp Sat Flow(s),veh/h/ln	0	1777	1798	1781	1777	0				1830	1777	1348
Q Serve(g_s), s	0.0	22.0	22.0	2.4	2.5	0.0				15.4	0.0	37.6
Cycle Q Clear(g_c), s	0.0	22.0	22.0	2.4	2.5	0.0				15.4	0.0	37.6
Prop In Lane	0.00		0.22	1.00		0.00				0.45		1.00
Lane Grp Cap(c), veh/h	0	834	844	71	1951	0				625	607	922
V/C Ratio(X)	0.00	0.58	0.58	0.55	0.09	0.00				0.51	0.00	1.02
Avail Cap(c_a), veh/h	0	834	844	123	1951	0				625	607	922
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.81	0.81	0.76	0.76	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	21.3	21.3	51.9	11.7	0.0				28.9	0.0	36.2
Incr Delay (d2), s/veh	0.0	2.4	2.4	1.9	0.1	0.0				3.0	0.0	35.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.2	9.3	1.1	0.9	0.0				7.3	0.0	16.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.7	23.7	53.8	11.8	0.0				31.9	0.0	71.6
LnGrp LOS	A	C	C	D	B	A				C	A	F
Approach Vol, veh/h		978			207						1263	
Approach Delay, s/veh		23.7			19.7						61.5	
Approach LOS		C			B						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.8	58.2		43.0		67.0
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	7.6	* 50		37.6		60.4
Max Q Clear Time (g_c+I1), s	4.4	24.0		39.6		4.5
Green Ext Time (p_c), s	0.0	1.9		0.0		0.4

Intersection Summary	
HCM 6th Ctrl Delay	42.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	518	0	0	1155	827
Future Volume (veh/h)	0	518	0	0	1155	827
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	551			1229	880
Peak Hour Factor	0.94	0.94			0.94	0.94
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			2894	1343
Arrive On Green	0.00	0.00			0.85	0.85
Sat Flow, veh/h	0				3572	1580
Grp Volume(v), veh/h	0.0				1229	880
Grp Sat Flow(s),veh/h/ln					1702	1580
Q Serve(g_s), s					2.5	5.7
Cycle Q Clear(g_c), s					2.5	5.7
Prop In Lane						1.00
Lane Grp Cap(c), veh/h					2894	1343
V/C Ratio(X)					0.42	0.66
Avail Cap(c_a), veh/h					3572	1659
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.5	0.8
Incr Delay (d2), s/veh					0.1	0.7
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					0.6	1.4
LnGrp LOS					A	A
Approach Vol, veh/h					2109	
Approach Delay, s/veh					1.0	
Approach LOS					A	

Timer - Assigned Phs	6
Phs Duration (G+Y+Rc), s	30.0
Change Period (Y+Rc), s	4.5
Max Green Setting (Gmax), s	31.5
Max Q Clear Time (g_c+I1), s	7.7
Green Ext Time (p_c), s	17.9

Intersection Summary	
HCM 6th Ctrl Delay	1.0
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	217	92	272	333	85	163	428	72	159	1035	54
Future Volume (veh/h)	116	217	92	272	333	85	163	428	72	159	1035	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	231	98	289	354	90	173	455	77	169	1101	57
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	687	305	322	414	105	206	1072	476	204	1495	77
Arrive On Green	0.09	0.19	0.19	0.18	0.29	0.29	0.12	0.30	0.30	0.11	0.30	0.30
Sat Flow, veh/h	1781	3554	1580	1781	1438	366	1781	3554	1579	1781	4969	257
Grp Volume(v), veh/h	123	231	98	289	0	444	173	455	77	169	754	404
Grp Sat Flow(s),veh/h/ln	1781	1777	1580	1781	0	1804	1781	1777	1579	1781	1702	1822
Q Serve(g_s), s	6.2	5.1	4.8	14.4	0.0	21.1	8.6	9.3	3.2	8.4	18.1	18.1
Cycle Q Clear(g_c), s	6.2	5.1	4.8	14.4	0.0	21.1	8.6	9.3	3.2	8.4	18.1	18.1
Prop In Lane	1.00		1.00	1.00		0.20	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	154	687	305	322	0	519	206	1072	476	204	1024	548
V/C Ratio(X)	0.80	0.34	0.32	0.90	0.00	0.85	0.84	0.42	0.16	0.83	0.74	0.74
Avail Cap(c_a), veh/h	224	1292	575	338	0	771	210	1072	476	365	1129	604
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.7	31.6	31.5	36.3	0.0	30.5	39.3	25.4	23.3	39.3	28.5	28.5
Incr Delay (d2), s/veh	7.5	0.1	0.2	23.6	0.0	6.2	23.3	0.5	0.3	3.3	2.8	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	2.2	1.9	8.3	0.0	9.9	5.0	3.9	1.2	3.8	7.4	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.2	31.7	31.7	59.9	0.0	36.8	62.7	25.9	23.6	42.5	31.3	33.7
LnGrp LOS	D	C	C	E	A	D	E	C	C	D	C	C
Approach Vol, veh/h		452			733			705			1327	
Approach Delay, s/veh		36.2			45.9			34.6			33.5	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	32.7	20.8	22.4	14.9	32.6	12.2	31.0
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	10.4	22.2	17.2	33.0	10.7	30.1	11.4	38.8
Max Q Clear Time (g_c+I1), s	10.4	11.3	16.4	7.1	10.6	20.1	8.2	23.1
Green Ext Time (p_c), s	0.1	3.7	0.0	1.2	0.0	6.9	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	36.9
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	48	49	236	3	10	19	565	441	215	1294	22
Future Volume (veh/h)	32	48	49	236	3	10	19	565	441	215	1294	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	56	57	274	3	12	22	657	513	250	1505	26
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	537	266	270	448	102	408	36	1195	529	216	2260	39
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.02	0.34	0.34	0.12	0.44	0.44
Sat Flow, veh/h	1388	846	861	1272	325	1300	1781	3554	1572	1781	5168	89
Grp Volume(v), veh/h	37	0	113	274	0	15	22	657	513	250	991	540
Grp Sat Flow(s),veh/h/ln	1388	0	1707	1272	0	1625	1781	1777	1572	1781	1702	1853
Q Serve(g_s), s	1.2	0.0	3.2	13.1	0.0	0.4	0.8	9.8	20.9	7.9	15.1	15.1
Cycle Q Clear(g_c), s	1.7	0.0	3.2	16.3	0.0	0.4	0.8	9.8	20.9	7.9	15.1	15.1
Prop In Lane	1.00		0.50	1.00		0.80	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	537	0	536	448	0	510	36	1195	529	216	1489	810
V/C Ratio(X)	0.07	0.00	0.21	0.61	0.00	0.03	0.61	0.55	0.97	1.16	0.67	0.67
Avail Cap(c_a), veh/h	779	0	834	654	0	773	109	1195	529	216	1489	810
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	16.4	22.4	0.0	15.5	31.7	17.6	21.3	28.6	14.6	14.6
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.5	0.0	0.0	6.1	0.8	31.8	110.2	1.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.2	3.8	0.0	0.1	0.4	3.7	11.5	9.8	5.2	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.1	0.0	16.5	22.9	0.0	15.5	37.8	18.4	53.1	138.8	15.7	16.6
LnGrp LOS	B	A	B	C	A	B	D	B	D	F	B	B
Approach Vol, veh/h		150			289			1192			1781	
Approach Delay, s/veh		16.4			22.5			33.7			33.3	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.3	27.6		25.2	5.7	34.2		25.2
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	7.9	* 22		* 32	4.0	25.1		* 31
Max Q Clear Time (g_c+I1), s	9.3	22.9		5.2	2.8	17.1		18.3
Green Ext Time (p_c), s	0.0	0.0		0.5	0.0	5.5		0.5

Intersection Summary	
HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	516	1304	92	191	531	100	95	303	146	206	775	665
Future Volume (veh/h)	516	1304	92	191	531	100	95	303	146	206	775	665
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	600	1516	107	222	617	116	110	352	170	240	901	773
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	670	2420	170	214	1926	361	115	335	282	230	881	1226
Arrive On Green	0.19	0.72	0.72	0.12	0.65	0.65	0.06	0.18	0.18	0.13	0.25	0.25
Sat Flow, veh/h	3456	3365	236	1781	2986	560	1781	1870	1572	1781	3554	2762
Grp Volume(v), veh/h	600	796	827	222	367	366	110	352	170	240	901	773
Grp Sat Flow(s),veh/h/ln	1728	1777	1824	1781	1777	1769	1781	1870	1572	1781	1777	1381
Q Serve(g_s), s	23.7	31.9	32.6	16.8	12.9	13.0	8.6	25.1	15.7	18.1	34.7	30.4
Cycle Q Clear(g_c), s	23.7	31.9	32.6	16.8	12.9	13.0	8.6	25.1	15.7	18.1	34.7	30.4
Prop In Lane	1.00		0.13	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	670	1278	1312	214	1147	1141	115	335	282	230	881	1226
V/C Ratio(X)	0.89	0.62	0.63	1.04	0.32	0.32	0.96	1.05	0.60	1.04	1.02	0.63
Avail Cap(c_a), veh/h	827	1278	1312	214	1147	1141	115	335	282	230	881	1226
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	0.98	0.98	0.98	0.76	0.76	0.76
Uniform Delay (d), s/veh	55.0	10.0	10.1	61.6	11.1	11.1	65.3	57.5	67.3	61.0	52.7	30.3
Incr Delay (d2), s/veh	10.6	2.3	2.3	68.5	0.7	0.7	70.2	62.3	3.7	63.1	32.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	11.7	12.3	11.6	5.0	5.0	6.1	17.6	6.5	12.2	19.3	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.7	12.3	12.4	130.1	11.8	11.8	135.5	119.7	71.0	124.1	85.0	31.2
LnGrp LOS	E	B	B	F	B	B	F	F	E	F	F	C
Approach Vol, veh/h		2223			955			632			1914	
Approach Delay, s/veh		26.7			39.3			109.4			68.2	
Approach LOS		C			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.1	30.0	21.2	107.7	13.4	39.7	31.6	97.3
Change Period (Y+Rc), s	5.0	* 4.9	4.4	* 5.8	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	18.1	* 25	16.8	* 61	9.0	34.1	33.5	43.8
Max Q Clear Time (g_c+I1), s	20.1	27.1	18.8	34.6	10.6	36.7	25.7	15.0
Green Ext Time (p_c), s	0.0	0.0	0.0	17.5	0.0	0.0	1.5	4.0

Intersection Summary	
HCM 6th Ctrl Delay	51.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1420	156	38	178	0	0	0	0	299	670	674
Future Volume (veh/h)	0	1420	156	38	178	0	0	0	0	299	670	674
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1511	166	40	189	0				318	713	717
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	3305	360	70	3916	0				330	800	862
Arrive On Green	0.00	1.00	1.00	0.04	1.00	0.00				0.31	0.31	0.31
Sat Flow, veh/h	0	3325	352	1781	3647	0				1051	2544	2741
Grp Volume(v), veh/h	0	824	853	40	189	0				550	481	717
Grp Sat Flow(s),veh/h/ln	0	1777	1806	1781	1777	0				1818	1777	1370
Q Serve(g_s), s	0.0	0.0	0.0	2.4	0.0	0.0				32.7	28.0	26.7
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.4	0.0	0.0				32.7	28.0	26.7
Prop In Lane	0.00		0.19	1.00		0.00				0.58		1.00
Lane Grp Cap(c), veh/h	0	1817	1848	70	3916	0				572	559	862
V/C Ratio(X)	0.00	0.45	0.46	0.57	0.05	0.00				0.96	0.86	0.83
Avail Cap(c_a), veh/h	0	1817	1848	70	3916	0				572	559	862
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.60	0.60	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	52.0	0.0	0.0				37.1	35.4	35.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	4.4	0.0	0.0				29.4	15.8	9.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.1	0.0	0.0				19.1	14.5	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.1	0.1	56.4	0.0	0.0				66.5	51.3	44.2
LnGrp LOS	A	A	A	E	A	A				E	D	D
Approach Vol, veh/h		1677			229						1748	
Approach Delay, s/veh		0.1			9.9						53.1	
Approach LOS		A			A						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.7	120.8		40.0		129.5
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	4.3	* 56		34.6		63.4
Max Q Clear Time (g_c+I1), s	4.4	2.0		34.7		2.0
Green Ext Time (p_c), s	0.0	4.3		0.0		0.4

Intersection Summary	
HCM 6th Ctrl Delay	26.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	686	0	0	2179	528
Future Volume (veh/h)	0	686	0	0	2179	528
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	730			2318	562
Peak Hour Factor	0.94	0.94			0.94	0.94
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			3779	852
Arrive On Green	0.00	0.00			0.91	0.91
Sat Flow, veh/h	0				4334	939
Grp Volume(v), veh/h	0.0				1862	1018
Grp Sat Flow(s),veh/h/ln					1702	1701
Q Serve(g_s), s					5.4	6.7
Cycle Q Clear(g_c), s					5.4	6.7
Prop In Lane						0.55
Lane Grp Cap(c), veh/h					3088	1543
V/C Ratio(X)					0.60	0.66
Avail Cap(c_a), veh/h					3478	1738
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.5	0.5
Incr Delay (d2), s/veh					0.2	0.8
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.1	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					0.7	1.3
LnGrp LOS					A	A
Approach Vol, veh/h					2880	
Approach Delay, s/veh					0.9	
Approach LOS					A	

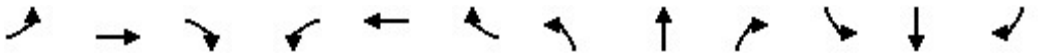
Timer - Assigned Phs	6
Phs Duration (G+Y+Rc), s	48.4
Change Period (Y+Rc), s	4.5
Max Green Setting (Gmax), s	49.5
Max Q Clear Time (g_c+I1), s	8.7
Green Ext Time (p_c), s	35.2

Intersection Summary	
HCM 6th Ctrl Delay	0.9
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

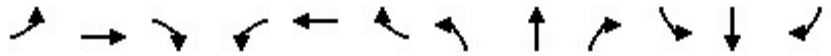
2030 Conditions



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	209	87	216	183	77	100	130	179	84	100	71
Future Volume (veh/h)	34	209	87	216	183	77	100	130	179	84	100	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	222	93	230	195	82	106	138	190	89	106	76
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	1307	658	316	810	637	136	756	472	115	715	309
Arrive On Green	0.03	0.37	0.37	0.09	0.43	0.43	0.08	0.21	0.21	0.06	0.20	0.20
Sat Flow, veh/h	1781	3554	1460	3456	1870	1471	1781	3554	1536	1781	3554	1534
Grp Volume(v), veh/h	36	222	93	230	195	82	106	138	190	89	106	76
Grp Sat Flow(s),veh/h/ln	1781	1777	1460	1728	1870	1471	1781	1777	1536	1781	1777	1534
Q Serve(g_s), s	1.8	3.7	3.4	5.8	5.9	3.0	5.2	2.8	8.7	4.4	2.2	3.7
Cycle Q Clear(g_c), s	1.8	3.7	3.4	5.8	5.9	3.0	5.2	2.8	8.7	4.4	2.2	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	47	1307	658	316	810	637	136	756	472	115	715	309
V/C Ratio(X)	0.76	0.17	0.14	0.73	0.24	0.13	0.78	0.18	0.40	0.77	0.15	0.25
Avail Cap(c_a), veh/h	601	1599	778	1166	841	662	601	1599	836	601	1599	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	18.9	14.7	39.3	16.0	15.1	40.3	28.7	24.6	40.9	29.2	29.8
Incr Delay (d2), s/veh	9.1	0.1	0.1	1.2	0.1	0.0	3.6	0.1	0.6	4.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.5	1.1	2.5	2.4	1.0	2.4	1.2	3.2	2.0	0.9	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	19.0	14.8	40.5	16.0	15.2	44.0	28.8	25.1	45.0	29.3	30.0
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		351			507			434			271	
Approach Delay, s/veh		21.3			27.0			30.9			34.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	38.6	12.2	24.6	7.8	44.4	11.2	25.6
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	7.8	5.7	7.2	5.7	3.8	7.9	6.4	10.7
Green Ext Time (p_c), s	0.4	2.3	0.1	0.6	0.0	1.0	0.1	1.6

Intersection Summary	
HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C



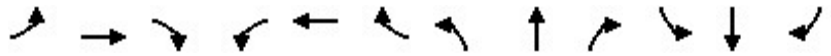
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	0	9	21	0	37	80	314	25	69	288	35
Future Volume (veh/h)	11	0	9	21	0	37	80	314	25	69	288	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	0	10	23	0	40	87	341	27	75	313	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	269	42	120	462	0	368	118	1555	121	107	1459	172
Arrive On Green	0.18	0.00	0.18	0.18	0.00	0.18	0.07	0.32	0.32	0.06	0.32	0.32
Sat Flow, veh/h	579	238	681	1395	0	1547	1781	4817	375	1781	4611	545
Grp Volume(v), veh/h	22	0	0	23	0	40	87	239	129	75	229	122
Grp Sat Flow(s),veh/h/ln	1498	0	0	1395	0	1547	1781	1702	1788	1781	1702	1751
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.7	1.6	1.7	1.8	1.4	1.6	1.7
Cycle Q Clear(g_c), s	0.4	0.0	0.0	0.4	0.0	0.7	1.6	1.7	1.8	1.4	1.6	1.7
Prop In Lane	0.55		0.45	1.00		1.00	1.00		0.21	1.00		0.31
Lane Grp Cap(c), veh/h	431	0	0	462	0	368	118	1099	577	107	1077	554
V/C Ratio(X)	0.05	0.00	0.00	0.05	0.00	0.11	0.74	0.22	0.22	0.70	0.21	0.22
Avail Cap(c_a), veh/h	1890	0	0	1867	0	1952	1603	6127	3217	1603	6127	3152
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.5	0.0	0.0	11.5	0.0	10.0	15.3	8.2	8.2	15.4	8.3	8.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.1	0.3	3.1	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.2	0.6	0.5	0.5	0.5	0.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	0.0	0.0	11.5	0.0	10.0	18.6	8.4	8.5	18.5	8.5	8.6
LnGrp LOS	B	A	A	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		22			63			455			426	
Approach Delay, s/veh		11.5			10.6			10.4			10.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.4	16.2		10.8	6.6	16.0		10.8
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.4	3.8		2.4	3.6	3.7		2.7
Green Ext Time (p_c), s	0.1	3.5		0.1	0.1	2.9		0.1

Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	12	30	41	52	12	372	631	114	40	423	199
Future Volume (veh/h)	19	12	30	41	52	12	372	631	114	40	423	199
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.74	1.00		0.74	1.00		0.94	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	13	32	44	56	13	400	678	123	43	455	214
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	470	295	57	469	294	427	1742	729	56	660	307
Arrive On Green	0.03	0.25	0.25	0.03	0.25	0.25	0.24	0.49	0.49	0.03	0.29	0.29
Sat Flow, veh/h	1781	1870	1176	1781	1870	1175	1781	3554	1488	1781	2278	1058
Grp Volume(v), veh/h	20	13	32	44	56	13	400	678	123	43	354	315
Grp Sat Flow(s),veh/h/ln	1781	1870	1176	1781	1870	1175	1781	1777	1488	1781	1777	1559
Q Serve(g_s), s	1.3	0.6	2.5	2.9	2.8	1.0	26.3	14.4	5.5	2.9	21.1	21.6
Cycle Q Clear(g_c), s	1.3	0.6	2.5	2.9	2.8	1.0	26.3	14.4	5.5	2.9	21.1	21.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.68
Lane Grp Cap(c), veh/h	58	470	295	57	469	294	427	1742	729	56	515	452
V/C Ratio(X)	0.35	0.03	0.11	0.77	0.12	0.04	0.94	0.39	0.17	0.77	0.69	0.70
Avail Cap(c_a), veh/h	447	470	295	447	469	295	447	1782	746	447	891	782
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.6	33.8	34.5	57.5	34.6	34.0	44.6	19.2	17.0	57.5	37.7	37.8
Incr Delay (d2), s/veh	1.3	0.0	0.1	8.0	0.0	0.0	27.2	0.2	0.1	8.2	4.4	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.3	0.7	1.4	1.3	0.3	14.8	5.9	1.9	1.4	9.8	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	33.8	34.6	65.5	34.7	34.0	71.8	19.4	17.1	65.8	42.1	43.1
LnGrp LOS	E	C	C	E	C	C	E	B	B	E	D	D
Approach Vol, veh/h		65			113			1201			712	
Approach Delay, s/veh		41.6			46.6			36.6			44.0	
Approach LOS		D			D			D			D	

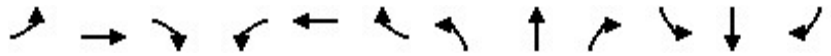
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	67.4	8.2	35.0	33.1	43.4	8.3	34.9
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	4.9	16.4	4.9	4.5	28.3	23.6	3.3	4.8
Green Ext Time (p_c), s	0.0	7.7	0.0	0.1	0.4	11.1	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	39.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



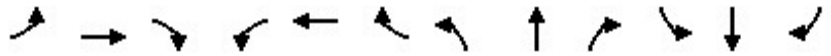
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	187	16	150	123	0	0	0	0	197	23	30
Future Volume (veh/h)	0	187	16	150	123	0	0	0	0	197	23	30
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	205	18	165	135	0				234	0	33
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	242	482	212	345	659	0				958	0	634
Arrive On Green	0.00	0.14	0.14	0.19	0.19	0.00				0.27	0.00	0.27
Sat Flow, veh/h	1781	3554	1562	1781	3572	0				3563	0	1557
Grp Volume(v), veh/h	0	205	18	165	135	0				234	0	33
Grp Sat Flow(s),veh/h/ln	1781	1777	1562	1781	1702	0				1781	0	1557
Q Serve(g_s), s	0.0	1.9	0.4	3.0	1.2	0.0				1.9	0.0	0.5
Cycle Q Clear(g_c), s	0.0	1.9	0.4	3.0	1.2	0.0				1.9	0.0	0.5
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	242	482	212	345	659	0				958	0	634
V/C Ratio(X)	0.00	0.42	0.08	0.48	0.20	0.00				0.24	0.00	0.05
Avail Cap(c_a), veh/h	2961	5907	2596	2961	5659	0				3455	0	1725
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.3	13.6	12.9	12.2	0.0				10.3	0.0	6.5
Incr Delay (d2), s/veh	0.0	0.2	0.1	1.2	0.2	0.0				0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.1	0.9	0.3	0.0				0.6	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.5	13.7	14.1	12.4	0.0				10.4	0.0	6.5
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		223			300						267	
Approach Delay, s/veh		14.5			13.3						9.9	
Approach LOS		B			B						A	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		8.9		15.9		11.3
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		3.9		3.9		5.0
Green Ext Time (p_c), s		0.8		0.5		2.0

Intersection Summary		
HCM 6th Ctrl Delay		12.5
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	333	0	0	268	331	29	7	59	20	0	289
Future Volume (veh/h)	82	333	0	0	268	331	29	7	59	20	0	289
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	91	370	0	0	298	368	32	8	66	22	0	321
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	122	1623	0	0	579	512	148	14	116	26	0	378
Arrive On Green	0.07	0.46	0.00	0.00	0.33	0.33	0.08	0.08	0.08	0.25	0.00	0.25
Sat Flow, veh/h	1781	3647	0	0	1870	1570	1781	169	1395	102	0	1486
Grp Volume(v), veh/h	91	370	0	0	298	368	32	0	74	343	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1570	1781	0	1564	1587	0	0
Q Serve(g_s), s	3.6	4.5	0.0	0.0	9.8	14.8	1.2	0.0	3.3	14.8	0.0	0.0
Cycle Q Clear(g_c), s	3.6	4.5	0.0	0.0	9.8	14.8	1.2	0.0	3.3	14.8	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.89	0.06		0.94
Lane Grp Cap(c), veh/h	122	1623	0	0	579	512	148	0	130	404	0	0
V/C Ratio(X)	0.75	0.23	0.00	0.00	0.51	0.72	0.22	0.00	0.57	0.85	0.00	0.00
Avail Cap(c_a), veh/h	743	2964	0	0	1482	1310	990	0	870	883	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	32.9	11.9	0.0	0.0	19.7	21.4	30.8	0.0	31.7	25.5	0.0	0.0
Incr Delay (d2), s/veh	10.5	0.0	0.0	0.0	0.9	2.3	0.3	0.0	1.5	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.5	0.0	0.0	3.7	5.1	0.5	0.0	1.3	5.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	11.9	0.0	0.0	20.5	23.7	31.1	0.0	33.2	27.4	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	C	C	A	A
Approach Vol, veh/h		461			666			106			343	
Approach Delay, s/veh		18.1			22.3			32.6			27.4	
Approach LOS		B			C			C			C	

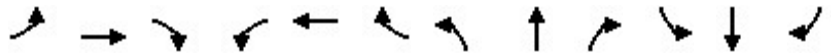
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		37.2		22.3	9.4	27.8		12.4				
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4				
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s		6.5		16.8	5.6	16.8		5.3				
Green Ext Time (p_c), s		1.5		1.6	0.3	5.5		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		22.9
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



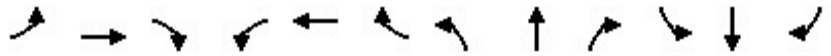
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	356	62	304	411	0	0	0	0	387	242	197
Future Volume (veh/h)	0	356	62	304	411	0	0	0	0	387	242	197
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	363	63	310	419	0				395	247	201
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1901	845	390	2488	0				653	343	283
Arrive On Green	0.00	0.53	0.53	0.23	1.00	0.00				0.18	0.18	0.18
Sat Flow, veh/h	0	3647	1579	3456	3647	0				3563	1870	1546
Grp Volume(v), veh/h	0	363	63	310	419	0				395	247	201
Grp Sat Flow(s),veh/h/ln	0	1777	1579	1728	1777	0				1781	1870	1546
Q Serve(g_s), s	0.0	4.4	1.6	7.1	0.0	0.0				8.6	10.4	10.3
Cycle Q Clear(g_c), s	0.0	4.4	1.6	7.1	0.0	0.0				8.6	10.4	10.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1901	845	390	2488	0				653	343	283
V/C Ratio(X)	0.00	0.19	0.07	0.80	0.17	0.00				0.61	0.72	0.71
Avail Cap(c_a), veh/h	0	1901	845	703	2488	0				1361	715	591
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.99	0.99	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.1	9.5	31.6	0.0	0.0				31.5	32.3	32.2
Incr Delay (d2), s/veh	0.0	0.2	0.2	1.4	0.1	0.0				0.3	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	0.5	2.6	0.0	0.0				3.6	4.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.3	9.6	33.0	0.1	0.0				31.8	33.4	33.4
LnGrp LOS	A	B	A	C	A	A				C	C	C
Approach Vol, veh/h		426			729						843	
Approach Delay, s/veh		10.2			14.1						32.7	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.9	49.8		20.3		63.7
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	17.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	9.1	6.4		12.4		2.0
Green Ext Time (p_c), s	0.4	2.3		2.0		3.0

Intersection Summary	
HCM 6th Ctrl Delay	21.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

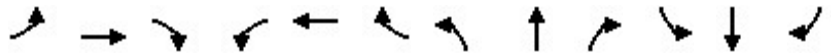


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	213	541	0	0	583	565	125	202	26	0	0	0
Future Volume (veh/h)	213	541	0	0	583	565	125	202	26	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	215	546	0	0	589	571	126	204	26			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1282	2715	0	0	1189	519	208	375	47			
Arrive On Green	0.74	1.00	0.00	0.00	0.33	0.33	0.12	0.12	0.12			
Sat Flow, veh/h	3456	3647	0	0	3647	1553	1739	3136	395			
Grp Volume(v), veh/h	215	546	0	0	589	571	129	109	118			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1553	1783	1702	1785			
Q Serve(g_s), s	1.5	0.0	0.0	0.0	11.1	28.1	5.8	5.1	5.2			
Cycle Q Clear(g_c), s	1.5	0.0	0.0	0.0	11.1	28.1	5.8	5.1	5.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		0.22			
Lane Grp Cap(c), veh/h	1282	2715	0	0	1189	519	213	203	213			
V/C Ratio(X)	0.17	0.20	0.00	0.00	0.50	1.10	0.61	0.54	0.55			
Avail Cap(c_a), veh/h	1282	2715	0	0	1189	519	597	569	597			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	7.0	0.0	0.0	0.0	22.3	28.0	35.1	34.8	34.9			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.5	69.4	1.0	0.8	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.0	0.0	4.5	19.3	2.5	2.1	2.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.1	0.2	0.0	0.0	23.8	97.3	36.1	35.6	35.7			
LnGrp LOS	A	A	A	A	C	F	D	D	D			
Approach Vol, veh/h		761			1160			356				
Approach Delay, s/veh		2.1			60.0			35.8				
Approach LOS		A			E			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.1			36.1	33.0		14.9				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			3.5	30.1		7.8				
Green Ext Time (p_c), s		4.5			0.5	0.0		1.3				

Intersection Summary	
HCM 6th Ctrl Delay	36.9
HCM 6th LOS	D

Notes

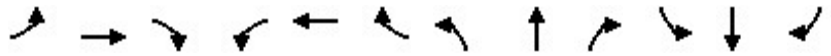
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	17	44	12	984	20	0	0	0
Future Volume (veh/h)	0	0	0	0	17	44	12	984	20	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	22	56	15	1262	26			
Peak Hour Factor				0.78	0.78	0.78	0.78	0.78	0.78			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	30	77	107	3231	66			
Arrive On Green				0.00	0.06	0.06	0.65	0.65	0.65			
Sat Flow, veh/h				0	465	1184	17	4976	102			
Grp Volume(v), veh/h				0	0	78	478	396	429			
Grp Sat Flow(s),veh/h/ln				0	0	1649	1865	1549	1681			
Q Serve(g_s), s				0.0	0.0	1.8	0.0	4.7	4.7			
Cycle Q Clear(g_c), s				0.0	0.0	1.8	4.7	4.7	4.7			
Prop In Lane				0.00		0.72	0.03		0.06			
Lane Grp Cap(c), veh/h				0	0	107	1307	1006	1091			
V/C Ratio(X)				0.00	0.00	0.73	0.37	0.39	0.39			
Avail Cap(c_a), veh/h				0	0	1700	2967	2395	2598			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	17.8	3.2	3.2	3.2			
Incr Delay (d2), s/veh				0.0	0.0	3.6	0.3	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.7	0.7	0.6	0.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	21.4	3.5	3.6	3.5			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					78			1303				
Approach Delay, s/veh					21.4			3.5				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	30.8							8.0				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	6.7							3.8				
Green Ext Time (p_c), s	18.5							0.3				

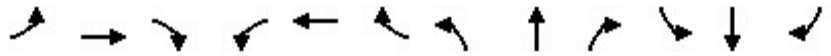
Intersection Summary		
HCM 6th Ctrl Delay		4.5
HCM 6th LOS		A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	149	63	334	277	61	169	242	66	60	254	57
Future Volume (veh/h)	42	149	63	334	277	61	169	242	66	60	254	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	160	68	359	298	66	182	260	71	65	273	61
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	294	247	415	527	117	230	1041	267	83	740	157
Arrive On Green	0.03	0.16	0.16	0.23	0.36	0.36	0.13	0.26	0.26	0.05	0.18	0.18
Sat Flow, veh/h	1781	1870	1570	1781	1482	328	1781	4022	1033	1781	4191	890
Grp Volume(v), veh/h	45	160	68	359	0	364	182	218	113	65	219	115
Grp Sat Flow(s),veh/h/ln	1781	1870	1570	1781	0	1810	1781	1702	1650	1781	1702	1677
Q Serve(g_s), s	1.6	4.9	2.4	12.1	0.0	10.1	6.2	3.2	3.4	2.3	3.5	3.8
Cycle Q Clear(g_c), s	1.6	4.9	2.4	12.1	0.0	10.1	6.2	3.2	3.4	2.3	3.5	3.8
Prop In Lane	1.00		1.00	1.00		0.18	1.00		0.63	1.00		0.53
Lane Grp Cap(c), veh/h	62	294	247	415	0	643	230	881	427	83	601	296
V/C Ratio(X)	0.73	0.54	0.28	0.86	0.00	0.57	0.79	0.25	0.27	0.78	0.36	0.39
Avail Cap(c_a), veh/h	855	1197	1005	855	0	1158	855	3269	1585	855	3269	1611
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	24.3	23.2	23.0	0.0	16.2	26.4	18.3	18.4	29.5	22.6	22.7
Incr Delay (d2), s/veh	6.0	0.6	0.2	2.1	0.0	0.8	2.3	0.3	0.6	5.8	0.7	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.1	0.9	5.0	0.0	4.0	2.6	1.2	1.3	1.0	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.8	24.9	23.4	25.1	0.0	17.0	28.7	18.6	19.0	35.3	23.3	24.2
LnGrp LOS	D	C	C	C	A	B	C	B	B	D	C	C
Approach Vol, veh/h		273			723			513			399	
Approach Delay, s/veh		26.3			21.1			22.3			25.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	21.5	19.0	14.7	12.5	16.3	6.6	27.1
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	14.3	5.4	14.1	6.9	8.2	5.8	3.6	12.1
Green Ext Time (p_c), s	0.1	4.1	0.5	0.7	0.2	4.0	0.0	2.5

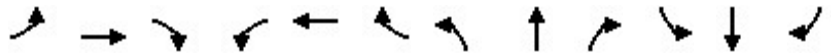
Intersection Summary	
HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	104	188	139	174	0	0	0	0	86	1525	482
Future Volume (veh/h)	0	104	188	139	174	0	0	0	0	86	1525	482
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	118	214	158	198	0				98	1733	548
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	447	378	263	401	0				1108	2402	733
Arrive On Green	0.00	0.24	0.24	0.24	0.24	0.00				0.62	0.62	0.62
Sat Flow, veh/h	0	1870	1585	789	1763	0				1781	3863	1179
Grp Volume(v), veh/h	0	118	214	170	186	0				98	1520	761
Grp Sat Flow(s),veh/h/ln	0	1870	1585	850	1617	0				1781	1702	1638
Q Serve(g_s), s	0.0	4.8	11.1	14.1	9.2	0.0				2.1	28.4	30.6
Cycle Q Clear(g_c), s	0.0	4.8	11.1	18.9	9.2	0.0				2.1	28.4	30.6
Prop In Lane	0.00		1.00	0.93		0.00				1.00		0.72
Lane Grp Cap(c), veh/h	0	447	378	277	386	0				1108	2117	1018
V/C Ratio(X)	0.00	0.26	0.57	0.61	0.48	0.00				0.09	0.72	0.75
Avail Cap(c_a), veh/h	0	602	510	367	520	0				1146	2190	1054
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	28.8	31.2	36.5	30.5	0.0				7.1	12.0	12.5
Incr Delay (d2), s/veh	0.0	0.1	0.5	1.6	0.7	0.0				0.1	1.3	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.2	4.3	3.8	3.7	0.0				0.7	9.9	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.9	31.7	38.2	31.2	0.0				7.1	13.4	15.8
LnGrp LOS	A	C	C	D	C	A				A	B	B
Approach Vol, veh/h		332			356						2379	
Approach Delay, s/veh		30.7			34.5						13.9	
Approach LOS		C			C						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		29.0		64.3		29.0
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		13.1		32.6		20.9
Green Ext Time (p_c), s		0.8		25.4		1.4

Intersection Summary		
HCM 6th Ctrl Delay		18.1
HCM 6th LOS		B



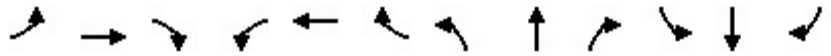
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	17	82	0	33	22	275	1039	22	0	0	0
Future Volume (veh/h)	92	17	82	0	33	22	275	1039	22	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	97	18	86	0	35	23	289	1094	23			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	349	49	1082	0	169	111	930	1857	39			
Arrive On Green	0.16	0.16	0.16	0.00	0.16	0.16	0.52	0.52	0.52			
Sat Flow, veh/h	970	304	1570	0	1045	687	1781	3556	75			
Grp Volume(v), veh/h	115	0	86	0	0	58	289	547	570			
Grp Sat Flow(s),veh/h/ln	1273	0	1570	0	0	1731	1781	1777	1854			
Q Serve(g_s), s	2.1	0.0	0.0	0.0	0.0	1.0	3.2	7.3	7.3			
Cycle Q Clear(g_c), s	3.1	0.0	0.0	0.0	0.0	1.0	3.2	7.3	7.3			
Prop In Lane	0.84		1.00	0.00		0.40	1.00		0.04			
Lane Grp Cap(c), veh/h	398	0	1082	0	0	280	930	928	968			
V/C Ratio(X)	0.29	0.00	0.08	0.00	0.00	0.21	0.31	0.59	0.59			
Avail Cap(c_a), veh/h	1391	0	2194	0	0	1506	1524	1520	1587			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	13.6	0.0	1.8	0.0	0.0	12.5	4.7	5.7	5.7			
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.1	0.2	0.6	0.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.8	0.0	0.0	0.3	0.6	1.5	1.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.0	0.0	1.9	0.0	0.0	12.7	4.9	6.3	6.3			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		201			58			1406				
Approach Delay, s/veh		8.8			12.7			6.0				
Approach LOS		A			B			A				

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		22.5		12.0				12.0				
Change Period (Y+Rc), s		4.5		* 6.4				6.4				
Max Green Setting (Gmax), s		29.5		* 30				30.0				
Max Q Clear Time (g_c+I1), s		9.3		5.1				3.0				
Green Ext Time (p_c), s		8.7		0.9				0.2				

Intersection Summary												
HCM 6th Ctrl Delay			6.6									
HCM 6th LOS			A									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	23	27	11	6	7	30	441	125	103	608	9
Future Volume (veh/h)	3	23	27	11	6	7	30	441	125	103	608	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	25	30	12	7	8	33	485	137	113	668	10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	409	147	176	373	151	173	53	2177	664	227	2394	36
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.03	0.43	0.43	0.07	0.46	0.46
Sat Flow, veh/h	1392	772	927	1343	795	908	1781	5106	1558	3456	5180	77
Grp Volume(v), veh/h	3	0	55	12	0	15	33	485	137	113	439	239
Grp Sat Flow(s),veh/h/ln	1392	0	1699	1343	0	1703	1781	1702	1558	1728	1702	1854
Q Serve(g_s), s	0.1	0.0	1.3	0.4	0.0	0.3	0.9	2.8	2.6	1.5	3.7	3.7
Cycle Q Clear(g_c), s	0.4	0.0	1.3	1.6	0.0	0.3	0.9	2.8	2.6	1.5	3.7	3.7
Prop In Lane	1.00		0.55	1.00		0.53	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	409	0	324	373	0	324	53	2177	664	227	1573	857
V/C Ratio(X)	0.01	0.00	0.17	0.03	0.00	0.05	0.62	0.22	0.21	0.50	0.28	0.28
Avail Cap(c_a), veh/h	1330	0	1448	1262	0	1452	1139	6530	1992	2210	4353	2371
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	0.0	15.9	16.6	0.0	15.5	22.5	8.5	8.5	21.2	7.8	7.8
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.0	4.4	0.1	0.3	0.6	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	0.1	0.0	0.1	0.4	0.8	0.7	0.6	1.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.7	0.0	16.0	16.6	0.0	15.5	26.9	8.6	8.7	21.8	7.9	8.0
LnGrp LOS	B	A	B	B	A	B	C	A	A	C	A	A
Approach Vol, veh/h		58			27			655			791	
Approach Delay, s/veh		16.0			16.0			9.6			9.9	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.5	25.7		13.7	5.8	27.4		13.7
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	3.5	4.8		3.3	2.9	5.7		3.6
Green Ext Time (p_c), s	0.2	7.6		0.2	0.0	4.8		0.1

Intersection Summary	
HCM 6th Ctrl Delay	10.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.1

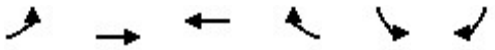
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2551	10	0	4947	4	0	0	3	0	0	2
Future Vol, veh/h	0	2551	10	0	4947	4	0	0	3	0	0	2
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	2803	11	0	5436	4	0	0	3	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1407	-	-	2722
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	110	0	0	13
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	110	-	-	13
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	38.7	$ 331.7
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	110	-	-	-	-	13
HCM Lane V/C Ratio	0.03	-	-	-	-	0.169
HCM Control Delay (s)	38.7	-	-	-	-	$ 331.7
HCM Lane LOS	E	-	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.5

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	856	1717	2425	56	29	51
Future Volume (veh/h)	856	1717	2425	56	29	51
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	973	1951	2756	0	33	58
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	814	4286	2926		91	81
Arrive On Green	0.24	0.86	0.59	0.00	0.05	0.05
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	973	1951	2756	0	33	58
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	27.8	10.6	60.3	0.0	2.1	4.3
Cycle Q Clear(g_c), s	27.8	10.6	60.3	0.0	2.1	4.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	814	4286	2926		91	81
V/C Ratio(X)	1.20	0.46	0.94		0.36	0.71
Avail Cap(c_a), veh/h	814	4286	2926		479	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.23	0.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	1.9	22.5	0.0	54.1	55.1
Incr Delay (d2), s/veh	99.7	0.4	2.1	0.0	0.9	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.7	1.2	21.1	0.0	1.0	3.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	144.8	2.3	24.6	0.0	55.0	59.4
LnGrp LOS	F	A	C		E	E
Approach Vol, veh/h		2924	2756	A	91	
Approach Delay, s/veh		49.7	24.6		57.8	
Approach LOS		D	C		E	

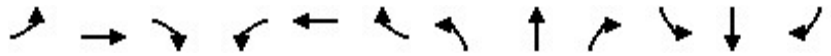
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		106.8		11.2	32.2	74.6
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		75.8		31.7	27.8	* 44
Max Q Clear Time (g_c+I1), s		12.6		6.3	29.8	62.3
Green Ext Time (p_c), s		55.5		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	37.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	293	745	25	48	1107	42	125	210	70	43	153	511
Future Volume (veh/h)	293	745	25	48	1107	42	125	210	70	43	153	511
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.94	1.00		0.88
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	315	801	27	52	1190	45	134	226	75	46	165	549
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	340	1643	55	204	1389	53	158	910	276	60	934	558
Arrive On Green	0.19	0.47	0.47	0.15	0.53	0.53	0.09	0.24	0.24	0.03	0.18	0.18
Sat Flow, veh/h	1781	3506	118	1781	3491	132	1781	3825	1158	1781	5106	1398
Grp Volume(v), veh/h	315	406	422	52	605	630	134	199	102	46	165	549
Grp Sat Flow(s),veh/h/ln	1781	1777	1847	1781	1777	1846	1781	1702	1579	1781	1702	1398
Q Serve(g_s), s	24.3	22.0	22.0	3.6	41.1	41.1	10.4	6.6	7.4	3.6	3.8	25.6
Cycle Q Clear(g_c), s	24.3	22.0	22.0	3.6	41.1	41.1	10.4	6.6	7.4	3.6	3.8	25.6
Prop In Lane	1.00		0.06	1.00		0.07	1.00		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	340	833	865	204	707	735	158	810	376	60	934	558
V/C Ratio(X)	0.93	0.49	0.49	0.26	0.86	0.86	0.85	0.25	0.27	0.77	0.18	0.98
Avail Cap(c_a), veh/h	382	833	865	204	707	735	244	810	376	244	934	558
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.81	0.81	0.81	0.99	0.99	0.99	0.99	0.99	0.99
Uniform Delay (d), s/veh	55.7	25.6	25.6	54.1	29.5	29.5	62.9	43.2	43.5	67.1	48.3	44.3
Incr Delay (d2), s/veh	27.0	2.0	2.0	2.4	10.5	10.2	9.5	0.2	0.4	7.6	0.1	33.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.3	9.6	9.9	1.7	17.4	18.0	5.1	2.8	2.9	1.8	1.6	23.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.7	27.7	27.6	56.5	40.0	39.8	72.4	43.3	43.9	74.8	48.4	78.2
LnGrp LOS	F	C	C	E	D	D	E	D	D	E	D	E
Approach Vol, veh/h		1143			1287			435			760	
Approach Delay, s/veh		42.8			40.6			52.4			71.5	
Approach LOS		D			D			D			E	

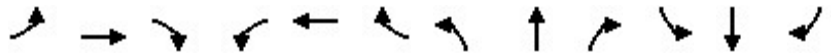
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	38.3	21.8	70.8	16.8	30.6	31.1	61.5
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	5.6	9.4	5.6	24.0	12.4	27.6	26.3	43.1
Green Ext Time (p_c), s	0.0	1.8	0.0	8.2	0.1	0.0	0.3	1.6

Intersection Summary	
HCM 6th Ctrl Delay	49.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	760	75	30	168	0	0	0	0	187	223	1054
Future Volume (veh/h)	0	760	75	30	168	0	0	0	0	187	223	1054
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	854	84	34	189	0				210	251	1184
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1644	162	59	2021	0				616	1293	537
Arrive On Green	0.00	1.00	1.00	0.03	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3356	321	1781	3647	0				1781	3741	1553
Grp Volume(v), veh/h	0	465	473	34	189	0				210	251	1184
Grp Sat Flow(s),veh/h/ln	0	1777	1807	1781	1777	0				1781	1870	1553
Q Serve(g_s), s	0.0	0.0	0.0	2.6	3.4	0.0				12.2	6.6	48.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.6	3.4	0.0				12.2	6.6	48.4
Prop In Lane	0.00		0.18	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	895	910	59	2021	0				616	1293	537
V/C Ratio(X)	0.00	0.52	0.52	0.57	0.09	0.00				0.34	0.19	2.20
Avail Cap(c_a), veh/h	0	895	910	313	2021	0				616	1293	537
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.92	0.92	0.84	0.84	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	66.7	13.8	0.0				34.0	32.1	45.8
Incr Delay (d2), s/veh	0.0	2.0	1.9	2.7	0.1	0.0				1.5	0.3	548.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.5	1.2	1.4	0.0				5.7	3.1	100.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	2.0	1.9	69.4	13.8	0.0				35.5	32.5	594.1
LnGrp LOS	A	A	A	E	B	A				D	C	F
Approach Vol, veh/h		938			223						1645	
Approach Delay, s/veh		2.0			22.3						437.1	
Approach LOS		A			C						F	

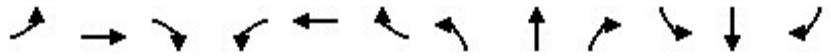
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.1	77.1		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	14.6	2.0		50.4		5.4
Green Ext Time (p_c), s	0.0	1.8		0.0		0.4

Intersection Summary	
HCM 6th Ctrl Delay	258.7
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	600	352	0	0	172	140	45	104	36	0	0	0
Future Volume (veh/h)	600	352	0	0	172	140	45	104	36	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	638	374	0	0	183	149	48	111	38			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1529	1487	0	0	555	424	85	212	127			
Arrive On Green	0.44	0.79	0.00	0.00	0.29	0.29	0.08	0.08	0.08			
Sat Flow, veh/h	3456	1870	0	0	1999	1456	1029	2567	1537			
Grp Volume(v), veh/h	638	374	0	0	170	162	85	74	38			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1585	1819	1777	1537			
Q Serve(g_s), s	10.1	4.1	0.0	0.0	6.0	6.5	3.6	3.2	1.9			
Cycle Q Clear(g_c), s	10.1	4.1	0.0	0.0	6.0	6.5	3.6	3.2	1.9			
Prop In Lane	1.00		0.00	0.00		0.92	0.57		1.00			
Lane Grp Cap(c), veh/h	1529	1487	0	0	518	462	150	147	127			
V/C Ratio(X)	0.42	0.25	0.00	0.00	0.33	0.35	0.57	0.51	0.30			
Avail Cap(c_a), veh/h	1529	1487	0	0	580	517	389	380	329			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.85	0.85	0.00	0.00	1.00	1.00	0.98	0.98	0.98			
Uniform Delay (d), s/veh	15.3	2.1	0.0	0.0	22.2	22.4	35.3	35.1	34.5			
Incr Delay (d2), s/veh	0.2	0.3	0.0	0.0	0.1	0.2	1.2	1.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.6	0.7	0.0	0.0	2.3	2.3	1.6	1.4	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.4	2.4	0.0	0.0	22.3	22.5	36.5	36.1	35.0			
LnGrp LOS	B	A	A	A	C	C	D	D	D			
Approach Vol, veh/h		1012			332			197				
Approach Delay, s/veh		10.6			22.4			36.1				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.5			40.3	28.2		11.5				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		6.1			12.1	8.5		5.6				
Green Ext Time (p_c), s		1.4			1.8	1.1		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

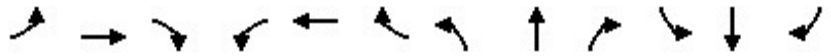
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	100	1866	659	0	0	1715
Future Volume (veh/h)	100	1866	659	0	0	1715
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	108	0	709	0	0	1844
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	156		3181	0	259	5172
Arrive On Green	0.09	0.00	0.64	0.00	0.00	0.82
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	108	0	709	0	0	1844
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	6.5	0.0	6.6	0.0	0.0	8.1
Cycle Q Clear(g_c), s	6.5	0.0	6.6	0.0	0.0	8.1
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	156		3181	0	259	5172
V/C Ratio(X)	0.69		0.22	0.00	0.00	0.36
Avail Cap(c_a), veh/h	486		3181	0	740	5172
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.00	0.75	0.00	0.00	0.88
Uniform Delay (d), s/veh	48.7	0.0	8.4	0.0	0.0	2.4
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	2.1	0.0	0.0	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.9	0.0	8.4	0.0	0.0	2.6
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	108	A	709			1844
Approach Delay, s/veh	49.9		8.4			2.6
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	20.4	75.1				95.5	14.5
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	15.5	20.1				70.2	30.0
Max Q Clear Time (g_c+I1), s	10.6	8.6				10.1	8.5
Green Ext Time (p_c), s	0.0	4.5				29.4	0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



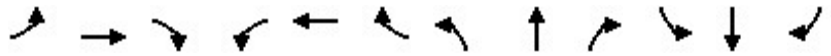
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	243	1862	132	112	241	0	0	191	25
Future Volume (veh/h)	0	0	0	243	1862	132	112	241	0	0	191	25
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.88
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				259	1981	140	119	256	0	0	203	27
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				315	2569	185	147	1442	0	0	639	80
Arrive On Green				0.19	0.19	0.19	0.17	0.56	0.00	0.00	0.14	0.14
Sat Flow, veh/h				548	4478	323	1781	5274	0	0	4682	567
Grp Volume(v), veh/h				871	727	782	119	256	0	0	150	80
Grp Sat Flow(s),veh/h/ln				1843	1702	1805	1781	1702	0	0	1702	1677
Q Serve(g_s), s				49.9	44.4	45.1	7.1	2.7	0.0	0.0	4.4	4.7
Cycle Q Clear(g_c), s				49.9	44.4	45.1	7.1	2.7	0.0	0.0	4.4	4.7
Prop In Lane				0.30		0.18	1.00		0.00	0.00		0.34
Lane Grp Cap(c), veh/h				1057	976	1035	147	1442	0	0	482	237
V/C Ratio(X)				0.82	0.74	0.76	0.81	0.18	0.00	0.00	0.31	0.34
Avail Cap(c_a), veh/h				1057	976	1035	155	1629	0	0	591	291
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.58	0.58	0.58	0.68	0.68	0.00	0.00	0.95	0.95
Uniform Delay (d), s/veh				39.2	37.0	37.3	45.1	17.8	0.0	0.0	42.4	42.6
Incr Delay (d2), s/veh				4.4	3.0	3.0	16.7	0.0	0.0	0.0	0.2	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				25.8	21.0	22.6	3.6	1.0	0.0	0.0	1.8	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				43.6	40.0	40.3	61.8	17.8	0.0	0.0	42.6	43.1
LnGrp LOS				D	D	D	E	B	A	A	D	D
Approach Vol, veh/h					2380			375			230	
Approach Delay, s/veh					41.4			31.8			42.8	
Approach LOS					D			C			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	15.0	22.0	69.0	37.0
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	9.6	* 19	63.1	35.1
Max Q Clear Time (g_c+I1), s	9.1	6.7	51.9	4.7
Green Ext Time (p_c), s	0.0	0.8	9.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D

Notes

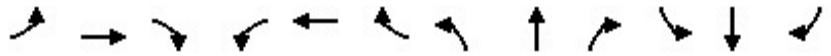
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	272	2209	0	0	0	0	0	178	62
Future Volume (veh/h)	0	0	0	272	2209	0	0	0	0	0	178	62
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				286	2325	0				0	187	65
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				382	3344	0				0	752	237
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				538	4878	0				0	3961	1193
Grp Volume(v), veh/h				980	1631	0				0	166	86
Grp Sat Flow(s),veh/h/ln				1843	1702	0				0	1702	1582
Q Serve(g_s), s				54.3	47.9	0.0				0.0	4.5	5.1
Cycle Q Clear(g_c), s				54.3	47.9	0.0				0.0	4.5	5.1
Prop In Lane				0.29		0.00				0.00		0.75
Lane Grp Cap(c), veh/h				1309	2417	0				0	675	314
V/C Ratio(X)				0.75	0.67	0.00				0.00	0.25	0.27
Avail Cap(c_a), veh/h				1309	2417	0				0	675	314
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				33.0	30.6	0.0				0.0	37.2	37.4
Incr Delay (d2), s/veh				4.0	1.5	0.0				0.0	0.9	2.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				28.1	22.3	0.0				0.0	2.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				36.9	32.1	0.0				0.0	38.0	39.6
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					2611						252	
Approach Delay, s/veh					33.9						38.6	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.7		83.3						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.8		78.1						
Max Q Clear Time (g_c+I1), s				7.1		56.3						
Green Ext Time (p_c), s				0.3		5.0						

Intersection Summary												
HCM 6th Ctrl Delay			34.3									
HCM 6th LOS			C									



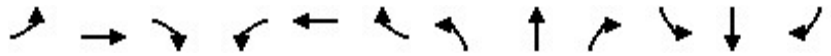
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2421	123	72	96	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2421	123	72	96	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2576	131	77	102	0			
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3487	175	297	434	0			
Arrive On Green				0.00	0.23	0.23	0.20	0.20	0.00			
Sat Flow, veh/h				0	5143	250	1451	2217	0			
Grp Volume(v), veh/h				0	1752	955	95	84	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1820	1798	1777	0			
Q Serve(g_s), s				0.0	52.4	53.7	4.9	4.3	0.0			
Cycle Q Clear(g_c), s				0.0	52.4	53.7	4.9	4.3	0.0			
Prop In Lane				0.00		0.14	0.81		0.00			
Lane Grp Cap(c), veh/h				0	2386	1275	368	363	0			
V/C Ratio(X)				0.00	0.73	0.75	0.26	0.23	0.00			
Avail Cap(c_a), veh/h				0	2386	1275	368	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	32.8	33.3	36.8	36.5	0.0			
Incr Delay (d2), s/veh				0.0	2.0	4.1	1.7	1.5	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	24.4	27.5	2.4	2.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	34.8	37.3	38.5	38.0	0.0			
LnGrp LOS				A	C	D	D	D	A			
Approach Vol, veh/h					2707			179				
Approach Delay, s/veh					35.7			38.2				
Approach LOS					D			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						55.7		6.9				
Green Ext Time (p_c), s						19.0		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	35.9
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	346	2603	0	0	0	0	0	218	39
Future Volume (veh/h)	0	0	0	346	2603	0	0	0	0	0	218	39
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				353	2656	0				0	222	40
Peak Hour Factor				0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				402	3275	0				0	733	312
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				574	4840	0				0	3647	1514
Grp Volume(v), veh/h				1133	1876	0				0	222	40
Grp Sat Flow(s),veh/h/ln				1842	1702	0				0	1777	1514
Q Serve(g_s), s				65.3	57.0	0.0				0.0	5.8	2.4
Cycle Q Clear(g_c), s				65.3	57.0	0.0				0.0	5.8	2.4
Prop In Lane				0.31		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1291	2386	0				0	733	312
V/C Ratio(X)				0.88	0.79	0.00				0.00	0.30	0.13
Avail Cap(c_a), veh/h				1291	2386	0				0	733	312
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				37.7	34.5	0.0				0.0	37.0	35.6
Incr Delay (d2), s/veh				8.6	2.7	0.0				0.0	1.1	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				35.1	26.7	0.0				0.0	2.7	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				46.4	37.2	0.0				0.0	38.0	36.4
LnGrp LOS				D	D	A				A	D	D
Approach Vol, veh/h					3009						262	
Approach Delay, s/veh					40.7						37.8	
Approach LOS					D						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				27.6		82.4						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				22.7		77.1						
Max Q Clear Time (g_c+I1), s				7.8		67.3						
Green Ext Time (p_c), s				1.3		9.5						

Intersection Summary												
HCM 6th Ctrl Delay			40.4									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2861	55	140	79	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2861	55	140	79	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2949	57	144	81	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3754	72	316	315	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5323	99	1781	1870	0			
Grp Volume(v), veh/h				0	1940	1066	144	81	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1850	1781	1777	0			
Q Serve(g_s), s				0.0	39.6	40.7	8.0	4.3	0.0			
Cycle Q Clear(g_c), s				0.0	39.6	40.7	8.0	4.3	0.0			
Prop In Lane				0.00		0.05	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2479	1347	316	315	0			
V/C Ratio(X)				0.00	0.78	0.79	0.46	0.26	0.00			
Avail Cap(c_a), veh/h				0	2479	1347	316	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	9.4	9.6	40.5	39.0	0.0			
Incr Delay (d2), s/veh				0.0	2.5	4.8	4.7	2.0	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	13.1	15.5	3.9	2.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	12.0	14.4	45.2	41.0	0.0			
LnGrp LOS				A	B	B	D	D	A			
Approach Vol, veh/h					3006			225				
Approach Delay, s/veh					12.9			43.7				
Approach LOS					B			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						42.7		10.0				
Green Ext Time (p_c), s						33.4		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

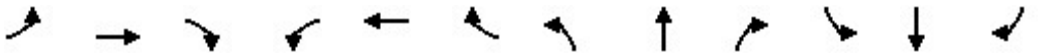
Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	135	480	1	100	0	0	0	17
Future Vol, veh/h	0	0	0	0	135	480	1	100	0	0	0	17
Conflicting Peds, #/hr	5	0	2	2	0	5	21	0	0	0	0	21
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	139	495	1	103	0	0	0	18

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	91	639	-	-	-	343
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	91	639	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	883	392	0	0	0	653
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	906	469	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	859	390	-	-	-	650
Mov Cap-2 Maneuver	-	-	-	859	390	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	882	467	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	17.5	10.7
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	390	-	-	650
HCM Lane V/C Ratio	0.264	-	-	0.027
HCM Control Delay (s)	17.5	-	-	10.7
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1	-	-	0.1



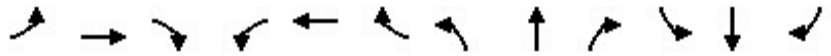
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	653	83	1170	714	0
Future Volume (veh/h)	0	0	0	0	0	0	0	653	83	1170	714	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	742	94	1330	811	0
Peak Hour Factor	0.88	0.88	0.88				0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1091	338	3485	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.22	0.22	0.92	1.00	0.00
Sat Flow, veh/h		0					0	5149	1545	5023	1826	0
Grp Volume(v), veh/h		0.0					0	742	94	1330	811	0
Grp Sat Flow(s),veh/h/ln							0	1662	1545	1674	1826	0
Q Serve(g_s), s							0.0	15.0	5.6	3.5	0.0	0.0
Cycle Q Clear(g_c), s							0.0	15.0	5.6	3.5	0.0	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1091	338	3485	1740	0
V/C Ratio(X)							0.00	0.68	0.28	0.38	0.47	0.00
Avail Cap(c_a), veh/h							0	1205	374	3485	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.93	0.93	0.00
Uniform Delay (d), s/veh							0.0	39.4	35.7	1.4	0.0	0.0
Incr Delay (d2), s/veh							0.0	2.3	1.2	0.1	0.8	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	6.1	2.1	0.7	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	41.7	36.9	1.5	0.8	0.0
LnGrp LOS							A	D	D	A	A	A
Approach Vol, veh/h								836			2141	
Approach Delay, s/veh								41.2			1.2	
Approach LOS								D			A	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	80.7	29.3				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				40.0						
Max Q Clear Time (g_c+I1), s	5.5	17.0				2.0						
Green Ext Time (p_c), s	6.1	5.6				8.6						

Intersection Summary		
HCM 6th Ctrl Delay		12.5
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



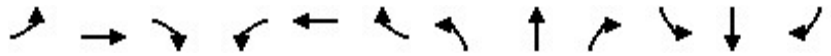
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	1127	40	0	0	0	0	293	196	90	329	0
Future Volume (veh/h)	54	1127	40	0	0	0	0	293	196	90	329	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	59	1238	44				0	322	215	99	362	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	138	3089	950				0	616	275	129	1497	0
Arrive On Green	0.20	0.20	0.20				0.00	0.18	0.18	0.14	0.59	0.00
Sat Flow, veh/h	225	5038	1549				0	3572	1520	1781	5274	0
Grp Volume(v), veh/h	486	811	44				0	322	215	99	362	0
Grp Sat Flow(s),veh/h/ln	1859	1702	1549				0	1702	1520	1781	1702	0
Q Serve(g_s), s	25.1	22.7	2.5				0.0	9.4	14.8	5.9	3.8	0.0
Cycle Q Clear(g_c), s	25.1	22.7	2.5				0.0	9.4	14.8	5.9	3.8	0.0
Prop In Lane	0.12		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1140	2087	950				0	616	275	129	1497	0
V/C Ratio(X)	0.43	0.39	0.05				0.00	0.52	0.78	0.77	0.24	0.00
Avail Cap(c_a), veh/h	1140	2087	950				0	916	409	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.65	0.65	0.65				0.00	1.00	1.00	0.90	0.90	0.00
Uniform Delay (d), s/veh	27.0	26.0	18.0				0.0	40.8	43.0	46.1	16.9	0.0
Incr Delay (d2), s/veh	0.8	0.4	0.1				0.0	0.8	6.2	3.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	10.4	0.9				0.0	4.0	6.0	2.5	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.8	26.4	18.0				0.0	41.5	49.2	49.4	16.9	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1341						537			461	
Approach Delay, s/veh		26.6						44.6			23.9	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	72.3	37.7	12.4	25.3
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	27.1	5.8	7.9	16.8
Green Ext Time (p_c), s	11.8	2.0	0.1	3.1

Intersection Summary	
HCM 6th Ctrl Delay	30.2
HCM 6th LOS	C

Notes

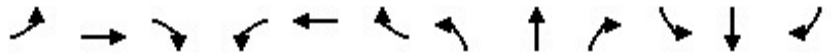
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



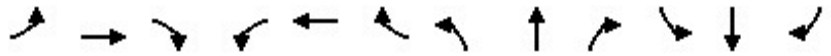
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1385	32	0	0	0	0	0	0	145	316	0
Future Volume (veh/h)	0	1385	32	0	0	0	0	0	0	145	316	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1489	34							156	340	0
Peak Hour Factor	0.93	0.93	0.93							0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2992	68							499	1207	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5303	117							1521	3845	0
Grp Volume(v), veh/h	0	987	536							184	312	0
Grp Sat Flow(s),veh/h/ln	0	1702	1848							1794	1702	0
Q Serve(g_s), s	0.0	28.5	28.5							10.4	9.3	0.0
Cycle Q Clear(g_c), s	0.0	28.5	28.5							10.4	9.3	0.0
Prop In Lane	0.00		0.06							0.85		0.00
Lane Grp Cap(c), veh/h	0	1984	1077							589	1117	0
V/C Ratio(X)	0.00	0.50	0.50							0.31	0.28	0.00
Avail Cap(c_a), veh/h	0	1984	1077							589	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	30.0	30.0							37.6	37.1	0.0
Incr Delay (d2), s/veh	0.0	0.9	1.6							1.4	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.2	14.5							5.2	4.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	30.9	31.7							39.0	37.7	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1523									496	
Approach Delay, s/veh		31.2									38.2	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	30.5	12.4
Green Ext Time (p_c), s	4.6	1.3

Intersection Summary	
HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C



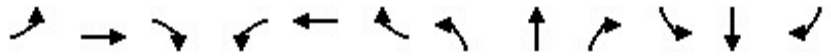
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1737	0	0	0	0	0	96	212	0	0	0
Future Volume (veh/h)	49	1737	0	0	0	0	0	96	212	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.94			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	53	1868	0				0	103	228			
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	79	2943	0				0	599	505			
Arrive On Green	0.19	0.19	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	137	5299	0				0	1870	1496			
Grp Volume(v), veh/h	722	1199	0				0	103	228			
Grp Sat Flow(s),veh/h/ln	1864	1702	0				0	1777	1496			
Q Serve(g_s), s	39.6	35.6	0.0				0.0	4.5	13.1			
Cycle Q Clear(g_c), s	39.6	35.6	0.0				0.0	4.5	13.1			
Prop In Lane	0.07		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1069	1953	0				0	599	505			
V/C Ratio(X)	0.68	0.61	0.00				0.00	0.17	0.45			
Avail Cap(c_a), veh/h	1069	1953	0				0	599	505			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	35.1	33.4	0.0				0.0	25.6	28.5			
Incr Delay (d2), s/veh	3.4	1.5	0.0				0.0	0.6	2.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	20.7	16.6	0.0				0.0	2.0	5.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	34.9	0.0				0.0	26.3	31.4			
LnGrp LOS	D	C	A				A	C	C			
Approach Vol, veh/h		1921						331				
Approach Delay, s/veh		36.2						29.8				
Approach LOS		D						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		68.0						42.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		63.1						37.1				
Max Q Clear Time (g_c+I1), s		41.6						15.1				
Green Ext Time (p_c), s		14.5						2.2				
Intersection Summary												
HCM 6th Ctrl Delay			35.3									
HCM 6th LOS			D									



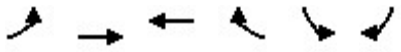
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2068	73	0	0	0	0	0	0	203	351	0
Future Volume (veh/h)	0	2068	73	0	0	0	0	0	0	203	351	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2110	74							207	358	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3366	118							439	875	0
Arrive On Green	0.00	0.22	0.22							0.08	0.08	0.00
Sat Flow, veh/h	0	5233	177							1781	3647	0
Grp Volume(v), veh/h	0	1416	768							207	358	0
Grp Sat Flow(s),veh/h/ln	0	1702	1837							1781	1777	0
Q Serve(g_s), s	0.0	41.4	41.6							12.2	10.5	0.0
Cycle Q Clear(g_c), s	0.0	41.4	41.6							12.2	10.5	0.0
Prop In Lane	0.00		0.10							1.00		0.00
Lane Grp Cap(c), veh/h	0	2262	1221							439	875	0
V/C Ratio(X)	0.00	0.63	0.63							0.47	0.41	0.00
Avail Cap(c_a), veh/h	0	2262	1221							439	875	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	30.6	30.7							43.7	42.9	0.0
Incr Delay (d2), s/veh	0.0	1.3	2.5							3.6	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.2	21.2							6.3	5.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.9	33.1							47.3	44.3	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		2184									565	
Approach Delay, s/veh		32.3									45.4	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	78.0	32.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	73.1	27.1
Max Q Clear Time (g_c+I1), s	43.6	14.2
Green Ext Time (p_c), s	20.8	2.5

Intersection Summary	
HCM 6th Ctrl Delay	35.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	1924	0	0	0	0	0	92	37	0	0	0
Future Volume (veh/h)	169	1924	0	0	0	0	0	92	37	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	184	2091	0				0	100	40			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	287	3491	0				0	483	184			
Arrive On Green	0.24	0.24	0.00				0.00	0.19	0.19			
Sat Flow, veh/h	399	5023	0				0	2610	958			
Grp Volume(v), veh/h	853	1422	0				0	69	71			
Grp Sat Flow(s),veh/h/ln	1850	1702	0				0	1777	1698			
Q Serve(g_s), s	45.6	40.7	0.0				0.0	3.6	3.9			
Cycle Q Clear(g_c), s	45.6	40.7	0.0				0.0	3.6	3.9			
Prop In Lane	0.22		0.00				0.00		0.56			
Lane Grp Cap(c), veh/h	1331	2448	0				0	341	326			
V/C Ratio(X)	0.64	0.58	0.00				0.00	0.20	0.22			
Avail Cap(c_a), veh/h	1331	2448	0				0	341	326			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	29.2	27.3	0.0				0.0	37.4	37.5			
Incr Delay (d2), s/veh	2.4	1.0	0.0				0.0	1.3	1.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	23.4	18.8	0.0				0.0	1.7	1.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	28.3	0.0				0.0	38.7	39.0			
LnGrp LOS	C	C	A				A	D	D			
Approach Vol, veh/h		2275						140				
Approach Delay, s/veh		29.5						38.9				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		84.0						26.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		79.1						21.1				
Max Q Clear Time (g_c+I1), s		47.6						5.9				
Green Ext Time (p_c), s		22.8						0.6				
Intersection Summary												
HCM 6th Ctrl Delay			30.1									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	933	1092	84	82	102
Future Volume (veh/h)	50	933	1092	84	82	102
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	52	972	1138	88	85	106
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	579	4112	2124	164	294	135
Arrive On Green	0.65	1.00	0.90	0.90	0.09	0.09
Sat Flow, veh/h	1781	5149	4875	364	3456	1585
Grp Volume(v), veh/h	52	972	803	423	85	106
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1751	1728	1585
Q Serve(g_s), s	1.3	0.0	5.4	5.4	2.7	7.7
Cycle Q Clear(g_c), s	1.3	0.0	5.4	5.4	2.7	7.7
Prop In Lane	1.00			0.21	1.00	1.00
Lane Grp Cap(c), veh/h	579	4112	1498	790	294	135
V/C Ratio(X)	0.09	0.24	0.54	0.54	0.29	0.79
Avail Cap(c_a), veh/h	579	4112	1498	790	1086	498
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.94	1.00	1.00
Uniform Delay (d), s/veh	14.2	0.0	3.5	3.5	50.6	52.9
Incr Delay (d2), s/veh	0.0	0.1	1.3	2.4	0.2	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.4	1.7	1.2	6.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.2	0.1	4.7	5.9	50.8	56.7
LnGrp LOS	B	A	A	A	D	E
Approach Vol, veh/h		1024	1226		191	
Approach Delay, s/veh		0.8	5.1		54.1	
Approach LOS		A	A		D	

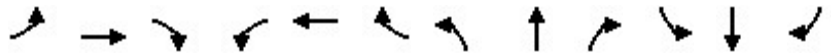
Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	103.0	15.0	44.0	59.0
Change Period (Y+Rc), s	5.7	4.9	5.7	* 5.8
Max Green Setting (Gmax), s	70.3	37.1	12.6	* 53
Max Q Clear Time (g_c+I1), s	2.0	9.7	3.3	7.4
Green Ext Time (p_c), s	23.1	0.3	0.0	24.4

Intersection Summary	
HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	901	13	12	1151	4	0	12	13	29	0	26
Future Volume (veh/h)	66	901	13	12	1151	4	0	12	13	29	0	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	929	13	12	1187	0	0	12	13	30	0	27
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	87	2287	32	505	3476		34	15	17	227	0	102
Arrive On Green	0.10	0.90	0.90	0.28	0.70	0.00	0.00	0.02	0.02	0.07	0.00	0.07
Sat Flow, veh/h	1781	5063	71	1781	4985	1585	1781	804	871	3456	0	1556
Grp Volume(v), veh/h	68	609	333	12	1187	0	0	0	25	30	0	27
Grp Sat Flow(s),veh/h/ln	1781	1662	1811	1781	1662	1585	1781	0	1676	1728	0	1556
Q Serve(g_s), s	4.4	3.3	3.3	0.6	11.2	0.0	0.0	0.0	1.8	1.0	0.0	1.9
Cycle Q Clear(g_c), s	4.4	3.3	3.3	0.6	11.2	0.0	0.0	0.0	1.8	1.0	0.0	1.9
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	87	1501	818	505	3476		34	0	32	227	0	102
V/C Ratio(X)	0.79	0.41	0.41	0.02	0.34		0.00	0.00	0.79	0.13	0.00	0.26
Avail Cap(c_a), veh/h	175	1501	818	505	3476		92	0	87	999	0	450
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.7	3.3	3.3	30.5	7.1	0.0	0.0	0.0	57.6	52.0	0.0	52.4
Incr Delay (d2), s/veh	5.7	0.8	1.5	0.0	0.3	0.0	0.0	0.0	14.6	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.0	1.2	0.2	3.4	0.0	0.0	0.0	0.9	0.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.3	4.1	4.8	30.5	7.4	0.0	0.0	0.0	72.2	52.1	0.0	52.9
LnGrp LOS	E	A	A	C	A		A	A	E	D	A	D
Approach Vol, veh/h		1010			1199	A		25			57	
Approach Delay, s/veh		8.0			7.6			72.2			52.5	
Approach LOS		A			A			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.2	59.0		12.6	10.1	88.1		7.1
Change Period (Y+Rc), s	5.8	* 5.7		4.9	4.4	5.8		4.9
Max Green Setting (Gmax), s	4.6	* 53		34.1	11.6	46.2		6.1
Max Q Clear Time (g_c+I1), s	2.6	5.3		3.9	6.4	13.2		3.8
Green Ext Time (p_c), s	0.0	14.0		0.1	0.0	16.5		0.0

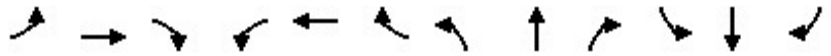
Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	898	207	591	2253	134	178	31	375	465	4	7
Future Volume (veh/h)	9	898	207	591	2253	134	178	31	375	465	4	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.98	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	926	213	609	2323	138	184	32	0	479	4	7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	15	1242	570	1113	3498	207	428	232		456	76	133
Arrive On Green	0.01	0.25	0.25	0.32	0.57	0.57	0.12	0.12	0.00	0.13	0.13	0.13
Sat Flow, veh/h	1781	4985	1502	3456	6099	362	3456	1870	1585	3563	596	1042
Grp Volume(v), veh/h	9	926	213	609	1793	668	184	32	0	479	0	11
Grp Sat Flow(s),veh/h/ln	1781	1662	1502	1728	1570	1750	1728	1870	1585	1781	0	1638
Q Serve(g_s), s	0.6	20.2	12.2	17.1	30.9	31.1	5.8	1.8	0.0	15.1	0.0	0.7
Cycle Q Clear(g_c), s	0.6	20.2	12.2	17.1	30.9	31.1	5.8	1.8	0.0	15.1	0.0	0.7
Prop In Lane	1.00		1.00	1.00		0.21	1.00		1.00	1.00		0.64
Lane Grp Cap(c), veh/h	15	1242	570	1113	2701	1004	428	232		456	0	210
V/C Ratio(X)	0.58	0.75	0.37	0.55	0.66	0.67	0.43	0.14		1.05	0.00	0.05
Avail Cap(c_a), veh/h	60	1242	570	1113	2701	1004	1084	586		456	0	210
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.3	40.9	27.0	32.9	17.3	17.4	47.8	46.1	0.0	51.5	0.0	45.2
Incr Delay (d2), s/veh	12.3	4.1	1.9	0.3	1.3	3.5	0.2	0.1	0.0	56.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	8.5	5.5	6.9	10.4	12.3	2.5	0.8	0.0	10.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.6	45.0	28.9	33.3	18.6	20.9	48.1	46.2	0.0	107.5	0.0	45.3
LnGrp LOS	E	D	C	C	B	C	D	D		F	A	D
Approach Vol, veh/h		1148			3070			216	A		490	
Approach Delay, s/veh		42.2			22.0			47.8			106.1	
Approach LOS		D			C			D			F	

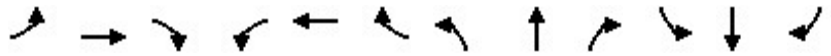
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.4	35.1		20.0	5.4	73.1		19.5
Change Period (Y+Rc), s	5.4	* 5.7		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	16.6	* 29		15.1	4.0	42.3		37.0
Max Q Clear Time (g_c+I1), s	19.1	22.2		17.1	2.6	33.1		7.8
Green Ext Time (p_c), s	0.0	5.2		0.0	0.0	9.1		0.4

Intersection Summary	
HCM 6th Ctrl Delay	36.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



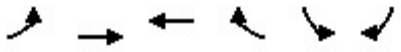
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	5	16	4	6	314	12	186	9	518	298	61
Future Volume (veh/h)	35	5	16	4	6	314	12	186	9	518	298	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.94	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	15	17	0	0	342	13	198	10	551	317	65
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	33	38	0	313	520	117	648	32	604	1351	273
Arrive On Green	0.04	0.04	0.04	0.00	0.00	0.17	0.07	0.19	0.19	0.34	0.46	0.46
Sat Flow, veh/h	1781	785	890	0	1870	3104	1781	3431	172	1781	2925	590
Grp Volume(v), veh/h	30	0	32	0	0	342	13	102	106	551	191	191
Grp Sat Flow(s),veh/h/ln	1781	0	1675	0	1870	1552	1781	1777	1826	1781	1777	1738
Q Serve(g_s), s	1.0	0.0	1.1	0.0	0.0	6.3	0.4	3.0	3.1	18.1	3.9	4.1
Cycle Q Clear(g_c), s	1.0	0.0	1.1	0.0	0.0	6.3	0.4	3.0	3.1	18.1	3.9	4.1
Prop In Lane	1.00		0.53	0.00		1.00	1.00		0.09	1.00		0.34
Lane Grp Cap(c), veh/h	76	0	71	0	313	520	117	335	345	604	821	803
V/C Ratio(X)	0.39	0.00	0.45	0.00	0.00	0.66	0.11	0.30	0.31	0.91	0.23	0.24
Avail Cap(c_a), veh/h	117	0	110	0	889	1475	117	845	868	788	1515	1481
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	0.0	28.5	0.0	0.0	23.8	26.8	21.3	21.3	19.3	9.9	9.9
Incr Delay (d2), s/veh	2.5	0.0	3.2	0.0	0.0	0.5	0.2	0.4	0.4	10.9	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.5	0.0	0.0	2.2	0.2	1.2	1.2	8.3	1.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	0.0	31.7	0.0	0.0	24.3	27.0	21.7	21.7	30.2	10.0	10.0
LnGrp LOS	C	A	C	A	A	C	C	C	C	C	A	B
Approach Vol, veh/h		62			342			221			933	
Approach Delay, s/veh		31.3			24.3			22.0			21.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	34.7	15.5		6.6	8.0	32.2		14.2
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	27.0	29.0		4.0	4.0	52.0		29.0
Max Q Clear Time (g_c+I1), s	20.1	5.1		3.1	2.4	6.1		8.3
Green Ext Time (p_c), s	0.6	0.9		0.0	0.0	1.9		0.8

Intersection Summary	
HCM 6th Ctrl Delay	22.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	143	2	4	60	117	193
Future Volume (veh/h)	143	2	4	60	117	193
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	148	0	4	0	121	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	757	397	715		267	
Arrive On Green	0.21	0.00	0.38	0.00	0.08	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	148	0	4	0	121	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	1.2	0.0	0.0	0.0	1.2	0.0
Cycle Q Clear(g_c), s	1.2	0.0	0.0	0.0	1.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	757	397	715		267	
V/C Ratio(X)	0.20	0.00	0.01		0.45	
Avail Cap(c_a), veh/h	1070	562	715		1227	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	11.8	0.0	7.0	0.0	16.1	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.0	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.0	0.0	7.0	0.0	17.3	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		148	4	A	121	A
Approach Delay, s/veh		12.0	7.0		17.3	
Approach LOS		B	A		B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		11.8		6.8		18.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		11.0		13.0		14.0
Max Q Clear Time (g_c+I1), s		3.2		3.2		2.0
Green Ext Time (p_c), s		0.2		0.2		0.0

Intersection Summary		
HCM 6th Ctrl Delay		14.3
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

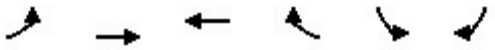
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	111	53	0	0	1
Future Vol, veh/h	9	111	53	0	0	1
Conflicting Peds, #/hr	7	0	0	7	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	129	62	0	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	69	0	-	0	155	40
Stage 1	-	-	-	-	69	-
Stage 2	-	-	-	-	86	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1530	-	-	-	821	1022
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	927	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1520	-	-	-	804	1013
Mov Cap-2 Maneuver	-	-	-	-	804	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	921	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1520	-	-	-	1013
HCM Lane V/C Ratio	0.007	-	-	-	0.001
HCM Control Delay (s)	7.4	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



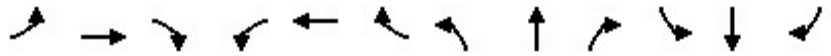
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	93	959	5126	0	0	99
Future Volume (veh/h)	93	959	5126	0	0	99
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	98	1009	5396	0	0	104
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	115	4338	5684		149	69
Arrive On Green	0.06	0.87	0.77	0.00	0.00	0.04
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	98	1009	5396	0	0	104
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	6.4	3.9	73.7	0.0	0.0	5.1
Cycle Q Clear(g_c), s	6.4	3.9	73.7	0.0	0.0	5.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	115	4338	5684		149	69
V/C Ratio(X)	0.85	0.23	0.95		0.00	1.52
Avail Cap(c_a), veh/h	115	4338	5684		149	69
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	54.7	1.2	11.7	0.0	0.0	56.4
Incr Delay (d2), s/veh	42.9	0.1	4.9	0.0	0.0	294.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.3	17.7	0.0	0.0	10.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	97.5	1.4	16.6	0.0	0.0	350.6
LnGrp LOS	F	A	B		A	F
Approach Vol, veh/h		1107	5396	A	104	
Approach Delay, s/veh		9.9	16.6		350.6	
Approach LOS		A	B		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		108.0		10.0	12.0	96.0
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		102.7		5.1	7.6	90.7
Max Q Clear Time (g_c+I1), s		5.9		7.1	8.4	75.7
Green Ext Time (p_c), s		24.8		0.0	0.0	15.0

Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	2496	47	122	3529	44	27	0	166	10	1	25
Future Volume (veh/h)	56	2496	47	122	3529	44	27	0	166	10	1	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	2655	50	130	3754	47	29	0	177	11	1	27
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	74	3327	812	669	4439	55	241	0	207	195	8	223
Arrive On Green	0.04	0.53	0.53	0.19	0.69	0.69	0.15	0.00	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1781	6281	1534	3456	6440	80	1234	0	1424	1206	57	1534
Grp Volume(v), veh/h	60	2655	50	130	2740	1061	29	0	177	11	0	28
Grp Sat Flow(s),veh/h/ln	1781	1570	1534	1728	1570	1809	1234	0	1424	1206	0	1591
Q Serve(g_s), s	3.9	40.6	1.9	3.7	51.0	52.0	2.2	0.0	14.3	1.0	0.0	1.8
Cycle Q Clear(g_c), s	3.9	40.6	1.9	3.7	51.0	52.0	4.0	0.0	14.3	5.0	0.0	1.8
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		0.96
Lane Grp Cap(c), veh/h	74	3327	812	669	3247	1247	241	0	207	195	0	231
V/C Ratio(X)	0.81	0.80	0.06	0.19	0.84	0.85	0.12	0.00	0.85	0.06	0.00	0.12
Avail Cap(c_a), veh/h	74	3327	812	669	3247	1247	415	0	387	348	0	433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.27	0.27	0.27	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.1	22.6	13.5	39.9	13.6	13.8	45.6	0.0	49.2	47.0	0.0	43.9
Incr Delay (d2), s/veh	44.7	2.1	0.1	0.0	0.8	2.2	0.1	0.0	3.9	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	14.1	0.6	1.5	14.7	17.8	0.8	0.0	5.3	0.3	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.8	24.7	13.6	39.9	14.4	15.9	45.7	0.0	53.1	47.0	0.0	43.9
LnGrp LOS	F	C	B	D	B	B	D	A	D	D	A	D
Approach Vol, veh/h		2765			3931			206			39	
Approach Delay, s/veh		26.1			15.7			52.0			44.8	
Approach LOS		C			B			D			D	

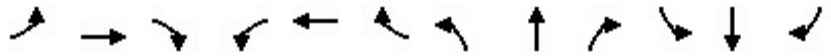
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	28.1	67.8		22.1	9.3	86.6		22.1
Change Period (Y+Rc), s	5.3	* 5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	8.8	* 63		32.1	4.9	66.4		32.1
Max Q Clear Time (g_c+I1), s	5.7	42.6		7.0	5.9	54.0		16.3
Green Ext Time (p_c), s	0.1	19.6		0.1	0.0	12.4		0.4

Intersection Summary	
HCM 6th Ctrl Delay	21.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	2521	0	6	3534	336	0	0	0	46	0	193
Future Volume (veh/h)	165	2521	0	6	3534	336	0	0	0	46	0	193
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	2654	0	6	3720	354	0	0	0	48	0	203
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	270	3635	0	48	3530	321	0	274	0	602	0	232
Arrive On Green	0.15	0.73	0.00	0.03	0.60	0.60	0.00	0.00	0.00	0.15	0.00	0.15
Sat Flow, veh/h	1781	5149	0	1781	5897	535	0	1870	0	3449	0	1582
Grp Volume(v), veh/h	174	2654	0	6	2936	1138	0	0	0	48	0	203
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1721	0	1870	0	1724	0	1582
Q Serve(g_s), s	13.8	46.2	0.0	0.5	89.8	89.8	0.0	0.0	0.0	1.8	0.0	18.8
Cycle Q Clear(g_c), s	13.8	46.2	0.0	0.5	89.8	89.8	0.0	0.0	0.0	1.8	0.0	18.8
Prop In Lane	1.00		0.00	1.00		0.31	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	270	3635	0	48	2820	1030	0	274	0	602	0	232
V/C Ratio(X)	0.65	0.73	0.00	0.13	1.04	1.10	0.00	0.00	0.00	0.08	0.00	0.87
Avail Cap(c_a), veh/h	270	3635	0	48	2820	1030	0	399	0	832	0	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.00	0.29	0.29	0.29	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	59.9	11.8	0.0	71.3	30.1	30.1	0.0	0.0	0.0	55.4	0.0	62.7
Incr Delay (d2), s/veh	3.1	1.0	0.0	0.1	22.4	51.8	0.0	0.0	0.0	0.0	0.0	12.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	15.0	0.0	0.2	36.7	48.6	0.0	0.0	0.0	0.8	0.0	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.0	12.7	0.0	71.4	52.5	81.9	0.0	0.0	0.0	55.4	0.0	74.6
LnGrp LOS	E	B	A	E	F	F	A	A	A	E	A	E
Approach Vol, veh/h		2828			4080			0			251	
Approach Delay, s/veh		15.8			60.7			0.0			70.9	
Approach LOS		B			E						E	

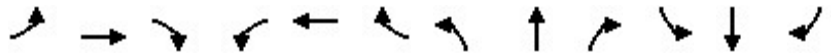
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	114.7		26.9	28.0	95.1		26.9				
Change Period (Y+Rc), s	4.4	5.3		4.9	5.3	* 5.3		4.9				
Max Green Setting (Gmax), s	4.0	99.4		32.0	13.6	* 90		32.0				
Max Q Clear Time (g_c+I1), s	2.5	48.2		20.8	15.8	91.8		0.0				
Green Ext Time (p_c), s	0.0	49.0		0.7	0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	43.3
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	2524	3	29	3740	0	0	0	19	0	0	0
Future Volume (veh/h)	45	2524	3	29	3740	0	0	0	19	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	48	2714	3	31	4022	0						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	61	4520	5	41	4327	0						
Arrive On Green	0.03	0.88	0.88	0.02	0.87	0.00						
Sat Flow, veh/h	1781	5142	6	1781	5149	0						
Grp Volume(v), veh/h	48	1754	963	31	4022	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1824	1781	1662	0						
Q Serve(g_s), s	2.6	13.3	13.3	1.7	54.2	0.0						
Cycle Q Clear(g_c), s	2.6	13.3	13.3	1.7	54.2	0.0						
Prop In Lane	1.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	61	2921	1604	41	4327	0						
V/C Ratio(X)	0.78	0.60	0.60	0.75	0.93	0.00						
Avail Cap(c_a), veh/h	83	2921	1604	109	4329	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	47.1	1.5	1.5	47.7	4.4	0.0						
Incr Delay (d2), s/veh	19.5	0.7	1.3	9.6	4.6	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	1.5	0.3	0.6	0.8	2.2	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.6	2.2	2.8	57.3	9.1	0.0						
LnGrp LOS	E	A	A	E	A	A						
Approach Vol, veh/h		2765			4053							
Approach Delay, s/veh		3.5			9.5							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	6.7	91.6			7.8	90.5						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	6.6	84.0			4.6	85.4						
Max Q Clear Time (g_c+I1), s	3.7	15.3			4.6	56.2						
Green Ext Time (p_c), s	0.0	66.3			0.0	29.1						
Intersection Summary												
HCM 6th Ctrl Delay			7.1									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	17.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	177	0	0	1431	689
Future Vol, veh/h	0	177	0	0	1431	689
Conflicting Peds, #/hr	0	0	10	0	0	10
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	197	0	0	1590	766

Major/Minor	Minor2			Major2	
Conflicting Flow All	1983	1188		-	0
Stage 1	1983	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	96	~ 155		-	-
Stage 1	58	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	94	~ 154		-	-
Mov Cap-2 Maneuver	94	-		-	-
Stage 1	57	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	222.3	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	154	-	-
HCM Lane V/C Ratio	-	1.277	-	-
HCM Control Delay (s)	0	222.3	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	11.7	-	-

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

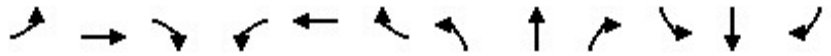
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	724	121	68	804	312	50	34	26	175	89	130
Future Volume (veh/h)	129	724	121	68	804	312	50	34	26	175	89	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	0.99		0.99	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	145	813	136	76	903	351	56	38	29	197	100	146
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	2923	884	98	2715	823	241	217	168	337	430	374
Arrive On Green	0.19	1.00	1.00	0.02	0.18	0.18	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	5106	1545	1781	5106	1548	746	897	694	1320	1777	1545
Grp Volume(v), veh/h	145	813	136	76	903	351	57	0	66	197	100	146
Grp Sat Flow(s),veh/h/ln	1781	1702	1545	1781	1702	1548	769	0	1567	1320	1777	1545
Q Serve(g_s), s	9.3	0.0	0.0	5.0	18.3	23.8	5.2	0.0	3.9	16.4	5.3	9.3
Cycle Q Clear(g_c), s	9.3	0.0	0.0	5.0	18.3	23.8	14.5	0.0	3.9	20.3	5.3	9.3
Prop In Lane	1.00		1.00	1.00		1.00	0.97		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	170	2923	884	98	2715	823	246	0	379	337	430	374
V/C Ratio(X)	0.85	0.28	0.15	0.78	0.33	0.43	0.23	0.00	0.17	0.58	0.23	0.39
Avail Cap(c_a), veh/h	319	2923	884	319	2715	823	311	0	469	412	532	462
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.94	0.94	0.94	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	0.0	0.0	57.2	30.3	32.6	43.3	0.0	35.4	43.4	35.9	37.4
Incr Delay (d2), s/veh	4.1	0.2	0.3	4.6	0.3	1.5	0.2	0.0	0.1	4.6	0.8	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.1	0.1	2.4	8.3	10.2	1.5	0.0	1.5	5.8	2.4	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	0.2	0.3	61.8	30.6	34.1	43.5	0.0	35.5	48.0	36.7	39.4
LnGrp LOS	D	A	A	E	C	C	D	A	D	D	D	D
Approach Vol, veh/h		1094			1330			123			443	
Approach Delay, s/veh		7.0			33.3			39.2			42.6	
Approach LOS		A			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	73.7		33.5	15.7	68.8		33.5				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	21.1	* 47		35.3	21.1	46.2		35.3				
Max Q Clear Time (g_c+I1), s	7.0	2.0		22.3	11.3	25.8		16.5				
Green Ext Time (p_c), s	0.1	12.3		3.7	0.1	14.0		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			25.3									
HCM 6th LOS			C									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	490	0	0	607	332	0	0	0	472	0	25
Future Volume (veh/h)	15	490	0	0	607	332	0	0	0	472	0	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	576	0	0	714	0	0	0	0	582	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	27	2533	0	2	2346		0	2	1	666	350	0
Arrive On Green	0.02	0.71	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.19	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3557	1870	0
Grp Volume(v), veh/h	18	576	0	0	714	0	0	0	0	582	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1778	1870	0
Q Serve(g_s), s	1.2	6.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.8	0.0	0.0
Cycle Q Clear(g_c), s	1.2	6.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.8	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	27	2533	0	2	2346		0	2	1	666	350	0
V/C Ratio(X)	0.67	0.23	0.00	0.00	0.30		0.00	0.00	0.00	0.87	0.00	0.00
Avail Cap(c_a), veh/h	152	2533	0	152	2346		0	157	133	1118	588	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.95	0.00	0.00	0.00	0.00	0.83	0.00	0.00
Uniform Delay (d), s/veh	57.8	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	46.6	0.0	0.0
Incr Delay (d2), s/veh	10.1	0.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	8.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.0	6.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	48.4	0.0	0.0
LnGrp LOS	E	A	A	A	A		A	A	A	D	A	A
Approach Vol, veh/h		594			714	A		0			582	
Approach Delay, s/veh		7.9			0.3			0.0			48.4	
Approach LOS		A			A						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	90.0		28.0	6.2	83.8		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.1	* 41		37.1	10.1	39.8		9.9				
Max Q Clear Time (g_c+I1), s	10.0	8.6		20.8	3.2	2.0		0.0				
Green Ext Time (p_c), s	0.0	10.5		1.1	0.0	10.4		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

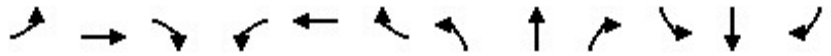
Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	356	176	60	261	105	114	639	30	133	865	106
Future Volume (veh/h)	330	356	176	60	261	105	114	639	30	133	865	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	347	375	185	63	275	111	120	673	32	140	911	112
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	372	670	325	81	441	281	175	1518	72	196	1585	692
Arrive On Green	0.21	0.29	0.29	0.05	0.12	0.12	0.05	0.44	0.44	0.06	0.45	0.45
Sat Flow, veh/h	1781	2298	1114	1781	3554	1539	3456	3452	164	3456	3554	1552
Grp Volume(v), veh/h	347	288	272	63	275	111	120	346	359	140	911	112
Grp Sat Flow(s),veh/h/ln	1781	1777	1634	1781	1777	1539	1728	1777	1839	1728	1777	1552
Q Serve(g_s), s	22.2	15.9	16.4	4.1	8.5	4.4	4.0	15.7	15.8	4.6	22.2	2.3
Cycle Q Clear(g_c), s	22.2	15.9	16.4	4.1	8.5	4.4	4.0	15.7	15.8	4.6	22.2	2.3
Prop In Lane	1.00		0.68	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	372	518	477	81	441	281	175	781	809	196	1585	692
V/C Ratio(X)	0.93	0.56	0.57	0.78	0.62	0.40	0.69	0.44	0.44	0.72	0.57	0.16
Avail Cap(c_a), veh/h	378	668	614	149	888	475	286	781	809	280	1585	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	34.7	34.9	54.8	48.2	18.7	54.2	22.6	22.6	53.8	23.9	4.1
Incr Delay (d2), s/veh	29.2	0.3	0.4	5.8	0.5	0.3	1.8	1.8	1.8	1.8	1.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.7	6.9	6.5	2.0	3.8	1.8	1.8	6.9	7.2	2.1	9.5	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.3	35.1	35.3	60.6	48.8	19.1	56.0	24.4	24.4	55.6	25.5	4.6
LnGrp LOS	E	D	D	E	D	B	E	C	C	E	C	A
Approach Vol, veh/h		907			449			825			1163	
Approach Delay, s/veh		50.1			43.1			29.0			27.1	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	56.3	9.7	39.0	10.3	57.0	29.4	19.3
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	9.4	* 34	9.7	43.6	9.6	33.8	24.6	* 29
Max Q Clear Time (g_c+I1), s	6.6	17.8	6.1	18.4	6.0	24.2	24.2	10.5
Green Ext Time (p_c), s	0.0	1.5	0.0	1.3	0.0	2.1	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	36.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	264	85	154	196	72	129	109	197	59	83	67
Future Volume (veh/h)	47	264	85	154	196	72	129	109	197	59	83	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.96	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	50	281	90	164	209	77	137	116	210	63	88	71
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	1215	649	239	701	550	170	1059	564	82	884	366
Arrive On Green	0.04	0.34	0.34	0.07	0.38	0.38	0.10	0.30	0.30	0.05	0.25	0.25
Sat Flow, veh/h	1781	3554	1456	3456	1870	1467	1781	3554	1524	1781	3554	1471
Grp Volume(v), veh/h	50	281	90	164	209	77	137	116	210	63	88	71
Grp Sat Flow(s),veh/h/ln	1781	1777	1456	1728	1870	1467	1781	1777	1524	1781	1777	1471
Q Serve(g_s), s	2.7	5.4	3.5	4.4	7.5	3.3	7.2	2.3	9.7	3.3	1.8	3.6
Cycle Q Clear(g_c), s	2.7	5.4	3.5	4.4	7.5	3.3	7.2	2.3	9.7	3.3	1.8	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	64	1215	649	239	701	550	170	1059	564	82	884	366
V/C Ratio(X)	0.78	0.23	0.14	0.69	0.30	0.14	0.81	0.11	0.37	0.77	0.10	0.19
Avail Cap(c_a), veh/h	559	1486	760	1084	782	614	559	1486	747	559	1486	615
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.7	22.5	16.1	43.5	21.0	19.7	42.4	24.4	22.2	45.1	27.7	28.4
Incr Delay (d2), s/veh	7.2	0.1	0.1	1.3	0.1	0.1	3.4	0.0	0.4	5.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.2	1.2	1.9	3.3	1.1	3.3	1.0	3.5	1.6	0.8	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.9	22.6	16.2	44.8	21.2	19.8	45.8	24.4	22.6	50.7	27.7	28.5
LnGrp LOS	D	C	B	D	C	B	D	C	C	D	C	C
Approach Vol, veh/h		421			450			463			222	
Approach Delay, s/veh		24.8			29.5			29.9			34.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	38.6	14.5	30.5	8.9	41.8	9.8	35.2
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	6.4	7.4	9.2	5.6	4.7	9.5	5.3	11.7
Green Ext Time (p_c), s	0.3	2.8	0.2	0.5	0.0	1.0	0.1	1.5

Intersection Summary	
HCM 6th Ctrl Delay	29.1
HCM 6th LOS	C

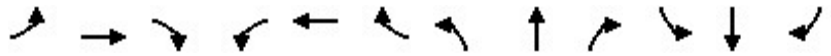
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	22	22	2	47	32	334	24	47	255	25
Future Volume (veh/h)	9	0	22	22	2	47	32	334	24	47	255	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.97		0.97	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	0	24	24	2	52	35	367	26	52	280	27
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	51	295	530	37	492	58	1410	98	79	1430	135
Arrive On Green	0.27	0.00	0.27	0.27	0.27	0.27	0.03	0.29	0.29	0.04	0.30	0.30
Sat Flow, veh/h	263	185	1076	1264	136	1536	1781	4857	339	1781	4730	445
Grp Volume(v), veh/h	34	0	0	26	0	52	35	255	138	52	200	107
Grp Sat Flow(s),veh/h/ln	525	0	0	1400	0	1536	1781	1702	1792	1781	1702	1771
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.9	0.7	2.2	2.2	1.1	1.6	1.7
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.4	0.0	0.9	0.7	2.2	2.2	1.1	1.6	1.7
Prop In Lane	0.29		0.71	0.92		1.00	1.00		0.19	1.00		0.25
Lane Grp Cap(c), veh/h	542	0	0	568	0	492	58	988	520	79	1029	535
V/C Ratio(X)	0.06	0.00	0.00	0.05	0.00	0.11	0.60	0.26	0.26	0.65	0.19	0.20
Avail Cap(c_a), veh/h	1698	0	0	1656	0	1706	1422	5434	2861	1422	5434	2827
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	0.0	0.0	10.0	0.0	9.0	17.9	10.2	10.3	17.7	9.7	9.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.2	0.4	3.4	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.1	0.0	0.2	0.3	0.6	0.7	0.5	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	0.0	0.0	10.1	0.0	9.1	21.6	10.4	10.6	21.0	9.8	9.9
LnGrp LOS	B	A	A	B	A	A	C	B	B	C	A	A
Approach Vol, veh/h		34			78			428			359	
Approach Delay, s/veh		10.1			9.4			11.4			11.5	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.1	16.3		15.2	5.6	16.8		15.2
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.1	4.2		2.6	2.7	3.7		2.9
Green Ext Time (p_c), s	0.1	3.8		0.1	0.0	2.5		0.2

Intersection Summary	
HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	25	44	49	38	17	190	583	65	29	463	101
Future Volume (veh/h)	16	25	44	49	38	17	190	583	65	29	463	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.89	1.00		0.89	1.00		0.95	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	27	48	53	41	18	207	634	71	32	503	110
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	540	410	69	538	408	251	1466	622	42	876	190
Arrive On Green	0.04	0.29	0.29	0.04	0.29	0.29	0.14	0.41	0.41	0.02	0.31	0.31
Sat Flow, veh/h	1781	1870	1417	1781	1870	1417	1781	3554	1508	1781	2868	623
Grp Volume(v), veh/h	17	27	48	53	41	18	207	634	71	32	310	303
Grp Sat Flow(s),veh/h/ln	1781	1870	1417	1781	1870	1417	1781	1777	1508	1781	1777	1714
Q Serve(g_s), s	0.9	1.0	2.5	2.9	1.6	0.9	11.2	12.6	2.9	1.8	14.6	14.8
Cycle Q Clear(g_c), s	0.9	1.0	2.5	2.9	1.6	0.9	11.2	12.6	2.9	1.8	14.6	14.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.36
Lane Grp Cap(c), veh/h	71	540	410	69	538	408	251	1466	622	42	542	523
V/C Ratio(X)	0.24	0.05	0.12	0.77	0.08	0.04	0.82	0.43	0.11	0.76	0.57	0.58
Avail Cap(c_a), veh/h	540	566	429	540	566	429	540	2153	913	540	1076	1038
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	25.4	25.9	47.2	25.7	25.4	41.3	20.8	17.9	48.1	29.0	29.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	6.7	0.0	0.0	9.2	0.3	0.1	9.9	2.6	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.5	0.8	1.4	0.7	0.3	5.5	5.2	1.0	0.9	6.5	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	25.4	26.0	53.9	25.7	25.5	50.6	21.0	18.0	58.0	31.6	31.8
LnGrp LOS	D	C	C	D	C	C	D	C	B	E	C	C
Approach Vol, veh/h		92			112			912			645	
Approach Delay, s/veh		29.6			39.0			27.5			33.0	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	49.6	8.2	33.5	18.4	38.9	8.3	33.4
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	3.8	14.6	4.9	4.5	13.2	16.8	2.9	3.6
Green Ext Time (p_c), s	0.0	6.8	0.1	0.2	0.8	10.3	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

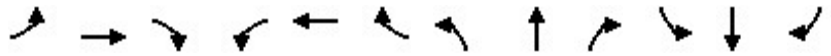
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	311	19	171	110	0	0	0	0	224	24	27
Future Volume (veh/h)	0	311	19	171	110	0	0	0	0	224	24	27
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	327	20	180	116	0				254	0	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	304	607	267	348	664	0				899	0	665
Arrive On Green	0.00	0.17	0.17	0.20	0.20	0.00				0.25	0.00	0.25
Sat Flow, veh/h	1781	3554	1562	1781	3572	0				3563	0	1562
Grp Volume(v), veh/h	0	327	20	180	116	0				254	0	28
Grp Sat Flow(s),veh/h/ln	1781	1777	1562	1781	1702	0				1781	0	1562
Q Serve(g_s), s	0.0	3.2	0.4	3.4	1.1	0.0				2.2	0.0	0.4
Cycle Q Clear(g_c), s	0.0	3.2	0.4	3.4	1.1	0.0				2.2	0.0	0.4
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	304	607	267	348	664	0				899	0	665
V/C Ratio(X)	0.00	0.54	0.07	0.52	0.17	0.00				0.28	0.00	0.04
Avail Cap(c_a), veh/h	2812	5610	2466	2812	5374	0				3281	0	1709
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.4	13.2	13.7	12.7	0.0				11.4	0.0	6.4
Incr Delay (d2), s/veh	0.0	0.3	0.0	1.3	0.1	0.0				0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	0.1	1.1	0.3	0.0				0.7	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.7	13.3	15.0	12.9	0.0				11.5	0.0	6.4
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		347			296						282	
Approach Delay, s/veh		14.6			14.2						11.0	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		10.5		15.8		11.7
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		5.2		4.2		5.4
Green Ext Time (p_c), s		1.3		0.5		2.0

Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	466	0	1	268	262	28	12	75	22	0	221
Future Volume (veh/h)	101	466	0	1	268	262	28	12	75	22	0	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		0.99	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	110	507	0	1	291	285	30	13	82	24	0	240
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	1632	0	57	571	435	182	22	139	30	0	298
Arrive On Green	0.08	0.46	0.00	0.31	0.31	0.31	0.10	0.10	0.10	0.21	0.00	0.21
Sat Flow, veh/h	1781	3647	0	1	1868	1424	1781	215	1353	144	0	1444
Grp Volume(v), veh/h	110	507	0	292	0	285	30	0	95	264	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1869	0	1424	1781	0	1568	1588	0	0
Q Serve(g_s), s	3.8	5.7	0.0	0.0	0.0	11.1	1.0	0.0	3.7	10.1	0.0	0.0
Cycle Q Clear(g_c), s	3.8	5.7	0.0	8.2	0.0	11.1	1.0	0.0	3.7	10.1	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.86	0.09		0.91
Lane Grp Cap(c), veh/h	148	1632	0	628	0	435	182	0	161	328	0	0
V/C Ratio(X)	0.74	0.31	0.00	0.47	0.00	0.66	0.16	0.00	0.59	0.81	0.00	0.00
Avail Cap(c_a), veh/h	838	3345	0	1813	0	1340	1118	0	984	997	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.6	10.9	0.0	18.2	0.0	19.2	26.1	0.0	27.3	24.1	0.0	0.0
Incr Delay (d2), s/veh	8.5	0.0	0.0	0.6	0.0	2.0	0.2	0.0	1.3	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.8	0.0	3.1	0.0	3.3	0.4	0.0	1.4	3.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	10.9	0.0	18.9	0.0	21.2	26.3	0.0	28.6	25.9	0.0	0.0
LnGrp LOS	D	B	A	B	A	C	C	A	C	C	A	A
Approach Vol, veh/h		617			577			125			264	
Approach Delay, s/veh		15.6			20.0			28.1			25.9	
Approach LOS		B			C			C			C	

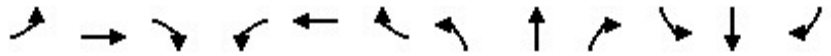
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		33.7		17.1	9.8	23.9		12.9				
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4				
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s		7.7		12.1	5.8	13.1		5.7				
Green Ext Time (p_c), s		2.1		1.2	0.3	4.6		0.4				

Intersection Summary		
HCM 6th Ctrl Delay	19.9	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	474	92	274	341	0	0	0	0	327	184	200
Future Volume (veh/h)	0	474	92	274	341	0	0	0	0	327	184	200
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	499	97	288	359	0				344	194	211
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1899	831	368	2464	0				677	355	292
Arrive On Green	0.00	0.53	0.53	0.21	1.00	0.00				0.19	0.19	0.19
Sat Flow, veh/h	0	3647	1555	3456	3647	0				3563	1870	1537
Grp Volume(v), veh/h	0	499	97	288	359	0				344	194	211
Grp Sat Flow(s),veh/h/ln	0	1777	1555	1728	1777	0				1781	1870	1537
Q Serve(g_s), s	0.0	6.4	2.6	6.6	0.0	0.0				7.3	7.9	10.8
Cycle Q Clear(g_c), s	0.0	6.4	2.6	6.6	0.0	0.0				7.3	7.9	10.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1899	831	368	2464	0				677	355	292
V/C Ratio(X)	0.00	0.26	0.12	0.78	0.15	0.00				0.51	0.55	0.72
Avail Cap(c_a), veh/h	0	1899	831	703	2464	0				1361	715	587
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.97	0.97	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.6	9.7	32.1	0.0	0.0				30.5	30.7	31.9
Incr Delay (d2), s/veh	0.0	0.3	0.3	1.3	0.1	0.0				0.2	0.5	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.2	0.8	2.4	0.0	0.0				3.1	3.5	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.9	10.0	33.5	0.1	0.0				30.7	31.2	33.2
LnGrp LOS	A	B	A	C	A	A				C	C	C
Approach Vol, veh/h		596			647						749	
Approach Delay, s/veh		10.8			15.0						31.6	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.3	49.8		20.9		63.1
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.6	8.4		12.8		2.0
Green Ext Time (p_c), s	0.3	3.1		1.7		2.6

Intersection Summary	
HCM 6th Ctrl Delay	19.9
HCM 6th LOS	B

Notes

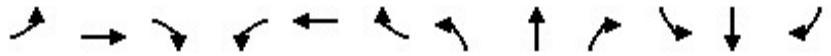
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	295	505	0	0	509	451	107	158	25	0	0	0
Future Volume (veh/h)	295	505	0	0	509	451	107	158	25	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	321	549	0	0	553	490	116	172	27			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1326	2760	0	0	1189	517	190	321	50			
Arrive On Green	0.77	1.00	0.00	0.00	0.33	0.33	0.11	0.11	0.11			
Sat Flow, veh/h	3456	3647	0	0	3647	1547	1781	3010	464			
Grp Volume(v), veh/h	321	549	0	0	553	490	116	96	103			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1547	1781	1702	1772			
Q Serve(g_s), s	2.2	0.0	0.0	0.0	10.3	25.9	5.2	4.5	4.6			
Cycle Q Clear(g_c), s	2.2	0.0	0.0	0.0	10.3	25.9	5.2	4.5	4.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.26			
Lane Grp Cap(c), veh/h	1326	2760	0	0	1189	517	190	182	189			
V/C Ratio(X)	0.24	0.20	0.00	0.00	0.47	0.95	0.61	0.53	0.55			
Avail Cap(c_a), veh/h	1326	2760	0	0	1189	517	596	569	593			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	6.3	0.0	0.0	0.0	22.0	27.2	35.8	35.5	35.6			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.3	28.4	1.2	0.9	0.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	0.1	0.0	0.0	4.1	12.6	2.3	1.9	2.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.4	0.2	0.0	0.0	23.3	55.6	37.0	36.4	36.5			
LnGrp LOS	A	A	A	A	C	E	D	D	D			
Approach Vol, veh/h		870			1043			315				
Approach Delay, s/veh		2.4			38.5			36.7				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		70.1			37.1	33.0		13.9				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			4.2	27.9		7.2				
Green Ext Time (p_c), s		4.5			0.7	0.1		1.1				

Intersection Summary	
HCM 6th Ctrl Delay	24.2
HCM 6th LOS	C

Notes

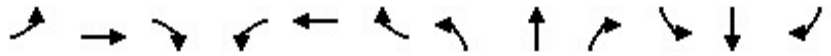
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	22	61	23	1168	14	0	0	0
Future Volume (veh/h)	0	0	0	0	22	61	23	1168	14	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	24	67	25	1284	15			
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	31	88	118	3248	38			
Arrive On Green				0.00	0.07	0.07	0.65	0.65	0.65			
Sat Flow, veh/h				0	436	1216	35	5004	58			
Grp Volume(v), veh/h				0	0	91	484	402	438			
Grp Sat Flow(s),veh/h/ln				0	0	1651	1859	1549	1690			
Q Serve(g_s), s				0.0	0.0	2.2	0.0	4.9	4.9			
Cycle Q Clear(g_c), s				0.0	0.0	2.2	4.9	4.9	4.9			
Prop In Lane				0.00		0.74	0.05		0.03			
Lane Grp Cap(c), veh/h				0	0	119	1302	1005	1097			
V/C Ratio(X)				0.00	0.00	0.76	0.37	0.40	0.40			
Avail Cap(c_a), veh/h				0	0	1659	2880	2334	2546			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	18.1	3.3	3.3	3.3			
Incr Delay (d2), s/veh				0.0	0.0	3.8	0.3	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.9	0.7	0.6	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	21.9	3.6	3.7	3.7			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					91			1324				
Approach Delay, s/veh					21.9			3.6				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	31.4							8.4				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	6.9							4.2				
Green Ext Time (p_c), s	19.0							0.4				

Intersection Summary												
HCM 6th Ctrl Delay			4.8									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	210	96	326	266	83	170	246	125	54	273	54
Future Volume (veh/h)	43	210	96	326	266	83	170	246	125	54	273	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.96	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	226	103	351	286	89	183	265	134	58	294	58
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	364	305	401	527	164	227	926	415	74	797	150
Arrive On Green	0.03	0.19	0.19	0.22	0.39	0.39	0.13	0.27	0.27	0.04	0.19	0.19
Sat Flow, veh/h	1781	1870	1568	1781	1366	425	1781	3404	1527	1781	4279	805
Grp Volume(v), veh/h	46	226	103	351	0	375	183	265	134	58	231	121
Grp Sat Flow(s),veh/h/ln	1781	1870	1568	1781	0	1791	1781	1702	1527	1781	1702	1679
Q Serve(g_s), s	1.8	7.9	4.0	13.6	0.0	11.6	7.1	4.4	5.0	2.3	4.2	4.5
Cycle Q Clear(g_c), s	1.8	7.9	4.0	13.6	0.0	11.6	7.1	4.4	5.0	2.3	4.2	4.5
Prop In Lane	1.00		1.00	1.00		0.24	1.00		1.00	1.00		0.48
Lane Grp Cap(c), veh/h	60	364	305	401	0	691	227	926	415	74	634	313
V/C Ratio(X)	0.77	0.62	0.34	0.88	0.00	0.54	0.81	0.29	0.32	0.78	0.36	0.39
Avail Cap(c_a), veh/h	750	1050	880	750	0	1005	750	2866	1286	750	2866	1414
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	26.3	24.7	26.7	0.0	17.0	30.2	20.5	20.7	33.8	25.3	25.4
Incr Delay (d2), s/veh	7.5	0.6	0.2	2.4	0.0	0.7	2.5	0.3	0.8	6.5	0.6	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.5	1.5	5.8	0.0	4.6	3.0	1.7	1.8	1.1	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	26.9	25.0	29.1	0.0	17.7	32.8	20.8	21.5	40.3	25.9	26.8
LnGrp LOS	D	C	C	C	A	B	C	C	C	D	C	C
Approach Vol, veh/h		375			726			582			410	
Approach Delay, s/veh		28.2			23.2			24.7			28.2	
Approach LOS		C			C			C			C	

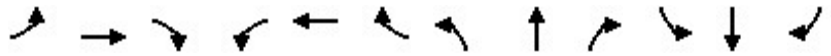
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	24.7	20.4	18.8	13.5	18.6	6.8	32.4
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	4.3	7.0	15.6	9.9	9.1	6.5	3.8	13.6
Green Ext Time (p_c), s	0.1	5.1	0.5	1.1	0.2	4.2	0.0	2.6

Intersection Summary	
HCM 6th Ctrl Delay	25.5
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	162	276	110	141	0	0	0	0	78	1408	469
Future Volume (veh/h)	0	162	276	110	141	0	0	0	0	78	1408	469
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	165	282	112	144	0				80	1437	479
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	424	359	220	380	0				1105	2347	773
Arrive On Green	0.00	0.23	0.23	0.23	0.23	0.00				0.62	0.62	0.62
Sat Flow, veh/h	0	1870	1585	610	1760	0				1781	3782	1246
Grp Volume(v), veh/h	0	165	282	120	136	0				80	1292	624
Grp Sat Flow(s),veh/h/ln	0	1870	1585	668	1617	0				1781	1702	1624
Q Serve(g_s), s	0.0	6.4	14.2	9.8	6.0	0.0				1.5	19.7	20.2
Cycle Q Clear(g_c), s	0.0	6.4	14.2	16.2	6.0	0.0				1.5	19.7	20.2
Prop In Lane	0.00		1.00	0.93		0.00				1.00		0.77
Lane Grp Cap(c), veh/h	0	424	359	233	367	0				1105	2112	1008
V/C Ratio(X)	0.00	0.39	0.78	0.51	0.37	0.00				0.07	0.61	0.62
Avail Cap(c_a), veh/h	0	660	559	356	570	0				1256	2401	1146
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	27.9	30.9	34.5	27.8	0.0				6.4	9.9	10.0
Incr Delay (d2), s/veh	0.0	0.2	1.6	1.3	0.5	0.0				0.0	0.6	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.8	5.5	2.4	2.4	0.0				0.5	6.5	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.1	32.5	35.8	28.2	0.0				6.5	10.5	11.2
LnGrp LOS	A	C	C	D	C	A				A	B	B
Approach Vol, veh/h		447			256						1996	
Approach Delay, s/veh		30.9			31.8						10.5	
Approach LOS		C			C						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		26.0		59.1		26.0
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		16.2		22.2		18.2
Green Ext Time (p_c), s		1.0		30.6		1.1

Intersection Summary	
HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B



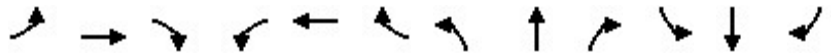
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	17	78	0	26	16	230	1172	34	0	0	0
Future Volume (veh/h)	144	17	78	0	26	16	230	1172	34	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	167	20	91	0	30	19	267	1363	40			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	393	36	1193	0	230	145	961	1900	56			
Arrive On Green	0.21	0.21	0.21	0.00	0.21	0.21	0.54	0.54	0.54			
Sat Flow, veh/h	1112	167	1574	0	1068	677	1781	3522	103			
Grp Volume(v), veh/h	187	0	91	0	0	49	267	687	716			
Grp Sat Flow(s),veh/h/ln	1279	0	1574	0	0	1745	1781	1777	1848			
Q Serve(g_s), s	5.3	0.0	0.0	0.0	0.0	1.0	3.6	12.9	12.9			
Cycle Q Clear(g_c), s	6.3	0.0	0.0	0.0	0.0	1.0	3.6	12.9	12.9			
Prop In Lane	0.89		1.00	0.00		0.39	1.00		0.06			
Lane Grp Cap(c), veh/h	428	0	1193	0	0	375	961	959	997			
V/C Ratio(X)	0.44	0.00	0.08	0.00	0.00	0.13	0.28	0.72	0.72			
Avail Cap(c_a), veh/h	1070	0	1919	0	0	1180	1184	1181	1228			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	16.5	0.0	1.4	0.0	0.0	14.1	5.5	7.7	7.7			
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.0	0.0	0.1	0.2	1.6	1.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.6	0.0	1.1	0.0	0.0	0.4	0.9	3.6	3.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	0.0	1.4	0.0	0.0	14.1	5.7	9.3	9.3			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		278			49			1670				
Approach Delay, s/veh		12.0			14.1			8.7				
Approach LOS		B			B			A				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	28.5	15.9	15.9
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	14.9	8.3	3.0
Green Ext Time (p_c), s	9.0	1.4	0.1

Intersection Summary	
HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	12	30	0	11	60	19	468	102	44	693	6
Future Volume (veh/h)	5	12	30	0	11	60	19	468	102	44	693	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	13	32	0	12	63	20	493	107	46	729	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	413	113	278	150	61	322	35	2121	645	132	2266	19
Arrive On Green	0.24	0.24	0.24	0.00	0.24	0.24	0.02	0.42	0.42	0.04	0.43	0.43
Sat Flow, veh/h	1316	476	1172	1361	258	1356	1781	5106	1553	3456	5222	43
Grp Volume(v), veh/h	5	0	45	0	0	75	20	493	107	46	475	260
Grp Sat Flow(s),veh/h/ln	1316	0	1649	1361	0	1615	1781	1702	1553	1728	1702	1861
Q Serve(g_s), s	0.1	0.0	1.0	0.0	0.0	1.8	0.5	3.0	2.1	0.6	4.4	4.4
Cycle Q Clear(g_c), s	1.9	0.0	1.0	0.0	0.0	1.8	0.5	3.0	2.1	0.6	4.4	4.4
Prop In Lane	1.00		0.71	1.00		0.84	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	413	0	391	150	0	383	35	2121	645	132	1477	808
V/C Ratio(X)	0.01	0.00	0.12	0.00	0.00	0.20	0.58	0.23	0.17	0.35	0.32	0.32
Avail Cap(c_a), veh/h	1194	0	1370	957	0	1341	1110	6362	1935	2153	4241	2319
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.5	0.0	14.4	0.0	0.0	14.7	23.4	9.1	8.8	22.6	9.0	9.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.1	5.5	0.1	0.2	0.6	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	0.0	0.0	0.6	0.3	0.9	0.6	0.2	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	0.0	14.5	0.0	0.0	14.8	28.9	9.2	9.1	23.2	9.1	9.2
LnGrp LOS	B	A	B	A	A	B	C	A	A	C	A	A
Approach Vol, veh/h		50			75			620			781	
Approach Delay, s/veh		14.6			14.8			9.8			10.0	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.2	25.7		16.2	5.3	26.6		16.2
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	2.6	5.0		3.9	2.5	6.4		3.8
Green Ext Time (p_c), s	0.1	7.4		0.2	0.0	5.3		0.3

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

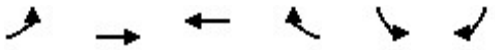
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2963	13	0	4753	5	0	0	1	0	0	5
Future Vol, veh/h	0	2963	13	0	4753	5	0	0	1	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	3055	13	0	4900	5	0	0	1	0	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1534	-	-	2453
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	90	0	0	20
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	90	-	-	20
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	45.5	238.8
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	90	-	-	-	-	20
HCM Lane V/C Ratio	0.011	-	-	-	-	0.258
HCM Control Delay (s)	45.5	-	-	-	-	238.8
HCM Lane LOS	E	-	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	-	0.7



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1016	1934	2155	61	48	38
Future Volume (veh/h)	1016	1934	2155	61	48	38
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1069	2036	2268	0	51	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	814	4323	2963		78	69
Arrive On Green	0.24	0.87	0.59	0.00	0.04	0.04
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1069	2036	2268	0	51	40
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	27.8	10.8	40.0	0.0	3.3	2.9
Cycle Q Clear(g_c), s	27.8	10.8	40.0	0.0	3.3	2.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	814	4323	2963		78	69
V/C Ratio(X)	1.31	0.47	0.77		0.65	0.58
Avail Cap(c_a), veh/h	814	4323	2963		479	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.47	0.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	1.8	17.8	0.0	55.5	55.3
Incr Delay (d2), s/veh	149.6	0.4	0.9	0.0	3.4	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.4	1.1	13.8	0.0	1.5	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	194.7	2.1	18.7	0.0	59.0	58.2
LnGrp LOS	F	A	B		E	E
Approach Vol, veh/h		3105	2268	A	91	
Approach Delay, s/veh		68.4	18.7		58.6	
Approach LOS		E	B		E	

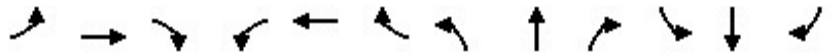
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		107.6		10.4	32.2	75.4
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		75.8		31.7	27.8	* 44
Max Q Clear Time (g_c+I1), s		12.8		5.3	29.8	42.0
Green Ext Time (p_c), s		56.7		0.1	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	47.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	979	46	53	1112	70	91	230	74	75	147	525
Future Volume (veh/h)	260	979	46	53	1112	70	91	230	74	75	147	525
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.94	1.00		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	265	999	47	54	1135	71	93	235	76	77	150	536
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	292	1619	76	246	1523	95	115	742	220	97	934	521
Arrive On Green	0.16	0.47	0.47	0.05	0.15	0.15	0.06	0.19	0.19	0.05	0.18	0.18
Sat Flow, veh/h	1781	3455	163	1781	3393	212	1781	3847	1139	1781	5106	1430
Grp Volume(v), veh/h	265	514	532	54	594	612	93	205	106	77	150	536
Grp Sat Flow(s),veh/h/ln	1781	1777	1840	1781	1777	1828	1781	1702	1582	1781	1702	1430
Q Serve(g_s), s	20.5	30.3	30.3	4.1	44.8	44.9	7.2	7.3	8.1	6.0	3.5	25.6
Cycle Q Clear(g_c), s	20.5	30.3	30.3	4.1	44.8	44.9	7.2	7.3	8.1	6.0	3.5	25.6
Prop In Lane	1.00		0.09	1.00		0.12	1.00		0.72	1.00		1.00
Lane Grp Cap(c), veh/h	292	833	862	246	798	821	115	656	305	97	934	521
V/C Ratio(X)	0.91	0.62	0.62	0.22	0.74	0.75	0.81	0.31	0.35	0.79	0.16	1.03
Avail Cap(c_a), veh/h	382	833	862	246	798	821	244	656	305	244	934	521
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.81	0.81	0.81	0.99	0.99	0.99	0.98	0.98	0.98
Uniform Delay (d), s/veh	57.5	27.8	27.8	59.5	51.9	52.0	64.6	48.5	48.9	65.4	48.2	46.4
Incr Delay (d2), s/veh	21.2	3.4	3.3	1.7	5.1	5.0	5.0	0.3	0.8	5.3	0.1	46.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	13.3	13.8	2.0	22.5	23.2	3.4	3.1	3.3	2.9	1.5	24.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.7	31.2	31.1	61.2	57.0	57.0	69.6	48.8	49.6	70.7	48.3	93.0
LnGrp LOS	E	C	C	E	E	E	E	D	D	E	D	F
Approach Vol, veh/h		1311			1260			404			763	
Approach Delay, s/veh		40.8			57.2			53.8			82.0	
Approach LOS		D			E			D			F	

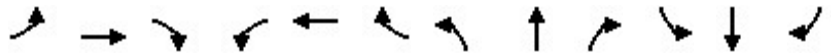
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	32.0	25.2	70.8	13.4	30.6	27.3	68.7
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	8.0	10.1	6.1	32.3	9.2	27.6	22.5	46.9
Green Ext Time (p_c), s	0.1	1.8	0.0	10.8	0.1	0.0	0.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	56.1
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	950	100	38	156	0	0	0	0	136	170	1083
Future Volume (veh/h)	0	950	100	38	156	0	0	0	0	136	170	1083
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1033	109	41	170	0				148	185	1177
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1621	171	66	2021	0				281	1645	537
Arrive On Green	0.00	0.16	0.16	0.04	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3336	342	1781	3647	0				813	4757	1553
Grp Volume(v), veh/h	0	566	576	41	170	0				333	0	1177
Grp Sat Flow(s),veh/h/ln	0	1777	1807	1781	1777	0				1830	1870	1553
Q Serve(g_s), s	0.0	41.6	41.6	3.2	3.0	0.0				20.4	0.0	48.4
Cycle Q Clear(g_c), s	0.0	41.6	41.6	3.2	3.0	0.0				20.4	0.0	48.4
Prop In Lane	0.00		0.19	1.00		0.00				0.44		1.00
Lane Grp Cap(c), veh/h	0	888	904	66	2021	0				633	1293	537
V/C Ratio(X)	0.00	0.64	0.64	0.62	0.08	0.00				0.53	0.00	2.19
Avail Cap(c_a), veh/h	0	888	904	313	2021	0				633	1293	537
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.86	0.86	0.87	0.87	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	46.6	46.6	66.4	13.7	0.0				36.6	0.0	45.8
Incr Delay (d2), s/veh	0.0	3.0	3.0	3.0	0.1	0.0				3.1	0.0	542.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	20.6	21.0	1.5	1.2	0.0				9.8	0.0	99.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	49.6	49.6	69.5	13.8	0.0				39.8	0.0	588.3
LnGrp LOS	A	D	D	E	B	A				D	A	F
Approach Vol, veh/h		1142			211						1510	
Approach Delay, s/veh		49.6			24.6						467.3	
Approach LOS		D			C						F	

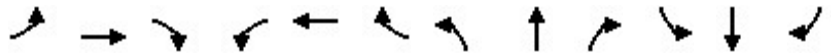
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.6	76.6		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	5.2	43.6		50.4		5.0
Green Ext Time (p_c), s	0.0	1.7		0.0		0.4

Intersection Summary	
HCM 6th Ctrl Delay	268.0
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	851	274	0	0	131	152	41	102	58	0	0	0
Future Volume (veh/h)	851	274	0	0	131	152	41	102	58	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	915	295	0	0	141	163	44	110	62			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1537	1496	0	0	523	460	75	203	118			
Arrive On Green	0.44	0.80	0.00	0.00	0.29	0.29	0.08	0.08	0.08			
Sat Flow, veh/h	3456	1870	0	0	1870	1566	975	2623	1518			
Grp Volume(v), veh/h	915	295	0	0	141	163	82	72	62			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1566	1822	1777	1518			
Q Serve(g_s), s	16.0	3.0	0.0	0.0	4.9	6.6	3.5	3.1	3.1			
Cycle Q Clear(g_c), s	16.0	3.0	0.0	0.0	4.9	6.6	3.5	3.1	3.1			
Prop In Lane	1.00		0.00	0.00		1.00	0.54		1.00			
Lane Grp Cap(c), veh/h	1537	1496	0	0	523	460	141	138	118			
V/C Ratio(X)	0.60	0.20	0.00	0.00	0.27	0.35	0.58	0.52	0.53			
Avail Cap(c_a), veh/h	1537	1496	0	0	580	511	389	380	325			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.72	0.72	0.00	0.00	1.00	1.00	0.98	0.98	0.98			
Uniform Delay (d), s/veh	16.8	1.9	0.0	0.0	21.7	22.2	35.7	35.5	35.5			
Incr Delay (d2), s/veh	0.5	0.2	0.0	0.0	0.1	0.2	1.4	1.1	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.7	0.5	0.0	0.0	1.9	2.3	1.6	1.4	1.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	2.1	0.0	0.0	21.8	22.4	37.0	36.6	36.8			
LnGrp LOS	B	A	A	A	C	C	D	D	D			
Approach Vol, veh/h		1210			304			216				
Approach Delay, s/veh		13.5			22.1			36.8				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.9			40.5	28.4		11.1				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		5.0			18.0	8.6		5.5				
Green Ext Time (p_c), s		1.0			1.5	1.0		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	18.0
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

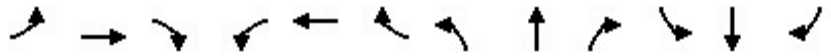
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	179	1663	539	0	0	1953
Future Volume (veh/h)	179	1663	539	0	0	1953
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	183	0	550	0	0	1993
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	215		3177	0	202	4965
Arrive On Green	0.12	0.00	0.64	0.00	0.00	0.79
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	183	0	550	0	0	1993
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	11.1	0.0	4.9	0.0	0.0	10.7
Cycle Q Clear(g_c), s	11.1	0.0	4.9	0.0	0.0	10.7
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	215		3177	0	202	4965
V/C Ratio(X)	0.85		0.17	0.00	0.00	0.40
Avail Cap(c_a), veh/h	487		3177	0	738	4965
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.00	0.89	0.00	0.00	0.87
Uniform Delay (d), s/veh	47.4	0.0	8.1	0.0	0.0	3.5
Incr Delay (d2), s/veh	2.6	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	1.6	0.0	0.0	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.0	0.0	8.2	0.0	0.0	3.7
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	183	A	550			1993
Approach Delay, s/veh	50.0		8.2			3.7
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	16.9	75.0				91.9	18.1
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	45.6	20.1				70.1	30.1
Max Q Clear Time (g_c+I1), s	10.0	6.9				12.7	13.1
Green Ext Time (p_c), s	0.0	3.8				32.7	0.2

Intersection Summary	
HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



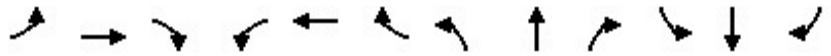
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	198	1698	140	132	246	0	0	205	48
Future Volume (veh/h)	0	0	0	198	1698	140	132	246	0	0	205	48
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.91
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				204	1751	144	136	254	0	0	211	49
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				280	2567	216	155	1416	0	0	544	116
Arrive On Green				0.19	0.19	0.19	0.17	0.55	0.00	0.00	0.13	0.13
Sat Flow, veh/h				489	4474	377	1781	5274	0	0	4297	884
Grp Volume(v), veh/h				770	645	684	136	254	0	0	171	89
Grp Sat Flow(s),veh/h/ln				1846	1702	1792	1781	1702	0	0	1702	1608
Q Serve(g_s), s				43.1	38.6	39.0	8.2	2.7	0.0	0.0	5.0	5.6
Cycle Q Clear(g_c), s				43.1	38.6	39.0	8.2	2.7	0.0	0.0	5.0	5.6
Prop In Lane				0.26		0.21	1.00		0.00	0.00		0.55
Lane Grp Cap(c), veh/h				1059	976	1028	155	1416	0	0	449	212
V/C Ratio(X)				0.73	0.66	0.67	0.87	0.18	0.00	0.00	0.38	0.42
Avail Cap(c_a), veh/h				1059	976	1028	155	1629	0	0	591	279
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.70	0.70	0.70	0.69	0.69	0.00	0.00	0.96	0.96
Uniform Delay (d), s/veh				36.5	34.7	34.8	44.8	18.3	0.0	0.0	43.6	43.9
Incr Delay (d2), s/veh				3.1	2.5	2.4	28.5	0.0	0.0	0.0	0.3	0.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				22.2	18.2	19.3	4.5	1.0	0.0	0.0	2.1	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				39.6	37.1	37.2	73.3	18.4	0.0	0.0	44.0	44.8
LnGrp LOS				D	D	D	E	B	A	A	D	D
Approach Vol, veh/h					2099			390			260	
Approach Delay, s/veh					38.1			37.5			44.3	
Approach LOS					D			D			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	15.5	20.9	69.0	36.4
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	9.6	* 19	63.1	35.1
Max Q Clear Time (g_c+I1), s	10.2	7.6	45.1	4.7
Green Ext Time (p_c), s	0.0	0.9	11.6	1.9

Intersection Summary	
HCM 6th Ctrl Delay	38.6
HCM 6th LOS	D

Notes

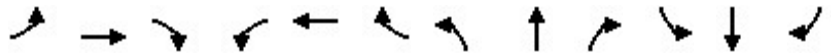
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	201	2004	0	0	0	0	0	167	68
Future Volume (veh/h)	0	0	0	201	2004	0	0	0	0	0	167	68
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.94
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				209	2088	0				0	174	71
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				319	3410	0				0	720	260
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				449	4971	0				0	3799	1309
Grp Volume(v), veh/h				860	1437	0				0	162	83
Grp Sat Flow(s),veh/h/ln				1848	1702	0				0	1702	1536
Q Serve(g_s), s				46.3	41.3	0.0				0.0	4.4	5.1
Cycle Q Clear(g_c), s				46.3	41.3	0.0				0.0	4.4	5.1
Prop In Lane				0.24		0.00				0.00		0.85
Lane Grp Cap(c), veh/h				1312	2417	0				0	675	304
V/C Ratio(X)				0.66	0.59	0.00				0.00	0.24	0.27
Avail Cap(c_a), veh/h				1312	2417	0				0	675	304
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				30.0	28.0	0.0				0.0	37.1	37.4
Incr Delay (d2), s/veh				2.6	1.1	0.0				0.0	0.8	2.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				23.7	19.1	0.0				0.0	1.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.5	29.1	0.0				0.0	38.0	39.6
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2297						245	
Approach Delay, s/veh					30.4						38.5	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.7		83.3						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.8		78.1						
Max Q Clear Time (g_c+I1), s				7.1		48.3						
Green Ext Time (p_c), s				0.3		4.1						

Intersection Summary												
HCM 6th Ctrl Delay			31.2									
HCM 6th LOS			C									



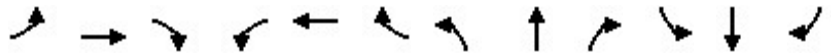
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2143	131	86	98	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2143	131	86	98	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2209	135	89	101	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3445	209	322	408	0			
Arrive On Green				0.00	0.23	0.23	0.20	0.20	0.00			
Sat Flow, veh/h				0	5084	298	1576	2086	0			
Grp Volume(v), veh/h				0	1524	820	101	89	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1809	1792	1777	0			
Q Serve(g_s), s				0.0	44.4	45.1	5.2	4.6	0.0			
Cycle Q Clear(g_c), s				0.0	44.4	45.1	5.2	4.6	0.0			
Prop In Lane				0.00		0.16	0.88		0.00			
Lane Grp Cap(c), veh/h				0	2386	1268	366	363	0			
V/C Ratio(X)				0.00	0.64	0.65	0.28	0.24	0.00			
Avail Cap(c_a), veh/h				0	2386	1268	366	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	29.7	30.0	36.9	36.6	0.0			
Incr Delay (d2), s/veh				0.0	1.3	2.6	1.9	1.6	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	20.6	22.6	2.5	2.2	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	31.0	32.5	38.7	38.2	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2344			190				
Approach Delay, s/veh					31.6			38.5				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						47.1		7.2				
Green Ext Time (p_c), s						22.7		0.9				

Intersection Summary	
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	225	2324	0	0	0	0	0	145	40
Future Volume (veh/h)	0	0	0	225	2324	0	0	0	0	0	145	40
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				237	2446	0				0	153	42
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				305	3377	0				0	733	316
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				435	4986	0				0	3647	1533
Grp Volume(v), veh/h				1008	1675	0				0	153	42
Grp Sat Flow(s),veh/h/ln				1849	1702	0				0	1777	1533
Q Serve(g_s), s				56.2	49.7	0.0				0.0	3.9	2.5
Cycle Q Clear(g_c), s				56.2	49.7	0.0				0.0	3.9	2.5
Prop In Lane				0.24		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1296	2386	0				0	733	316
V/C Ratio(X)				0.78	0.70	0.00				0.00	0.21	0.13
Avail Cap(c_a), veh/h				1296	2386	0				0	733	316
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				34.3	31.7	0.0				0.0	36.2	35.6
Incr Delay (d2), s/veh				4.6	1.8	0.0				0.0	0.6	0.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				29.4	23.1	0.0				0.0	1.8	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				38.9	33.5	0.0				0.0	36.8	36.5
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					2683						195	
Approach Delay, s/veh					35.5						36.8	
Approach LOS					D						D	

Timer - Assigned Phs	4	6
Phs Duration (G+Y+Rc), s	27.6	82.4
Change Period (Y+Rc), s	4.9	5.3
Max Green Setting (Gmax), s	22.7	77.1
Max Q Clear Time (g_c+I1), s	5.9	58.2
Green Ext Time (p_c), s	0.9	16.9

Intersection Summary	
HCM 6th Ctrl Delay	35.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2414	45	121	62	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2414	45	121	62	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2515	47	126	65	0			
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3756	70	316	315	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5327	96	1781	1870	0			
Grp Volume(v), veh/h				0	1656	906	126	65	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1850	1781	1777	0			
Q Serve(g_s), s				0.0	28.3	28.7	6.9	3.4	0.0			
Cycle Q Clear(g_c), s				0.0	28.3	28.7	6.9	3.4	0.0			
Prop In Lane				0.00		0.05	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2479	1347	316	315	0			
V/C Ratio(X)				0.00	0.67	0.67	0.40	0.21	0.00			
Avail Cap(c_a), veh/h				0	2479	1347	316	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	7.9	8.0	40.1	38.6	0.0			
Incr Delay (d2), s/veh				0.0	1.4	2.7	3.7	1.5	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	9.3	10.6	3.4	1.6	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	9.4	10.7	43.8	40.1	0.0			
LnGrp LOS				A	A	B	D	D	A			
Approach Vol, veh/h					2562			191				
Approach Delay, s/veh					9.8			42.5				
Approach LOS					A			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						30.7		8.9				
Green Ext Time (p_c), s						36.2		0.7				

Intersection Summary	
HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B

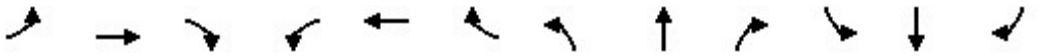
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	125	553	2	91	0	0	0	11
Future Vol, veh/h	0	0	0	0	125	553	2	91	0	0	0	11
Conflicting Peds, #/hr	6	0	0	0	0	6	15	0	0	0	0	15
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	130	576	2	95	0	0	0	11

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	80	712	-	-	-	374
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	80	712	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	899	356	0	0	0	623
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	919	434	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	882	354	-	-	-	619
Mov Cap-2 Maneuver	-	-	-	882	354	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	902	431	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	18.8	10.9
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	354	-	-	619
HCM Lane V/C Ratio	0.268	-	-	0.019
HCM Control Delay (s)	18.8	-	-	10.9
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.1	-	-	0.1



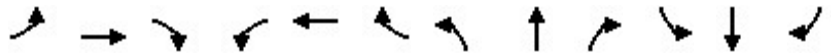
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	520	127	1355	793	0
Future Volume (veh/h)	0	0	0	0	0	0	0	520	127	1355	793	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	547	134	1426	835	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	865	263	3713	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.17	0.17	0.74	0.95	0.00
Sat Flow, veh/h		0					0	5149	1515	5023	1826	0
Grp Volume(v), veh/h		0.0					0	547	134	1426	835	0
Grp Sat Flow(s),veh/h/ln							0	1662	1515	1674	1826	0
Q Serve(g_s), s							0.0	11.2	8.8	11.4	4.4	0.0
Cycle Q Clear(g_c), s							0.0	11.2	8.8	11.4	4.4	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	865	263	3713	1740	0
V/C Ratio(X)							0.00	0.63	0.51	0.38	0.48	0.00
Avail Cap(c_a), veh/h							0	1205	366	3713	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.90	0.90	0.00
Uniform Delay (d), s/veh							0.0	42.2	41.2	5.2	0.2	0.0
Incr Delay (d2), s/veh							0.0	2.0	4.0	0.1	0.9	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	4.6	3.5	2.9	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	44.2	45.2	5.3	1.1	0.0
LnGrp LOS							A	D	D	A	A	A
Approach Vol, veh/h								681			2261	
Approach Delay, s/veh								44.4			3.7	
Approach LOS								D			A	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	85.7	24.3				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				40.0						
Max Q Clear Time (g_c+I1), s	13.4	13.2				6.4						
Green Ext Time (p_c), s	6.4	5.9				8.8						

Intersection Summary		
HCM 6th Ctrl Delay		13.1
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



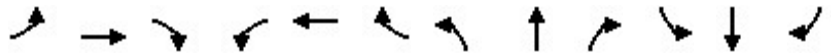
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱					↑↑↑↳		↰	↑↑↑	
Traffic Volume (veh/h)	64	1398	47	0	0	0	0	289	211	97	298	0
Future Volume (veh/h)	64	1398	47	0	0	0	0	289	211	97	298	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97				1.00		0.95	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	66	1441	48				0	298	218	100	307	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	133	3085	943				0	620	276	130	1507	0
Arrive On Green	0.20	0.20	0.20				0.00	0.18	0.18	0.15	0.59	0.00
Sat Flow, veh/h	217	5046	1542				0	3572	1513	1781	5274	0
Grp Volume(v), veh/h	565	942	48				0	298	218	100	307	0
Grp Sat Flow(s),veh/h/ln	1860	1702	1542				0	1702	1513	1781	1702	0
Q Serve(g_s), s	29.7	26.7	2.8				0.0	8.6	15.1	5.9	3.1	0.0
Cycle Q Clear(g_c), s	29.7	26.7	2.8				0.0	8.6	15.1	5.9	3.1	0.0
Prop In Lane	0.12		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1137	2081	943				0	620	276	130	1507	0
V/C Ratio(X)	0.50	0.45	0.05				0.00	0.48	0.79	0.77	0.20	0.00
Avail Cap(c_a), veh/h	1137	2081	943				0	916	407	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.59	0.59	0.59				0.00	1.00	1.00	0.87	0.87	0.00
Uniform Delay (d), s/veh	28.9	27.7	18.2				0.0	40.3	43.0	46.1	16.5	0.0
Incr Delay (d2), s/veh	0.9	0.4	0.1				0.0	0.7	6.8	3.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	12.3	1.0				0.0	3.6	6.1	2.6	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	28.2	18.2				0.0	41.0	49.8	49.2	16.6	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1555						516			407	
Approach Delay, s/veh		28.5						44.7			24.6	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	72.1	37.9	12.4	25.4
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	31.7	5.1	7.9	17.1
Green Ext Time (p_c), s	10.6	1.7	0.1	2.9

Intersection Summary	
HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C

Notes

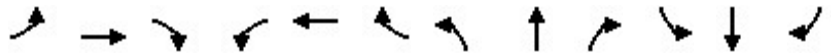
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



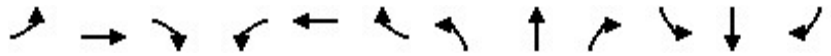
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1707	50	0	0	0	0	0	0	148	238	0
Future Volume (veh/h)	0	1707	50	0	0	0	0	0	0	148	238	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1760	52							153	245	0
Peak Hour Factor	0.97	0.97	0.97							0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2967	88							585	1117	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5260	150							1781	3572	0
Grp Volume(v), veh/h	0	1176	636							153	245	0
Grp Sat Flow(s),veh/h/ln	0	1702	1838							1781	1702	0
Q Serve(g_s), s	0.0	34.7	34.7							8.7	7.2	0.0
Cycle Q Clear(g_c), s	0.0	34.7	34.7							8.7	7.2	0.0
Prop In Lane	0.00		0.08							1.00		0.00
Lane Grp Cap(c), veh/h	0	1984	1071							585	1117	0
V/C Ratio(X)	0.00	0.59	0.59							0.26	0.22	0.00
Avail Cap(c_a), veh/h	0	1984	1071							585	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	32.5	32.5							36.8	36.2	0.0
Incr Delay (d2), s/veh	0.0	1.3	2.4							1.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	16.1	17.7							4.3	3.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	33.8	35.0							37.9	36.6	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1812									398	
Approach Delay, s/veh		34.2									37.1	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	36.7	10.7
Green Ext Time (p_c), s	5.9	1.0

Intersection Summary	
HCM 6th Ctrl Delay	34.8
HCM 6th LOS	C



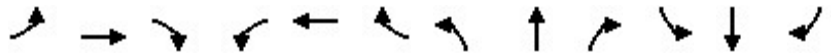
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	2090	0	0	0	0	0	105	223	0	0	0
Future Volume (veh/h)	70	2090	0	0	0	0	0	105	223	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.90			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	72	2155	0				0	108	230			
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	108	3440	0				0	422	338			
Arrive On Green	0.22	0.22	0.00				0.00	0.24	0.24			
Sat Flow, veh/h	160	5274	0				0	1870	1423			
Grp Volume(v), veh/h	837	1390	0				0	108	230			
Grp Sat Flow(s),veh/h/ln	1862	1702	0				0	1777	1423			
Q Serve(g_s), s	45.1	40.4	0.0				0.0	5.4	16.2			
Cycle Q Clear(g_c), s	45.1	40.4	0.0				0.0	5.4	16.2			
Prop In Lane	0.09		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1255	2293	0				0	422	338			
V/C Ratio(X)	0.67	0.61	0.00				0.00	0.26	0.68			
Avail Cap(c_a), veh/h	1255	2293	0				0	422	338			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	31.5	29.7	0.0				0.0	34.1	38.2			
Incr Delay (d2), s/veh	2.8	1.2	0.0				0.0	1.5	10.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	23.4	18.7	0.0				0.0	2.5	6.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	30.9	0.0				0.0	35.5	48.8			
LnGrp LOS	C	C	A				A	D	D			
Approach Vol, veh/h		2227						338				
Approach Delay, s/veh		32.2						44.5				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		79.0						31.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		74.1						26.1				
Max Q Clear Time (g_c+I1), s		47.1						18.2				
Green Ext Time (p_c), s		19.9						1.4				
Intersection Summary												
HCM 6th Ctrl Delay			33.8									
HCM 6th LOS			C									



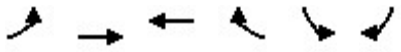
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2455	87	0	0	0	0	0	0	146	236	0
Future Volume (veh/h)	0	2455	87	0	0	0	0	0	0	146	236	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2505	89							149	241	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3639	128							342	682	0
Arrive On Green	0.00	0.24	0.24							0.06	0.06	0.00
Sat Flow, veh/h	0	5229	178							1781	3647	0
Grp Volume(v), veh/h	0	1679	915							149	241	0
Grp Sat Flow(s),veh/h/ln	0	1702	1835							1781	1777	0
Q Serve(g_s), s	0.0	49.4	50.1							8.9	7.1	0.0
Cycle Q Clear(g_c), s	0.0	49.4	50.1							8.9	7.1	0.0
Prop In Lane	0.00		0.10							1.00		0.00
Lane Grp Cap(c), veh/h	0	2448	1319							342	682	0
V/C Ratio(X)	0.00	0.69	0.69							0.44	0.35	0.00
Avail Cap(c_a), veh/h	0	2448	1319							342	682	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	30.6	30.9							45.8	45.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	3.0							4.0	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	23.0	25.7							4.6	3.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	32.2	33.9							49.8	46.4	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		2594									390	
Approach Delay, s/veh		32.8									47.7	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	84.0	26.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	79.1	21.1
Max Q Clear Time (g_c+I1), s	52.1	10.9
Green Ext Time (p_c), s	22.7	1.5

Intersection Summary	
HCM 6th Ctrl Delay	34.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	2295	0	0	0	0	0	75	29	0	0	0
Future Volume (veh/h)	126	2295	0	0	0	0	0	75	29	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	133	2416	0				0	79	31			
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	188	3644	0				0	463	173			
Arrive On Green	0.24	0.24	0.00				0.00	0.18	0.18			
Sat Flow, veh/h	258	5172	0				0	2627	944			
Grp Volume(v), veh/h	958	1591	0				0	54	56			
Grp Sat Flow(s),veh/h/ln	1857	1702	0				0	1777	1700			
Q Serve(g_s), s	51.9	46.2	0.0				0.0	2.8	3.1			
Cycle Q Clear(g_c), s	51.9	46.2	0.0				0.0	2.8	3.1			
Prop In Lane	0.14		0.00				0.00		0.56			
Lane Grp Cap(c), veh/h	1353	2479	0				0	325	311			
V/C Ratio(X)	0.71	0.64	0.00				0.00	0.17	0.18			
Avail Cap(c_a), veh/h	1353	2479	0				0	325	311			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	31.1	28.9	0.0				0.0	37.9	38.0			
Incr Delay (d2), s/veh	3.2	1.3	0.0				0.0	1.1	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	27.0	21.5	0.0				0.0	1.3	1.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	30.2	0.0				0.0	39.0	39.2			
LnGrp LOS	C	C	A				A	D	D			
Approach Vol, veh/h		2549						110				
Approach Delay, s/veh		31.7						39.1				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		85.0						25.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		80.1						20.1				
Max Q Clear Time (g_c+I1), s		53.9						5.1				
Green Ext Time (p_c), s		21.8						0.4				
Intersection Summary												
HCM 6th Ctrl Delay			32.0									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	34	924	866	119	103	129
Future Volume (veh/h)	34	924	866	119	103	129
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	37	994	931	128	111	139
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	571	4006	1917	263	368	169
Arrive On Green	0.32	0.80	0.87	0.87	0.11	0.11
Sat Flow, veh/h	1781	5149	4583	605	3456	1585
Grp Volume(v), veh/h	37	994	699	360	111	139
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1701	1728	1585
Q Serve(g_s), s	1.7	5.8	5.7	5.7	3.5	10.1
Cycle Q Clear(g_c), s	1.7	5.8	5.7	5.7	3.5	10.1
Prop In Lane	1.00			0.36	1.00	1.00
Lane Grp Cap(c), veh/h	571	4006	1442	738	368	169
V/C Ratio(X)	0.06	0.25	0.48	0.49	0.30	0.82
Avail Cap(c_a), veh/h	571	4006	1442	738	1174	539
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.97	0.97	1.00	1.00
Uniform Delay (d), s/veh	27.8	2.8	4.8	4.8	48.7	51.6
Incr Delay (d2), s/veh	0.0	0.1	1.1	2.2	0.2	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.2	1.5	1.8	1.5	8.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.8	3.0	5.9	7.0	48.8	55.4
LnGrp LOS	C	A	A	A	D	E
Approach Vol, veh/h		1031	1059		250	
Approach Delay, s/veh		3.9	6.3		52.5	
Approach LOS		A	A		D	

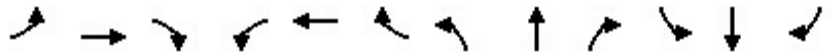
Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	100.5		17.5	43.5	57.0
Change Period (Y+Rc), s	5.7		4.9	5.7	* 5.8
Max Green Setting (Gmax), s	67.3		40.1	11.6	* 51
Max Q Clear Time (g_c+I1), s	7.8		12.1	3.7	7.7
Green Ext Time (p_c), s	22.8		0.4	0.0	19.9

Intersection Summary	
HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	951	30	24	1009	17	21	0	12	8	0	11
Future Volume (veh/h)	17	951	30	24	1009	17	21	0	12	8	0	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.88	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	980	31	25	1040	0	17	7	12	8	0	11
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	27	1950	62	578	3557		42	13	23	271	0	118
Arrive On Green	0.03	0.79	0.79	0.32	0.71	0.00	0.02	0.02	0.02	0.08	0.00	0.08
Sat Flow, veh/h	1781	4959	157	1781	4985	1585	1781	569	976	3456	0	1506
Grp Volume(v), veh/h	18	656	355	25	1040	0	17	0	19	8	0	11
Grp Sat Flow(s),veh/h/ln	1781	1662	1793	1781	1662	1585	1781	0	1545	1728	0	1506
Q Serve(g_s), s	1.2	8.2	8.3	1.1	8.9	0.0	1.1	0.0	1.4	0.3	0.0	0.8
Cycle Q Clear(g_c), s	1.2	8.2	8.3	1.1	8.9	0.0	1.1	0.0	1.4	0.3	0.0	0.8
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.63	1.00		1.00
Lane Grp Cap(c), veh/h	27	1307	705	578	3557		42	0	36	271	0	118
V/C Ratio(X)	0.67	0.50	0.50	0.04	0.29		0.41	0.00	0.52	0.03	0.00	0.09
Avail Cap(c_a), veh/h	130	1307	705	578	3557		137	0	119	996	0	434
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.9	8.5	8.5	27.3	6.1	0.0	56.8	0.0	57.0	50.2	0.0	50.5
Incr Delay (d2), s/veh	10.0	1.4	2.5	0.0	0.2	0.0	2.3	0.0	4.3	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.3	2.7	0.5	2.6	0.0	0.5	0.0	0.6	0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.9	9.9	11.0	27.3	6.3	0.0	59.1	0.0	61.3	50.2	0.0	50.6
LnGrp LOS	E	A	B	C	A		E	A	E	D	A	D
Approach Vol, veh/h		1029			1065	A		36			19	
Approach Delay, s/veh		11.3			6.8			60.3			50.5	
Approach LOS		B			A			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.1	52.1		14.2	6.2	90.0		7.7
Change Period (Y+Rc), s	5.8	* 5.7		4.9	4.4	5.8		4.9
Max Green Setting (Gmax), s	8.6	* 46		34.0	8.6	46.3		9.1
Max Q Clear Time (g_c+I1), s	3.1	10.3		2.8	3.2	10.9		3.4
Green Ext Time (p_c), s	0.0	14.0		0.0	0.0	14.6		0.0

Intersection Summary	
HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	900	185	460	2401	212	168	37	362	472	4	8
Future Volume (veh/h)	50	900	185	460	2401	212	168	37	362	472	4	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	1000	206	511	2668	236	187	41	0	524	4	9
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	468	2480	882	486	2168	189	255	138		426	60	134
Arrive On Green	0.26	0.50	0.50	0.14	0.37	0.37	0.07	0.07	0.00	0.12	0.12	0.12
Sat Flow, veh/h	1781	4985	1539	3456	5907	516	3456	1870	1585	3563	499	1124
Grp Volume(v), veh/h	56	1000	206	511	2121	783	187	41	0	524	0	13
Grp Sat Flow(s),veh/h/ln	1781	1662	1539	1728	1570	1712	1728	1870	1585	1781	0	1623
Q Serve(g_s), s	2.8	14.9	7.8	16.6	43.3	43.3	6.3	2.4	0.0	14.1	0.0	0.8
Cycle Q Clear(g_c), s	2.8	14.9	7.8	16.6	43.3	43.3	6.3	2.4	0.0	14.1	0.0	0.8
Prop In Lane	1.00		1.00	1.00		0.30	1.00		1.00	1.00		0.69
Lane Grp Cap(c), veh/h	468	2480	882	486	1729	628	255	138		426	0	194
V/C Ratio(X)	0.12	0.40	0.23	1.05	1.23	1.25	0.73	0.30		1.23	0.00	0.07
Avail Cap(c_a), veh/h	468	2480	882	486	1729	628	1084	586		426	0	194
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.1	18.6	12.5	50.7	37.3	37.4	53.5	51.8	0.0	51.9	0.0	46.1
Incr Delay (d2), s/veh	0.0	0.5	0.6	54.9	107.5	123.6	1.4	0.4	0.0	123.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	5.5	3.2	10.7	32.8	38.6	2.7	1.2	0.0	13.5	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.2	19.1	13.1	105.6	144.9	161.0	54.9	52.2	0.0	174.9	0.0	46.3
LnGrp LOS	C	B	B	F	F	F	D	D		F	A	D
Approach Vol, veh/h		1262			3415			228	A		537	
Approach Delay, s/veh		18.8			142.7			54.4			171.8	
Approach LOS		B			F			D			F	

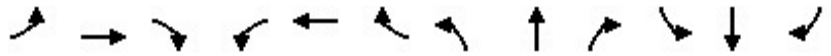
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	21.0	64.4		19.0	36.7	48.7		13.6
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	16.6	30.4		14.1	4.0	* 43		37.0
Max Q Clear Time (g_c+I1), s	18.6	16.9		16.1	4.8	45.3		8.3
Green Ext Time (p_c), s	0.0	9.1		0.0	0.0	0.0		0.5

Intersection Summary	
HCM 6th Ctrl Delay	113.1
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



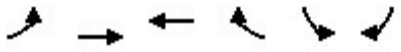
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	0	26	7	7	270	16	248	10	395	294	48
Future Volume (veh/h)	59	0	26	7	7	270	16	248	10	395	294	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.94	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	24	27	0	0	296	17	261	11	416	309	51
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	46	52	0	262	439	140	757	32	477	1238	201
Arrive On Green	0.06	0.06	0.06	0.00	0.00	0.14	0.08	0.22	0.22	0.27	0.41	0.41
Sat Flow, veh/h	1781	798	898	0	1870	3136	1781	3465	145	1781	3038	494
Grp Volume(v), veh/h	44	0	51	0	0	296	17	133	139	416	179	181
Grp Sat Flow(s),veh/h/ln	1781	0	1696	0	1870	1568	1781	1777	1834	1781	1777	1755
Q Serve(g_s), s	1.2	0.0	1.5	0.0	0.0	4.5	0.5	3.2	3.2	11.3	3.4	3.5
Cycle Q Clear(g_c), s	1.2	0.0	1.5	0.0	0.0	4.5	0.5	3.2	3.2	11.3	3.4	3.5
Prop In Lane	1.00		0.53	0.00		1.00	1.00		0.08	1.00		0.28
Lane Grp Cap(c), veh/h	104	0	99	0	262	439	140	388	400	477	724	715
V/C Ratio(X)	0.42	0.00	0.52	0.00	0.00	0.67	0.12	0.34	0.35	0.87	0.25	0.25
Avail Cap(c_a), veh/h	140	0	134	0	1069	1793	140	1016	1049	597	1471	1453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	0.0	23.2	0.0	0.0	20.7	21.7	16.8	16.8	17.7	9.9	9.9
Incr Delay (d2), s/veh	2.0	0.0	3.1	0.0	0.0	0.7	0.1	0.4	0.4	9.7	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.6	0.0	0.0	1.6	0.2	1.2	1.2	5.2	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	0.0	26.3	0.0	0.0	21.4	21.9	17.1	17.1	27.4	10.0	10.1
LnGrp LOS	C	A	C	A	A	C	C	B	B	C	B	B
Approach Vol, veh/h		95			296			289			776	
Approach Delay, s/veh		25.7			21.4			17.4			19.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.6	15.1		7.0	8.0	24.7		11.1
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	17.6	29.0		4.0	4.0	42.0		29.0
Max Q Clear Time (g_c+I1), s	13.3	5.2		3.5	2.5	5.5		6.5
Green Ext Time (p_c), s	0.3	1.2		0.0	0.0	1.7		0.7

Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	182	10	10	87	132	196
Future Volume (veh/h)	182	10	10	87	132	196
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	208	0	11	0	145	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	833	437	689		285	
Arrive On Green	0.23	0.00	0.37	0.00	0.08	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	208	0	11	0	145	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	1.8	0.0	0.1	0.0	1.5	0.0
Cycle Q Clear(g_c), s	1.8	0.0	0.1	0.0	1.5	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	833	437	689		285	
V/C Ratio(X)	0.25	0.00	0.02		0.51	
Avail Cap(c_a), veh/h	1031	541	689		1181	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	11.9	0.0	7.6	0.0	16.7	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.0	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.0	0.0	7.7	0.0	18.1	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		208	11	A	145	A
Approach Delay, s/veh		12.0	7.7		18.1	
Approach LOS		B	A		B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		12.9		7.1		18.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		11.0		13.0		14.0
Max Q Clear Time (g_c+I1), s		3.8		3.5		2.1
Green Ext Time (p_c), s		0.4		0.3		0.0

Intersection Summary		
HCM 6th Ctrl Delay		14.3
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

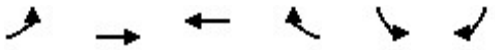
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	133	78	0	1	1
Future Vol, veh/h	13	133	78	0	1	1
Conflicting Peds, #/hr	6	0	0	6	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	156	92	0	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	98	0	-	0	206	53
Stage 1	-	-	-	-	98	-
Stage 2	-	-	-	-	108	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1493	-	-	-	763	1003
Stage 1	-	-	-	-	915	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1484	-	-	-	745	996
Mov Cap-2 Maneuver	-	-	-	-	745	-
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	899	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1484	-	-	-	852
HCM Lane V/C Ratio	0.01	-	-	-	0.003
HCM Control Delay (s)	7.5	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	111	955	5201	0	0	121
Future Volume (veh/h)	111	955	5201	0	0	121
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	114	985	5362	0	0	125
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	438	5231	5609		155	71
Arrive On Green	0.25	1.00	0.76	0.00	0.00	0.04
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	114	985	5362	0	0	125
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	6.1	0.0	75.2	0.0	0.0	5.3
Cycle Q Clear(g_c), s	6.1	0.0	75.2	0.0	0.0	5.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	438	5231	5609		155	71
V/C Ratio(X)	0.26	0.19	0.96		0.00	1.76
Avail Cap(c_a), veh/h	438	5231	5609		155	71
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	35.8	0.0	12.5	0.0	0.0	56.3
Incr Delay (d2), s/veh	0.3	0.1	5.5	0.0	0.0	391.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	18.7	0.0	0.0	12.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.1	0.1	18.0	0.0	0.0	447.5
LnGrp LOS	D	A	B		A	F
Approach Vol, veh/h		1099	5362	A	125	
Approach Delay, s/veh		3.8	18.0		447.5	
Approach LOS		A	B		F	

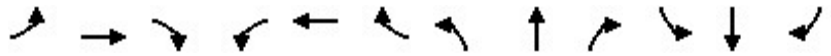
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		129.3		10.2	34.5	94.8
Change Period (Y+Rc), s		5.3		4.9	5.3	* 5.3
Max Green Setting (Gmax), s		102.5		5.3	8.6	* 90
Max Q Clear Time (g_c+I1), s		2.0		7.3	8.1	77.2
Green Ext Time (p_c), s		23.9		0.0	0.0	12.3

Intersection Summary	
HCM 6th Ctrl Delay	23.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	2980	44	100	3520	39	33	0	124	17	0	30
Future Volume (veh/h)	72	2980	44	100	3520	39	33	0	124	17	0	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	3072	45	103	3629	40	34	0	128	18	0	31
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	86	3503	847	686	4615	51	191	0	160	152	0	178
Arrive On Green	0.05	0.56	0.56	0.20	0.72	0.72	0.11	0.00	0.11	0.11	0.00	0.11
Sat Flow, veh/h	1781	6281	1519	3456	6450	71	1158	0	1423	1260	0	1581
Grp Volume(v), veh/h	74	3072	45	103	2646	1023	34	0	128	18	0	31
Grp Sat Flow(s),veh/h/ln	1781	1570	1519	1728	1570	1810	1158	0	1423	1260	0	1581
Q Serve(g_s), s	4.9	50.0	1.6	2.9	43.0	43.7	2.7	0.0	10.4	1.6	0.0	2.1
Cycle Q Clear(g_c), s	4.9	50.0	1.6	2.9	43.0	43.7	4.8	0.0	10.4	6.4	0.0	2.1
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	86	3503	847	686	3370	1295	191	0	160	152	0	178
V/C Ratio(X)	0.86	0.88	0.05	0.15	0.78	0.79	0.18	0.00	0.80	0.12	0.00	0.17
Avail Cap(c_a), veh/h	86	3503	847	686	3370	1295	410	0	386	351	0	429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.8	22.6	11.9	39.1	10.9	11.0	49.6	0.0	51.1	51.6	0.0	47.4
Incr Delay (d2), s/veh	52.2	3.5	0.1	0.0	0.2	0.5	0.2	0.0	3.5	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	17.3	0.5	1.2	11.7	13.8	1.0	0.0	3.9	0.5	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	107.9	26.1	12.0	39.1	11.1	11.5	49.7	0.0	54.5	51.7	0.0	47.6
LnGrp LOS	F	C	B	D	B	B	D	A	D	D	A	D
Approach Vol, veh/h		3191			3772			162			49	
Approach Delay, s/veh		27.8			11.9			53.5			49.1	
Approach LOS		C			B			D			D	

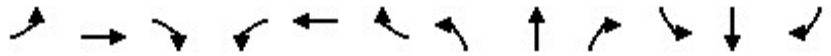
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	28.7	71.1		18.2	10.1	89.7		18.2
Change Period (Y+Rc), s	5.3	* 5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	5.6	* 66		32.0	5.7	65.7		32.0
Max Q Clear Time (g_c+I1), s	14.9	52.0		8.4	6.9	45.7		12.4
Green Ext Time (p_c), s	0.0	13.8		0.1	0.0	20.0		0.3

Intersection Summary	
HCM 6th Ctrl Delay	20.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



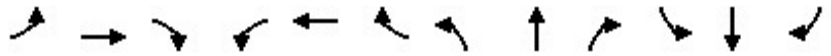
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	2939	1	8	3247	419	1	0	1	66	0	382
Future Volume (veh/h)	189	2939	1	8	3247	419	1	0	1	66	0	382
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	197	3061	1	8	3382	436	1	0	1	69	0	398
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	200	3411	1	48	3295	401	36	11	11	483	0	337
Arrive On Green	0.11	0.66	0.66	0.03	0.58	0.58	0.21	0.00	0.21	0.21	0.00	0.21
Sat Flow, veh/h	1781	5147	2	1781	5707	694	0	54	54	2742	0	1578
Grp Volume(v), veh/h	197	1976	1086	8	2756	1062	2	0	0	69	0	398
Grp Sat Flow(s),veh/h/ln	1781	1662	1826	1781	1570	1690	107	0	0	1371	0	1578
Q Serve(g_s), s	16.6	74.2	74.3	0.7	86.6	86.6	0.0	0.0	0.0	0.0	0.0	32.0
Cycle Q Clear(g_c), s	16.6	74.2	74.3	0.7	86.6	86.6	32.0	0.0	0.0	4.7	0.0	32.0
Prop In Lane	1.00		0.00	1.00		0.41	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	200	2202	1210	48	2720	976	59	0	0	483	0	337
V/C Ratio(X)	0.99	0.90	0.90	0.17	1.01	1.09	0.03	0.00	0.00	0.14	0.00	1.18
Avail Cap(c_a), veh/h	200	2202	1210	48	2720	976	59	0	0	483	0	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	0.45	0.45	0.45	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	66.5	21.1	21.1	71.4	31.7	31.7	49.5	0.0	0.0	48.2	0.0	59.0
Incr Delay (d2), s/veh	49.2	4.5	7.7	0.3	15.0	48.2	0.1	0.0	0.0	0.0	0.0	108.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	26.9	30.7	0.3	33.9	45.5	0.1	0.0	0.0	1.1	0.0	23.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	115.7	25.6	28.8	71.7	46.7	79.9	49.6	0.0	0.0	48.3	0.0	167.2
LnGrp LOS	F	C	C	E	F	F	D	A	A	D	A	F
Approach Vol, veh/h		3259			3826			2			467	
Approach Delay, s/veh		32.1			56.0			49.6			149.6	
Approach LOS		C			E			D			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	104.7		36.9	21.2	91.9		36.9				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.0	99.4		32.0	16.8	86.6		32.0				
Max Q Clear Time (g_c+I1), s	2.7	76.3		34.0	18.6	88.6		34.0				
Green Ext Time (p_c), s	0.0	22.9		0.0	0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	51.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	2958	11	26	3535	0	0	0	27	0	0	0
Future Volume (veh/h)	49	2958	11	26	3535	0	0	0	27	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	51	3049	11	27	3644	0						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	65	4512	16	38	4311	0						
Arrive On Green	0.04	0.88	0.88	0.02	0.86	0.00						
Sat Flow, veh/h	1781	5126	18	1781	5149	0						
Grp Volume(v), veh/h	51	1975	1085	27	3644	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1821	1781	1662	0						
Q Serve(g_s), s	2.8	17.1	17.2	1.5	35.8	0.0						
Cycle Q Clear(g_c), s	2.8	17.1	17.2	1.5	35.8	0.0						
Prop In Lane	1.00		0.01	1.00		0.00						
Lane Grp Cap(c), veh/h	65	2925	1603	38	4311	0						
V/C Ratio(X)	0.78	0.68	0.68	0.71	0.85	0.00						
Avail Cap(c_a), veh/h	102	2925	1603	106	4317	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	46.6	1.7	1.7	47.4	3.3	0.0						
Incr Delay (d2), s/veh	7.4	1.0	1.9	8.8	2.1	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	1.3	0.4	0.8	0.7	1.3	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.9	2.7	3.6	56.2	5.4	0.0						
LnGrp LOS	D	A	A	E	A	A						
Approach Vol, veh/h		3111			3671							
Approach Delay, s/veh		3.9			5.8							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	6.5	91.0			8.0	89.5						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	5.8	84.2			5.6	84.4						
Max Q Clear Time (g_c+I1), s	3.5	19.2			4.8	37.8						
Green Ext Time (p_c), s	0.0	64.2			0.0	46.5						
Intersection Summary												
HCM 6th Ctrl Delay			4.9									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	36.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	270	0	0	1302	680
Future Vol, veh/h	0	270	0	0	1302	680
Conflicting Peds, #/hr	0	0	5	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	287	0	0	1385	723

Major/Minor	Minor2			Major2	
Conflicting Flow All	1752	1059		-	0
Stage 1	1752	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	127	~ 189		-	-
Stage 1	82	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	126	~ 188		-	-
Mov Cap-2 Maneuver	126	-		-	-
Stage 1	82	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	$ 308.1	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	188	-	-
HCM Lane V/C Ratio	-	1.528	-	-
HCM Control Delay (s)	0	$ 308.1	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	18.3	-	-

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

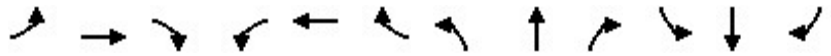
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	601	45	55	611	213	39	39	30	173	39	150
Future Volume (veh/h)	99	601	45	55	611	213	39	39	30	173	39	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	101	613	46	56	623	217	40	40	31	177	40	153
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	2161	655	72	2000	607	367	393	328	548	685	605
Arrive On Green	0.02	0.14	0.14	0.04	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	1781	5106	1548	1781	5106	1550	793	1020	851	1320	1777	1571
Grp Volume(v), veh/h	101	613	46	56	623	217	55	0	56	177	40	153
Grp Sat Flow(s),veh/h/ln	1781	1702	1548	1781	1702	1550	1123	0	1540	1320	1777	1571
Q Serve(g_s), s	5.8	11.0	2.6	3.2	8.6	10.1	1.9	0.0	2.4	10.1	1.4	6.8
Cycle Q Clear(g_c), s	5.8	11.0	2.6	3.2	8.6	10.1	8.7	0.0	2.4	12.5	1.4	6.8
Prop In Lane	1.00		1.00	1.00		1.00	0.73		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	128	2161	655	72	2000	607	494	0	593	548	685	605
V/C Ratio(X)	0.79	0.28	0.07	0.78	0.31	0.36	0.11	0.00	0.09	0.32	0.06	0.25
Avail Cap(c_a), veh/h	246	2161	655	194	2000	607	494	0	593	548	685	605
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.0	30.0	26.4	48.5	21.5	22.0	22.5	0.0	20.0	24.0	19.7	21.3
Incr Delay (d2), s/veh	3.8	0.3	0.2	6.3	0.4	1.6	0.5	0.0	0.3	1.0	0.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	4.8	1.0	1.5	3.3	3.7	1.0	0.0	0.9	3.3	0.6	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.8	30.3	26.6	54.7	21.9	23.5	22.9	0.0	20.3	25.0	19.8	22.0
LnGrp LOS	D	C	C	D	C	C	C	A	C	C	B	C
Approach Vol, veh/h		760			896			111			370	
Approach Delay, s/veh		33.1			24.3			21.6			23.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	49.3		44.2	11.8	46.0		44.2				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	11.1	* 37		39.3	14.1	33.2		39.3				
Max Q Clear Time (g_c+I1), s	5.2	13.0		14.5	7.8	12.1		10.7				
Green Ext Time (p_c), s	0.0	6.8		4.2	0.1	10.1		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		27.1
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	412	0	0	492	320	0	0	0	324	0	36
Future Volume (veh/h)	25	412	0	0	492	320	0	0	0	324	0	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	453	0	0	541	0	0	0	0	393	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	37	2601	0	2	2373		0	2	2	537	285	0
Arrive On Green	0.02	0.73	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.15	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3521	1870	0
Grp Volume(v), veh/h	27	453	0	0	541	0	0	0	0	393	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1760	1870	0
Q Serve(g_s), s	1.5	4.0	0.0	0.0	12.7	0.0	0.0	0.0	0.0	10.9	0.0	0.0
Cycle Q Clear(g_c), s	1.5	4.0	0.0	0.0	12.7	0.0	0.0	0.0	0.0	10.9	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	37	2601	0	2	2373		0	2	2	537	285	0
V/C Ratio(X)	0.72	0.17	0.00	0.00	0.23		0.00	0.00	0.00	0.73	0.00	0.00
Avail Cap(c_a), veh/h	176	2601	0	176	2373		0	182	154	1281	680	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.87	0.00	0.00
Uniform Delay (d), s/veh	49.6	4.2	0.0	0.0	18.2	0.0	0.0	0.0	0.0	41.2	0.0	0.0
Incr Delay (d2), s/veh	9.4	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.1	0.0	0.0	5.8	0.0	0.0	0.0	0.0	4.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.0	4.4	0.0	0.0	18.4	0.0	0.0	0.0	0.0	41.9	0.0	0.0
LnGrp LOS	E	A	A	A	B		A	A	A	D	A	A
Approach Vol, veh/h		480			541	A		0			393	
Approach Delay, s/veh		7.4			18.4			0.0			41.9	
Approach LOS		A			B						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	80.5		21.5	6.5	74.0		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.1	* 25		37.1	10.1	23.8		9.9				
Max Q Clear Time (g_c+I1), s	10.0	6.0		12.9	3.5	14.7		0.0				
Green Ext Time (p_c), s	0.0	6.2		0.8	0.0	3.6		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	21.2
HCM 6th LOS	C

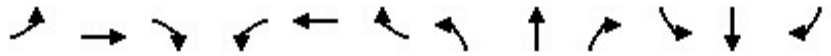
Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



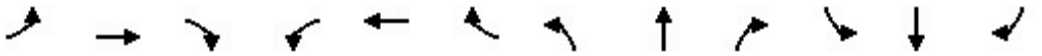
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	266	152	35	282	136	172	710	36	149	795	110
Future Volume (veh/h)	247	266	152	35	282	136	172	710	36	149	795	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	257	277	158	36	294	142	179	740	38	155	828	115
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	284	582	321	53	471	300	237	1638	84	211	1667	727
Arrive On Green	0.16	0.27	0.27	0.03	0.13	0.13	0.07	0.48	0.48	0.06	0.47	0.47
Sat Flow, veh/h	1781	2185	1203	1781	3554	1535	3456	3437	176	3456	3554	1550
Grp Volume(v), veh/h	257	223	212	36	294	142	179	382	396	155	828	115
Grp Sat Flow(s),veh/h/ln	1781	1777	1611	1781	1777	1535	1728	1777	1837	1728	1777	1550
Q Serve(g_s), s	16.4	12.2	12.9	2.3	9.1	6.2	5.9	16.7	16.7	5.1	18.7	2.6
Cycle Q Clear(g_c), s	16.4	12.2	12.9	2.3	9.1	6.2	5.9	16.7	16.7	5.1	18.7	2.6
Prop In Lane	1.00		0.75	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	284	473	429	53	471	300	237	847	875	211	1667	727
V/C Ratio(X)	0.91	0.47	0.49	0.68	0.62	0.47	0.76	0.45	0.45	0.73	0.50	0.16
Avail Cap(c_a), veh/h	316	654	593	101	888	481	435	847	875	292	1667	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.9	35.7	35.9	55.7	47.6	20.1	53.1	20.3	20.3	53.5	21.3	5.0
Incr Delay (d2), s/veh	25.1	0.3	0.3	5.6	0.5	0.4	1.9	1.7	1.7	3.1	1.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	5.3	5.1	1.1	4.1	2.6	2.6	7.2	7.5	2.3	7.9	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.0	36.0	36.3	61.3	48.1	20.5	54.9	22.0	21.9	56.6	22.4	5.4
LnGrp LOS	E	D	D	E	D	C	D	C	C	E	C	A
Approach Vol, veh/h		692			472			957			1098	
Approach Delay, s/veh		49.8			40.8			28.1			25.4	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	60.6	7.8	36.1	12.3	59.7	23.7	20.3
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	9.8	* 38	6.6	42.7	14.6	32.8	20.6	* 29
Max Q Clear Time (g_c+I1), s	7.1	18.7	4.3	14.9	7.9	20.7	18.4	11.1
Green Ext Time (p_c), s	0.0	1.7	0.0	1.0	0.1	2.1	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	33.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	543	146	237	232	74	163	168	577	124	219	82
Future Volume (veh/h)	74	543	146	237	232	74	163	168	577	124	219	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.92	1.00		0.83
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	584	157	255	249	80	175	181	620	133	235	88
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	947	588	323	565	461	205	1232	653	162	1145	424
Arrive On Green	0.06	0.27	0.27	0.09	0.30	0.30	0.12	0.35	0.35	0.09	0.32	0.32
Sat Flow, veh/h	1781	3554	1520	3456	1870	1526	1781	3554	1456	1781	3554	1316
Grp Volume(v), veh/h	80	584	157	255	249	80	175	181	620	133	235	88
Grp Sat Flow(s),veh/h/ln	1781	1777	1520	1728	1870	1526	1781	1777	1456	1781	1777	1316
Q Serve(g_s), s	5.1	16.6	8.2	8.3	12.4	4.5	11.1	4.0	40.0	8.5	5.5	5.6
Cycle Q Clear(g_c), s	5.1	16.6	8.2	8.3	12.4	4.5	11.1	4.0	40.0	8.5	5.5	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	947	588	323	565	461	205	1232	653	162	1145	424
V/C Ratio(X)	0.78	0.62	0.27	0.79	0.44	0.17	0.85	0.15	0.95	0.82	0.21	0.21
Avail Cap(c_a), veh/h	463	1232	709	898	648	529	463	1232	653	463	1232	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.7	37.1	24.6	51.2	32.4	29.6	50.1	26.0	31.5	51.6	28.4	28.4
Incr Delay (d2), s/veh	4.8	0.8	0.3	1.7	0.3	0.1	3.9	0.1	23.6	4.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	7.3	3.0	3.7	5.6	1.7	5.2	1.7	20.5	4.0	2.4	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.4	37.9	24.9	52.9	32.7	29.7	54.0	26.0	55.0	55.5	28.4	28.5
LnGrp LOS	E	D	C	D	C	C	D	C	E	E	C	C
Approach Vol, veh/h		821			584			976			456	
Approach Delay, s/veh		37.4			41.1			49.5			36.3	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	36.7	18.7	43.9	12.0	40.8	15.9	46.7
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	10.3	18.6	13.1	7.6	7.1	14.4	10.5	42.0
Green Ext Time (p_c), s	0.4	5.5	0.2	1.2	0.1	1.2	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	42.2
HCM 6th LOS	D

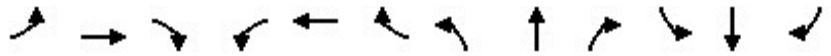
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	0	128	61	0	74	29	637	25	68	527	17
Future Volume (veh/h)	83	0	128	61	0	74	29	637	25	68	527	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	0.99		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	94	0	145	69	0	84	33	724	28	77	599	19
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	41	266	524	0	543	53	1688	65	98	1830	58
Arrive On Green	0.30	0.00	0.30	0.30	0.00	0.30	0.03	0.33	0.33	0.06	0.36	0.36
Sat Flow, veh/h	441	139	895	1246	0	1532	1781	5043	194	1781	5083	161
Grp Volume(v), veh/h	239	0	0	69	0	84	33	488	264	77	400	218
Grp Sat Flow(s),veh/h/ln	1475	0	0	1246	0	1532	1781	1702	1833	1781	1702	1840
Q Serve(g_s), s	3.1	0.0	0.0	0.0	0.0	1.8	0.9	5.2	5.3	2.0	4.0	4.0
Cycle Q Clear(g_c), s	6.1	0.0	0.0	1.9	0.0	1.8	0.9	5.2	5.3	2.0	4.0	4.0
Prop In Lane	0.39		0.61	1.00		1.00	1.00		0.11	1.00		0.09
Lane Grp Cap(c), veh/h	545	0	0	524	0	543	53	1139	613	98	1226	662
V/C Ratio(X)	0.44	0.00	0.00	0.13	0.00	0.15	0.62	0.43	0.43	0.78	0.33	0.33
Avail Cap(c_a), veh/h	1336	0	0	1203	0	1392	1137	4347	2341	1137	4347	2349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.6	0.0	0.0	12.3	0.0	10.4	22.5	12.1	12.1	21.9	10.9	10.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.0	4.4	0.3	0.6	5.0	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	0.5	0.0	0.5	0.4	1.7	1.9	0.9	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.9	0.0	0.0	12.3	0.0	10.5	26.9	12.5	12.8	27.0	11.1	11.2
LnGrp LOS	B	A	A	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		239			153			785			695	
Approach Delay, s/veh		13.9			11.3			13.2			12.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.0	21.1		18.9	5.8	22.3		18.9
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	4.0	7.3		8.1	2.9	6.0		3.9
Green Ext Time (p_c), s	0.1	8.0		1.1	0.0	5.4		0.4

Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	24	211	255	65	200	223	572	24	33	1259	74
Future Volume (veh/h)	164	24	211	255	65	200	223	572	24	33	1259	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.84	1.00		0.87	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	173	25	222	268	68	211	235	602	25	35	1325	78
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	195	332	237	289	430	316	260	1738	757	45	1277	75
Arrive On Green	0.11	0.18	0.18	0.16	0.23	0.23	0.15	0.49	0.49	0.03	0.37	0.37
Sat Flow, veh/h	1781	1870	1333	1781	1870	1374	1781	3554	1547	1781	3410	200
Grp Volume(v), veh/h	173	25	222	268	68	211	235	602	25	35	689	714
Grp Sat Flow(s),veh/h/ln	1781	1870	1333	1781	1870	1374	1781	1777	1547	1781	1777	1833
Q Serve(g_s), s	15.3	1.8	26.3	23.8	4.7	22.4	20.8	16.7	1.3	3.1	60.0	60.0
Cycle Q Clear(g_c), s	15.3	1.8	26.3	23.8	4.7	22.4	20.8	16.7	1.3	3.1	60.0	60.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	195	332	237	289	430	316	260	1738	757	45	666	687
V/C Ratio(X)	0.89	0.08	0.94	0.93	0.16	0.67	0.90	0.35	0.03	0.77	1.04	1.04
Avail Cap(c_a), veh/h	334	350	250	334	430	316	334	1738	757	334	666	687
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.3	54.9	65.0	66.2	49.3	56.1	67.3	25.2	21.3	77.6	50.1	50.1
Incr Delay (d2), s/veh	7.3	0.0	38.5	27.8	0.1	4.3	24.5	0.1	0.0	9.9	44.3	45.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.9	11.5	13.1	2.2	8.2	11.3	7.2	0.5	1.6	34.7	36.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.6	54.9	103.5	94.0	49.3	60.4	91.7	25.3	21.3	87.5	94.4	95.0
LnGrp LOS	E	D	F	F	D	E	F	C	C	F	F	F
Approach Vol, veh/h		420			547			862			1438	
Approach Delay, s/veh		89.9			75.5			43.3			94.5	
Approach LOS		F			E			D			F	

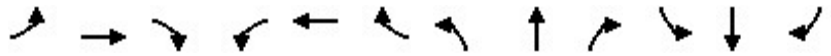
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	87.0	30.3	33.3	27.8	68.7	21.9	41.7
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	5.1	18.7	25.8	28.3	22.8	62.0	17.3	24.4
Green Ext Time (p_c), s	0.0	6.1	0.2	0.1	0.6	0.0	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	77.2
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



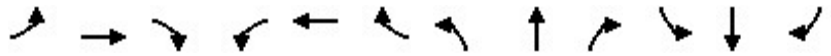
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	268	27	209	78	0	0	0	0	551	83	31
Future Volume (veh/h)	0	268	27	209	78	0	0	0	0	551	83	31
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	288	29	225	84	0				656	0	33
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	276	551	242	387	739	0				919	0	654
Arrive On Green	0.00	0.15	0.15	0.22	0.22	0.00				0.26	0.00	0.26
Sat Flow, veh/h	1781	3554	1565	1781	3572	0				3563	0	1583
Grp Volume(v), veh/h	0	288	29	225	84	0				656	0	33
Grp Sat Flow(s),veh/h/ln	1781	1777	1565	1781	1702	0				1781	0	1583
Q Serve(g_s), s	0.0	2.9	0.6	4.4	0.8	0.0				6.6	0.0	0.5
Cycle Q Clear(g_c), s	0.0	2.9	0.6	4.4	0.8	0.0				6.6	0.0	0.5
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	276	551	242	387	739	0				919	0	654
V/C Ratio(X)	0.00	0.52	0.12	0.58	0.11	0.00				0.71	0.00	0.05
Avail Cap(c_a), veh/h	2728	5443	2396	2728	5214	0				3183	0	1660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.2	14.3	13.7	12.3	0.0				13.2	0.0	6.9
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.6	0.1	0.0				0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9	0.2	1.4	0.2	0.0				2.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.5	14.3	15.3	12.4	0.0				13.6	0.0	6.9
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		317			309						689	
Approach Delay, s/veh		15.4			14.5						13.3	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		10.1		16.3		12.8
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		4.9		8.6		6.4
Green Ext Time (p_c), s		1.1		1.4		2.1

Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	797	0	0	267	273	24	14	94	36	0	254
Future Volume (veh/h)	85	797	0	0	267	273	24	14	94	36	0	254
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	876	0	0	293	300	26	15	103	40	0	279
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	125	1467	0	0	485	433	204	23	160	48	0	337
Arrive On Green	0.07	0.41	0.00	0.00	0.27	0.27	0.11	0.11	0.11	0.24	0.00	0.24
Sat Flow, veh/h	1781	3647	0	0	1870	1585	1781	203	1394	198	0	1382
Grp Volume(v), veh/h	93	876	0	0	293	300	26	0	118	319	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1598	1580	0	0
Q Serve(g_s), s	3.3	12.4	0.0	0.0	9.3	11.0	0.8	0.0	4.6	12.4	0.0	0.0
Cycle Q Clear(g_c), s	3.3	12.4	0.0	0.0	9.3	11.0	0.8	0.0	4.6	12.4	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.87	0.13		0.87
Lane Grp Cap(c), veh/h	125	1467	0	0	485	433	204	0	183	385	0	0
V/C Ratio(X)	0.74	0.60	0.00	0.00	0.60	0.69	0.13	0.00	0.64	0.83	0.00	0.00
Avail Cap(c_a), veh/h	826	3294	0	0	1647	1469	1101	0	987	976	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.5	14.8	0.0	0.0	20.5	21.1	25.7	0.0	27.4	23.2	0.0	0.0
Incr Delay (d2), s/veh	10.1	0.1	0.0	0.0	1.5	2.4	0.1	0.0	1.4	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.1	0.0	0.0	3.5	3.8	0.3	0.0	1.7	4.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	15.0	0.0	0.0	21.9	23.5	25.8	0.0	28.8	24.9	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	C	C	A	A
Approach Vol, veh/h		969			593			144			319	
Approach Delay, s/veh		17.3			22.7			28.3			24.9	
Approach LOS		B			C			C			C	

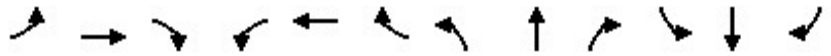
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		31.1		19.8	9.0	22.1		13.8				
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4				
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s		14.4		14.4	5.3	13.0		6.6				
Green Ext Time (p_c), s		4.0		1.5	0.3	4.7		0.5				

Intersection Summary		
HCM 6th Ctrl Delay	20.9	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



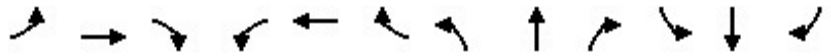
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	808	122	259	379	0	0	0	0	899	413	182
Future Volume (veh/h)	0	808	122	259	379	0	0	0	0	899	413	182
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	851	128	273	399	0				946	435	192
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1476	645	358	2031	0				1111	583	492
Arrive On Green	0.00	0.42	0.42	0.14	0.76	0.00				0.31	0.31	0.31
Sat Flow, veh/h	0	3647	1553	3456	3647	0				3563	1870	1576
Grp Volume(v), veh/h	0	851	128	273	399	0				946	435	192
Grp Sat Flow(s),veh/h/ln	0	1777	1553	1728	1777	0				1781	1870	1576
Q Serve(g_s), s	0.0	15.5	4.4	6.4	2.7	0.0				20.9	17.5	8.0
Cycle Q Clear(g_c), s	0.0	15.5	4.4	6.4	2.7	0.0				20.9	17.5	8.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1476	645	358	2031	0				1111	583	492
V/C Ratio(X)	0.00	0.58	0.20	0.76	0.20	0.00				0.85	0.75	0.39
Avail Cap(c_a), veh/h	0	1476	645	703	2031	0				1361	715	602
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.82	0.82	0.97	0.97	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	18.9	15.6	35.2	4.6	0.0				27.1	25.9	22.6
Incr Delay (d2), s/veh	0.0	1.4	0.6	1.2	0.2	0.0				3.8	2.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.9	1.5	2.5	0.8	0.0				9.1	7.9	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.2	16.2	36.5	4.8	0.0				30.9	28.4	22.8
LnGrp LOS	A	C	B	D	A	A				C	C	C
Approach Vol, veh/h		979			672						1573	
Approach Delay, s/veh		19.7			17.7						29.2	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.1	39.8		31.1		52.9
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.4	17.5		22.9		4.7
Green Ext Time (p_c), s	0.3	1.9		3.3		2.9

Intersection Summary	
HCM 6th Ctrl Delay	23.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

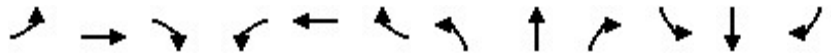


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	293	1398	0	0	514	479	118	158	46	0	0	0
Future Volume (veh/h)	293	1398	0	0	514	479	118	158	46	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	308	1472	0	0	541	504	124	166	48			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1264	2696	0	0	1189	530	222	332	93			
Arrive On Green	0.73	1.00	0.00	0.00	0.33	0.33	0.12	0.12	0.12			
Sat Flow, veh/h	3456	3647	0	0	3647	1585	1781	2663	744			
Grp Volume(v), veh/h	308	1472	0	0	541	504	124	104	110			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	1781	1702	1705			
Q Serve(g_s), s	2.4	0.0	0.0	0.0	10.0	26.1	5.5	4.8	5.1			
Cycle Q Clear(g_c), s	2.4	0.0	0.0	0.0	10.0	26.1	5.5	4.8	5.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.44			
Lane Grp Cap(c), veh/h	1264	2696	0	0	1189	530	222	212	213			
V/C Ratio(X)	0.24	0.55	0.00	0.00	0.46	0.95	0.56	0.49	0.52			
Avail Cap(c_a), veh/h	1264	2696	0	0	1189	530	596	569	570			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.58	0.58	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	7.5	0.0	0.0	0.0	21.9	27.3	34.6	34.3	34.4			
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.0	1.3	28.6	0.8	0.7	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.8	0.2	0.0	0.0	4.0	13.0	2.4	2.0	2.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.5	0.5	0.0	0.0	23.2	55.8	35.4	34.9	35.1			
LnGrp LOS	A	A	A	A	C	E	D	C	D			
Approach Vol, veh/h		1780			1045			338				
Approach Delay, s/veh		1.7			38.9			35.2				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.6			35.6	33.0		15.4				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			4.4	28.1		7.5				
Green Ext Time (p_c), s		17.9			0.7	0.0		1.2				

Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

Notes

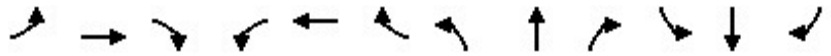
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	23	46	23	1336	25	0	0	0
Future Volume (veh/h)	0	0	0	0	23	46	23	1336	25	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.99			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	24	48	24	1406	26			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	31	61	109	3410	62			
Arrive On Green				0.00	0.06	0.06	0.69	0.69	0.69			
Sat Flow, veh/h				0	557	1113	31	4972	91			
Grp Volume(v), veh/h				0	0	72	533	442	481			
Grp Sat Flow(s),veh/h/ln				0	0	1670	1861	1549	1684			
Q Serve(g_s), s				0.0	0.0	1.8	0.0	5.4	5.4			
Cycle Q Clear(g_c), s				0.0	0.0	1.8	5.4	5.4	5.4			
Prop In Lane				0.00		0.67	0.05		0.05			
Lane Grp Cap(c), veh/h				0	0	92	1364	1062	1155			
V/C Ratio(X)				0.00	0.00	0.78	0.39	0.42	0.42			
Avail Cap(c_a), veh/h				0	0	1559	2681	2168	2358			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	20.0	3.0	3.0	3.0			
Incr Delay (d2), s/veh				0.0	0.0	5.4	0.3	0.4	0.4			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.8	0.7	0.6	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	25.4	3.2	3.3	3.3			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					72			1456				
Approach Delay, s/veh					25.4			3.3				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	35.0							7.9				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	7.4							3.8				
Green Ext Time (p_c), s	22.0							0.3				

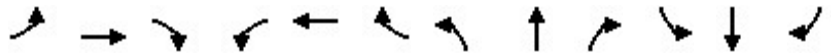
Intersection Summary												
HCM 6th Ctrl Delay			4.3									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	208	90	256	209	85	180	373	78	159	994	60
Future Volume (veh/h)	51	208	90	256	209	85	180	373	78	159	994	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	221	96	272	222	90	191	397	83	169	1057	64
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	288	243	307	363	147	225	1577	319	203	1763	107
Arrive On Green	0.04	0.15	0.15	0.17	0.29	0.29	0.13	0.37	0.37	0.11	0.36	0.36
Sat Flow, veh/h	1781	1870	1579	1781	1264	513	1781	4252	862	1781	4921	298
Grp Volume(v), veh/h	54	221	96	272	0	312	191	315	165	169	731	390
Grp Sat Flow(s),veh/h/ln	1781	1870	1579	1781	0	1777	1781	1702	1710	1781	1702	1815
Q Serve(g_s), s	3.0	11.4	5.5	15.0	0.0	15.3	10.5	6.4	6.7	9.3	17.6	17.7
Cycle Q Clear(g_c), s	3.0	11.4	5.5	15.0	0.0	15.3	10.5	6.4	6.7	9.3	17.6	17.7
Prop In Lane	1.00		1.00	1.00		0.29	1.00		0.50	1.00		0.16
Lane Grp Cap(c), veh/h	70	288	243	307	0	510	225	1262	634	203	1219	650
V/C Ratio(X)	0.77	0.77	0.40	0.89	0.00	0.61	0.85	0.25	0.26	0.83	0.60	0.60
Avail Cap(c_a), veh/h	532	745	629	532	0	708	532	2034	1021	532	2034	1084
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.8	40.8	38.3	40.6	0.0	31.0	42.9	21.9	22.0	43.6	26.3	26.4
Incr Delay (d2), s/veh	6.5	1.6	0.4	4.2	0.0	1.2	3.4	0.2	0.4	3.4	0.8	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.4	0.0	6.9	0.0	6.7	4.8	2.5	2.7	4.2	7.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.3	42.4	38.7	44.8	0.0	32.2	46.3	22.1	22.4	47.0	27.2	27.9
LnGrp LOS	D	D	D	D	A	C	D	C	C	D	C	C
Approach Vol, veh/h		371			584			671			1290	
Approach Delay, s/veh		43.2			38.1			29.1			30.0	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	42.5	21.7	20.3	17.1	41.3	8.3	33.7
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	11.3	8.7	17.0	13.4	12.5	19.7	5.0	17.3
Green Ext Time (p_c), s	0.2	6.1	0.3	1.0	0.2	16.3	0.1	2.0

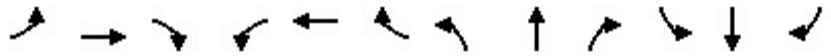
Intersection Summary	
HCM 6th Ctrl Delay	33.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	228	306	83	171	0	0	0	0	225	2178	312
Future Volume (veh/h)	0	228	306	83	171	0	0	0	0	225	2178	312
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	245	329	89	184	0				242	2342	335
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	464	392	164	444	0				1100	2800	388
Arrive On Green	0.00	0.25	0.25	0.25	0.25	0.00				0.62	0.62	0.62
Sat Flow, veh/h	0	1870	1581	398	1878	0				1781	4533	628
Grp Volume(v), veh/h	0	245	329	117	156	0				242	1740	937
Grp Sat Flow(s),veh/h/ln	0	1870	1581	574	1617	0				1781	1702	1757
Q Serve(g_s), s	0.0	11.0	19.1	10.2	7.8	0.0				5.8	38.6	42.3
Cycle Q Clear(g_c), s	0.0	11.0	19.1	21.1	7.8	0.0				5.8	38.6	42.3
Prop In Lane	0.00		1.00	0.76		0.00				1.00		0.36
Lane Grp Cap(c), veh/h	0	464	392	208	401	0				1100	2103	1085
V/C Ratio(X)	0.00	0.53	0.84	0.56	0.39	0.00				0.22	0.83	0.86
Avail Cap(c_a), veh/h	0	580	491	268	502	0				1105	2112	1090
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	31.5	34.5	39.0	30.3	0.0				8.2	14.5	15.2
Incr Delay (d2), s/veh	0.0	0.3	8.5	1.8	0.5	0.0				0.2	3.1	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.0	8.2	2.8	3.1	0.0				2.1	14.0	17.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.8	43.0	40.7	30.7	0.0				8.4	17.5	22.9
LnGrp LOS	A	C	D	D	C	A				A	B	C
Approach Vol, veh/h		574			273						2919	
Approach Delay, s/veh		38.2			35.0						18.5	
Approach LOS		D			D						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		30.7		66.0		30.7
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		21.1		44.3		23.1
Green Ext Time (p_c), s		1.2		15.4		0.9

Intersection Summary		
HCM 6th Ctrl Delay		22.7
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	47	250	0	23	13	231	1418	47	0	0	0
Future Volume (veh/h)	170	47	250	0	23	13	231	1418	47	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	179	49	263	0	24	14	243	1493	49			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	386	79	1231	0	267	156	958	1889	62			
Arrive On Green	0.24	0.24	0.24	0.00	0.24	0.24	0.54	0.54	0.54			
Sat Flow, veh/h	1062	325	1569	0	1108	646	1781	3510	115			
Grp Volume(v), veh/h	228	0	263	0	0	38	243	754	788			
Grp Sat Flow(s),veh/h/ln	1387	0	1569	0	0	1754	1781	1777	1848			
Q Serve(g_s), s	6.8	0.0	0.0	0.0	0.0	0.8	3.6	16.8	17.0			
Cycle Q Clear(g_c), s	7.6	0.0	0.0	0.0	0.0	0.8	3.6	16.8	17.0			
Prop In Lane	0.79		1.00	0.00		0.37	1.00		0.06			
Lane Grp Cap(c), veh/h	465	0	1231	0	0	423	958	956	994			
V/C Ratio(X)	0.49	0.00	0.21	0.00	0.00	0.09	0.25	0.79	0.79			
Avail Cap(c_a), veh/h	996	0	1805	0	0	1065	1063	1061	1103			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	17.3	0.0	1.4	0.0	0.0	14.5	6.1	9.2	9.2			
Incr Delay (d2), s/veh	0.8	0.0	0.1	0.0	0.0	0.0	0.1	3.7	3.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	0.0	0.0	0.3	1.0	5.5	5.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1	0.0	1.5	0.0	0.0	14.6	6.2	12.9	12.9			
LnGrp LOS	B	A	A	A	A	B	A	B	B			
Approach Vol, veh/h		491			38			1785				
Approach Delay, s/veh		9.2			14.6			12.0				
Approach LOS		A			B			B				

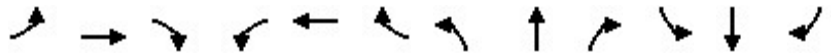
Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	31.1	18.3	18.3
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	19.0	9.6	2.8
Green Ext Time (p_c), s	7.6	2.3	0.1

Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	24	36	18	3	10	7	553	202	216	1245	10
Future Volume (veh/h)	5	24	36	18	3	10	7	553	202	216	1245	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	28	42	21	3	12	8	643	235	251	1448	12
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	436	151	227	386	73	293	15	1975	609	387	2561	21
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.01	0.39	0.39	0.11	0.49	0.49
Sat Flow, veh/h	1384	671	1006	1319	324	1296	1781	5106	1574	3456	5223	43
Grp Volume(v), veh/h	6	0	70	21	0	15	8	643	235	251	944	516
Grp Sat Flow(s),veh/h/ln	1384	0	1677	1319	0	1621	1781	1702	1574	1728	1702	1862
Q Serve(g_s), s	0.2	0.0	1.8	0.7	0.0	0.4	0.2	4.8	5.8	3.8	10.6	10.6
Cycle Q Clear(g_c), s	0.6	0.0	1.8	2.5	0.0	0.4	0.2	4.8	5.8	3.8	10.6	10.6
Prop In Lane	1.00		0.60	1.00		0.80	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	436	0	379	386	0	366	15	1975	609	387	1669	913
V/C Ratio(X)	0.01	0.00	0.18	0.05	0.00	0.04	0.54	0.33	0.39	0.65	0.57	0.57
Avail Cap(c_a), veh/h	1146	0	1239	1063	0	1198	988	5662	1745	1916	3774	2065
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	0.0	16.9	17.9	0.0	16.4	26.7	11.6	12.0	23.0	9.7	9.7
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.0	10.7	0.2	0.7	0.7	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.7	0.2	0.0	0.1	0.1	1.5	1.8	1.4	3.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	0.0	17.0	18.0	0.0	16.4	37.4	11.8	12.7	23.7	10.0	10.3
LnGrp LOS	B	A	B	B	A	B	D	B	B	C	B	B
Approach Vol, veh/h		76			36			886			1711	
Approach Delay, s/veh		17.0			17.3			12.3			12.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.5	26.6		17.0	4.9	32.2		17.0
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	5.8	7.8		3.8	2.2	12.6		4.5
Green Ext Time (p_c), s	0.4	11.4		0.3	0.0	14.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

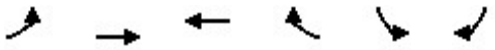
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3631	12	0	3947	2	0	0	1	0	0	7
Future Vol, veh/h	0	3631	12	0	3947	2	0	0	1	0	0	7
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	3705	12	0	4028	2	0	0	1	0	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1860	-	-	2015
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	54	0	0	42
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	54	-	-	42
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	72.9	107.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	54	-	-	-	-	42
HCM Lane V/C Ratio	0.019	-	-	-	-	0.17
HCM Control Delay (s)	72.9	-	-	-	-	107.5
HCM Lane LOS	F	-	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.5



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1303	2373	1965	137	87	9
Future Volume (veh/h)	1303	2373	1965	137	87	9
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1357	2472	2047	0	91	9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	1130	4214	2398		117	104
Arrive On Green	0.33	0.85	0.48	0.00	0.07	0.07
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1357	2472	2047	0	91	9
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	38.6	17.9	42.7	0.0	5.9	0.6
Cycle Q Clear(g_c), s	38.6	17.9	42.7	0.0	5.9	0.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1130	4214	2398		117	104
V/C Ratio(X)	1.20	0.59	0.85		0.78	0.09
Avail Cap(c_a), veh/h	1130	4214	2398		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.64	0.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	2.8	27.0	0.0	54.3	51.8
Incr Delay (d2), s/veh	98.9	0.6	2.7	0.0	4.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	31.1	2.7	16.2	0.0	2.7	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	138.6	3.4	29.7	0.0	58.5	51.9
LnGrp LOS	F	A	C		E	D
Approach Vol, veh/h		3829	2047	A	100	
Approach Delay, s/veh		51.3	29.7		57.9	
Approach LOS		D	C		E	

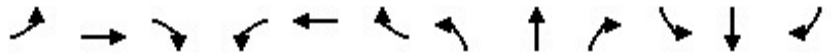
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		105.1		12.9	43.0	62.1
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	38.6	* 35
Max Q Clear Time (g_c+I1), s		19.9		7.9	40.6	44.7
Green Ext Time (p_c), s		55.9		0.1	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		44.0
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	279	1413	88	104	800	109	85	294	146	202	756	499
Future Volume (veh/h)	279	1413	88	104	800	109	85	294	146	202	756	499
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	324	1643	102	121	930	127	99	342	170	235	879	580
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	348	1592	98	196	1222	167	121	471	217	244	1059	634
Arrive On Green	0.20	0.47	0.47	0.04	0.13	0.13	0.07	0.14	0.14	0.14	0.21	0.21
Sat Flow, veh/h	1781	3397	209	1781	3140	429	1781	3404	1568	1781	5106	1566
Grp Volume(v), veh/h	324	854	891	121	526	531	99	342	170	235	879	580
Grp Sat Flow(s),veh/h/ln	1781	1777	1829	1781	1777	1792	1781	1702	1568	1781	1702	1566
Q Serve(g_s), s	25.0	65.6	65.6	9.4	40.0	40.1	7.7	13.5	14.7	18.4	23.1	29.0
Cycle Q Clear(g_c), s	25.0	65.6	65.6	9.4	40.0	40.1	7.7	13.5	14.7	18.4	23.1	29.0
Prop In Lane	1.00		0.11	1.00		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	348	833	857	196	692	698	121	471	217	244	1059	634
V/C Ratio(X)	0.93	1.03	1.04	0.62	0.76	0.76	0.82	0.73	0.78	0.96	0.83	0.91
Avail Cap(c_a), veh/h	382	833	857	196	692	698	244	625	288	244	1059	634
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	0.97	0.97	0.97	0.90	0.90	0.90
Uniform Delay (d), s/veh	55.4	37.2	37.2	64.5	54.7	54.7	64.4	57.8	58.3	60.0	53.1	39.6
Incr Delay (d2), s/veh	28.1	37.8	41.6	12.2	6.9	6.9	4.8	3.0	10.1	43.8	5.4	16.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.8	35.9	37.8	5.1	20.5	20.6	3.6	6.0	6.4	11.2	10.3	21.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.5	75.0	78.8	76.8	61.6	61.6	69.2	60.8	68.4	103.9	58.5	56.4
LnGrp LOS	F	F	F	E	E	E	E	E	E	F	E	E
Approach Vol, veh/h		2069			1178			611			1694	
Approach Delay, s/veh		78.0			63.2			64.3			64.1	
Approach LOS		E			E			E			E	

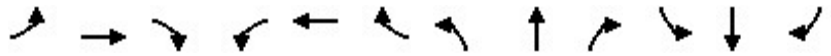
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.6	24.4	21.2	70.8	13.9	34.0	31.7	60.3
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	20.4	16.7	11.4	67.6	9.7	31.0	27.0	42.1
Green Ext Time (p_c), s	0.0	2.3	0.0	0.0	0.1	0.0	0.3	1.9

Intersection Summary	
HCM 6th Ctrl Delay	69.1
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1523	161	39	173	0	0	0	0	296	690	868
Future Volume (veh/h)	0	1523	161	39	173	0	0	0	0	296	690	868
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1620	171	41	184	0				315	734	923
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1623	169	66	2021	0				538	1375	543
Arrive On Green	0.00	0.16	0.16	0.04	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3340	338	1781	3647	0				1555	3978	1570
Grp Volume(v), veh/h	0	877	914	41	184	0				363	686	923
Grp Sat Flow(s),veh/h/ln	0	1777	1808	1781	1777	0				1793	1870	1570
Q Serve(g_s), s	0.0	68.9	70.0	3.2	3.3	0.0				23.3	20.6	48.4
Cycle Q Clear(g_c), s	0.0	68.9	70.0	3.2	3.3	0.0				23.3	20.6	48.4
Prop In Lane	0.00		0.19	1.00		0.00				0.87		1.00
Lane Grp Cap(c), veh/h	0	888	904	66	2021	0				620	1293	543
V/C Ratio(X)	0.00	0.99	1.01	0.62	0.09	0.00				0.59	0.53	1.70
Avail Cap(c_a), veh/h	0	888	904	313	2021	0				620	1293	543
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.77	0.77	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	58.0	58.5	66.4	13.7	0.0				37.6	36.7	45.8
Incr Delay (d2), s/veh	0.0	6.6	11.8	2.7	0.1	0.0				4.0	1.6	323.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	34.5	37.0	1.5	1.3	0.0				11.1	9.8	67.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	64.6	70.3	69.1	13.8	0.0				41.6	38.3	368.9
LnGrp LOS	A	E	F	E	B	A				D	D	F
Approach Vol, veh/h		1791			225						1972	
Approach Delay, s/veh		67.5			23.9						193.6	
Approach LOS		E			C						F	

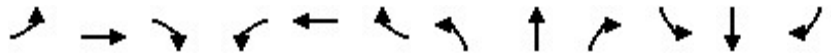
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.6	76.6		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	5.2	72.0		50.4		5.3
Green Ext Time (p_c), s	0.0	0.0		0.0		0.4

Intersection Summary	
HCM 6th Ctrl Delay	127.4
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	879	910	0	0	179	161	42	245	124	0	0	0
Future Volume (veh/h)	879	910	0	0	179	161	42	245	124	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	945	978	0	0	192	173	45	263	133			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1603	1381	0	0	389	330	70	433	202			
Arrive On Green	0.46	0.74	0.00	0.00	0.21	0.21	0.14	0.14	0.14			
Sat Flow, veh/h	3456	1870	0	0	1914	1548	505	3117	1456			
Grp Volume(v), veh/h	945	978	0	0	187	178	164	144	133			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1592	1845	1777	1456			
Q Serve(g_s), s	16.1	22.9	0.0	0.0	7.4	7.9	6.7	6.1	6.9			
Cycle Q Clear(g_c), s	16.1	22.9	0.0	0.0	7.4	7.9	6.7	6.1	6.9			
Prop In Lane	1.00		0.00	0.00		0.97	0.27		1.00			
Lane Grp Cap(c), veh/h	1603	1381	0	0	379	340	257	247	202			
V/C Ratio(X)	0.59	0.71	0.00	0.00	0.49	0.52	0.64	0.58	0.66			
Avail Cap(c_a), veh/h	1603	1381	0	0	580	519	394	380	311			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	0.92	0.92	0.92			
Uniform Delay (d), s/veh	15.8	5.7	0.0	0.0	27.7	27.9	32.6	32.3	32.6			
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.0	0.4	0.5	0.9	0.7	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.6	5.2	0.0	0.0	3.0	2.9	3.0	2.6	2.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.9	6.0	0.0	0.0	28.0	28.3	33.5	33.0	33.9			
LnGrp LOS	B	A	A	A	C	C	C	C	C			
Approach Vol, veh/h		1923			365			441				
Approach Delay, s/veh		10.9			28.2			33.4				
Approach LOS		B			C			C				

Timer - Assigned Phs	2			5	6		8					
Phs Duration (G+Y+Rc), s	64.0			42.0	22.0		16.0					
Change Period (Y+Rc), s	4.9			4.9	* 4.9		4.9					
Max Green Setting (Gmax), s	53.1			22.1	* 26		17.1					
Max Q Clear Time (g_c+I1), s	24.9			18.1	9.9		8.9					
Green Ext Time (p_c), s	5.1			1.5	1.2		1.0					

Intersection Summary												
HCM 6th Ctrl Delay			16.8									
HCM 6th LOS			B									

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

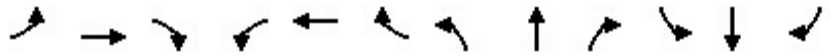
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	187	1243	830	0	0	2560
Future Volume (veh/h)	187	1243	830	0	0	2560
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	195	0	865	0	0	2667
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	227		3177	0	189	4922
Arrive On Green	0.13	0.00	0.64	0.00	0.00	0.78
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	195	0	865	0	0	2667
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	11.8	0.0	8.4	0.0	0.0	17.6
Cycle Q Clear(g_c), s	11.8	0.0	8.4	0.0	0.0	17.6
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	227		3177	0	189	4922
V/C Ratio(X)	0.86		0.27	0.00	0.00	0.54
Avail Cap(c_a), veh/h	487		3177	0	625	4922
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.00	0.65	0.00	0.00	0.75
Uniform Delay (d), s/veh	47.0	0.0	8.8	0.0	0.0	4.5
Incr Delay (d2), s/veh	2.9	0.0	0.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	2.6	0.0	0.0	3.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.0	0.0	8.8	0.0	0.0	4.8
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	195	A	865			2667
Approach Delay, s/veh	50.0		8.8			4.8
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	16.1	75.0				91.1	18.9
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	28.6	27.1				70.1	30.1
Max Q Clear Time (g_c+I1), s	10.0	10.4				19.6	13.8
Green Ext Time (p_c), s	0.0	6.9				42.7	0.2

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



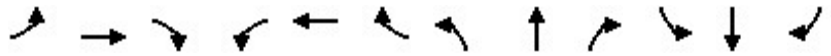
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	177	1292	102	123	406	0	0	866	55
Future Volume (veh/h)	0	0	0	177	1292	102	123	406	0	0	866	55
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				186	1360	107	129	427	0	0	912	58
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				325	2536	205	155	1629	0	0	850	54
Arrive On Green				0.19	0.19	0.19	0.17	0.64	0.00	0.00	0.17	0.17
Sat Flow, veh/h				566	4421	358	1781	5274	0	0	5062	310
Grp Volume(v), veh/h				605	509	539	129	427	0	0	634	336
Grp Sat Flow(s),veh/h/ln				1842	1702	1801	1781	1702	0	0	1702	1800
Q Serve(g_s), s				32.9	29.6	29.6	7.7	4.0	0.0	0.0	19.1	19.1
Cycle Q Clear(g_c), s				32.9	29.6	29.6	7.7	4.0	0.0	0.0	19.1	19.1
Prop In Lane				0.31		0.20	1.00		0.00	0.00		0.17
Lane Grp Cap(c), veh/h				1057	976	1033	155	1629	0	0	591	313
V/C Ratio(X)				0.57	0.52	0.52	0.83	0.26	0.00	0.00	1.07	1.08
Avail Cap(c_a), veh/h				1057	976	1033	155	1629	0	0	591	313
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.83	0.83	0.83	0.65	0.65	0.00	0.00	0.49	0.49
Uniform Delay (d), s/veh				32.3	31.0	31.0	44.6	14.3	0.0	0.0	45.5	45.5
Incr Delay (d2), s/veh				1.9	1.7	1.6	20.0	0.1	0.0	0.0	47.5	58.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				16.7	13.9	14.7	4.0	1.4	0.0	0.0	11.8	13.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				34.2	32.7	32.6	64.6	14.3	0.0	0.0	93.0	103.4
LnGrp LOS				C	C	C	E	B	A	A	F	F
Approach Vol, veh/h					1653			556			970	
Approach Delay, s/veh					33.2			26.0			96.6	
Approach LOS					C			C			F	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	15.5	25.5	69.0	41.0
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	9.6	* 19	63.1	35.1
Max Q Clear Time (g_c+I1), s	9.7	21.1	34.9	6.0
Green Ext Time (p_c), s	0.0	0.0	10.8	3.3

Intersection Summary	
HCM 6th Ctrl Delay	51.3
HCM 6th LOS	D

Notes

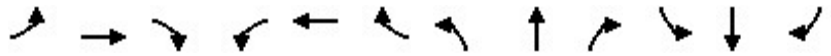
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	253	1530	0	0	0	0	0	517	77
Future Volume (veh/h)	0	0	0	253	1530	0	0	0	0	0	517	77
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				264	1594	0				0	539	80
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				497	3223	0				0	887	129
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				700	4707	0				0	4646	652
Grp Volume(v), veh/h				692	1166	0				0	407	212
Grp Sat Flow(s),veh/h/ln				1835	1702	0				0	1702	1725
Q Serve(g_s), s				36.3	32.5	0.0				0.0	12.0	12.3
Cycle Q Clear(g_c), s				36.3	32.5	0.0				0.0	12.0	12.3
Prop In Lane				0.38		0.00				0.00		0.38
Lane Grp Cap(c), veh/h				1303	2417	0				0	675	342
V/C Ratio(X)				0.53	0.48	0.00				0.00	0.60	0.62
Avail Cap(c_a), veh/h				1303	2417	0				0	675	342
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				26.1	24.7	0.0				0.0	40.2	40.3
Incr Delay (d2), s/veh				1.6	0.7	0.0				0.0	4.0	8.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				18.3	15.0	0.0				0.0	5.4	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				27.6	25.4	0.0				0.0	44.1	48.5
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					1858						619	
Approach Delay, s/veh					26.2						45.6	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.7		83.3						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.8		78.1						
Max Q Clear Time (g_c+I1), s				14.3		38.3						
Green Ext Time (p_c), s				0.7		3.0						

Intersection Summary												
HCM 6th Ctrl Delay			31.1									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1713	101	91	193	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1713	101	91	193	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	1766	104	94	199	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3457	203	224	511	0			
Arrive On Green				0.00	0.23	0.23	0.07	0.07	0.00			
Sat Flow, veh/h				0	5101	290	1094	2592	0			
Grp Volume(v), veh/h				0	1218	652	156	137	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1818	1816	1777	0			
Q Serve(g_s), s				0.0	34.3	34.4	9.1	8.1	0.0			
Cycle Q Clear(g_c), s				0.0	34.3	34.4	9.1	8.1	0.0			
Prop In Lane				0.00		0.16	0.60		0.00			
Lane Grp Cap(c), veh/h				0	2386	1274	371	363	0			
V/C Ratio(X)				0.00	0.51	0.51	0.42	0.38	0.00			
Avail Cap(c_a), veh/h				0	2386	1274	371	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	25.8	25.9	45.0	44.6	0.0			
Incr Delay (d2), s/veh				0.0	0.8	1.5	3.5	3.0	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	15.8	17.2	4.8	4.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	26.6	27.3	48.5	47.5	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					1870			293				
Approach Delay, s/veh					26.9			48.0				
Approach LOS					C			D				

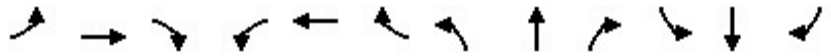
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						36.4		11.1				
Green Ext Time (p_c), s						20.8		1.3				

Intersection Summary												
HCM 6th Ctrl Delay			29.7									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	252	1820	0	0	0	0	0	521	52
Future Volume (veh/h)	0	0	0	252	1820	0	0	0	0	0	521	52
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				268	1936	0				0	554	55
Peak Hour Factor				0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				420	3256	0				0	733	320
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				599	4814	0				0	3647	1553
Grp Volume(v), veh/h				824	1380	0				0	554	55
Grp Sat Flow(s),veh/h/ln				1840	1702	0				0	1777	1553
Q Serve(g_s), s				44.4	39.6	0.0				0.0	16.1	3.2
Cycle Q Clear(g_c), s				44.4	39.6	0.0				0.0	16.1	3.2
Prop In Lane				0.33		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1290	2386	0				0	733	320
V/C Ratio(X)				0.64	0.58	0.00				0.00	0.76	0.17
Avail Cap(c_a), veh/h				1290	2386	0				0	733	320
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				29.7	27.9	0.0				0.0	41.0	35.9
Incr Delay (d2), s/veh				2.4	1.0	0.0				0.0	7.1	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				22.6	18.3	0.0				0.0	7.8	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.1	28.9	0.0				0.0	48.2	37.1
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2204						609	
Approach Delay, s/veh					30.1						47.2	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				27.6		82.4						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				22.7		77.1						
Max Q Clear Time (g_c+I1), s				18.1		46.4						
Green Ext Time (p_c), s				1.6		21.7						

Intersection Summary												
HCM 6th Ctrl Delay			33.8									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1997	27	163	140	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1997	27	163	140	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2102	28	172	147	0			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3781	50	316	315	0			
Arrive On Green				0.00	0.73	0.73	0.06	0.06	0.00			
Sat Flow, veh/h				0	5361	69	1781	1870	0			
Grp Volume(v), veh/h				0	1377	753	172	147	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1858	1781	1777	0			
Q Serve(g_s), s				0.0	20.3	20.4	10.3	8.8	0.0			
Cycle Q Clear(g_c), s				0.0	20.3	20.4	10.3	8.8	0.0			
Prop In Lane				0.00		0.04	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2479	1353	316	315	0			
V/C Ratio(X)				0.00	0.56	0.56	0.54	0.47	0.00			
Avail Cap(c_a), veh/h				0	2479	1353	316	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	6.8	6.8	47.5	46.7	0.0			
Incr Delay (d2), s/veh				0.0	0.9	1.7	6.6	4.9	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	6.6	7.5	5.5	4.6	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	7.7	8.5	54.1	51.7	0.0			
LnGrp LOS				A	A	A	D	D	A			
Approach Vol, veh/h					2130			319				
Approach Delay, s/veh					8.0			53.0				
Approach LOS					A			D				

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						22.4		12.3				
Green Ext Time (p_c), s						30.2		1.1				

Intersection Summary												
HCM 6th Ctrl Delay			13.9									
HCM 6th LOS			B									

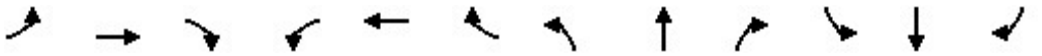
Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	178	656	3	105	0	0	0	25
Future Vol, veh/h	0	0	0	0	178	656	3	105	0	0	0	25
Conflicting Peds, #/hr	0	0	7	7	0	0	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	185	683	3	109	0	0	0	26

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	93	868	-	-	-	434
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	93	868	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	881	289	0	0	0	570
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	904	368	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	840	289	-	-	-	570
Mov Cap-2 Maneuver	-	-	-	840	289	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	863	368	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	24.8	11.6
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	289	-	-	570
HCM Lane V/C Ratio	0.378	-	-	0.046
HCM Control Delay (s)	24.8	-	-	11.6
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.7	-	-	0.1



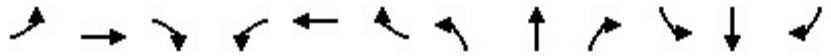
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	821	142	1428	1352	0
Future Volume (veh/h)	0	0	0	0	0	0	0	821	142	1428	1352	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.86	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	838	145	1457	1380	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1104	301	3473	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.22	0.22	0.69	0.95	0.00
Sat Flow, veh/h		0					0	5149	1360	5023	1826	0
Grp Volume(v), veh/h		0.0					0	838	145	1457	1380	0
Grp Sat Flow(s),veh/h/ln							0	1662	1360	1674	1826	0
Q Serve(g_s), s							0.0	17.3	10.2	13.9	16.1	0.0
Cycle Q Clear(g_c), s							0.0	17.3	10.2	13.9	16.1	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1104	301	3473	1740	0
V/C Ratio(X)							0.00	0.76	0.48	0.42	0.79	0.00
Avail Cap(c_a), veh/h							0	1205	329	3473	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.79	0.79	0.00
Uniform Delay (d), s/veh							0.0	40.1	37.3	7.4	0.5	0.0
Incr Delay (d2), s/veh							0.0	3.7	3.1	0.1	3.0	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	7.2	3.5	4.0	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	43.7	40.4	7.4	3.5	0.0
LnGrp LOS							A	D	D	A	A	A
Approach Vol, veh/h								983			2837	
Approach Delay, s/veh								43.2			5.5	
Approach LOS								D			A	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	80.4	29.6				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				40.0						
Max Q Clear Time (g_c+I1), s	15.9	19.3				18.1						
Green Ext Time (p_c), s	6.5	5.0				16.4						

Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



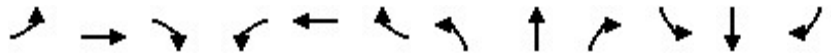
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	1522	43	0	0	0	0	427	241	216	866	0
Future Volume (veh/h)	58	1522	43	0	0	0	0	427	241	216	866	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.93	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	59	1553	44				0	436	246	220	884	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	94	2644	818				0	708	307	246	1972	0
Arrive On Green	0.17	0.17	0.17				0.00	0.21	0.21	0.28	0.77	0.00
Sat Flow, veh/h	181	5084	1573				0	3572	1477	1781	5274	0
Grp Volume(v), veh/h	605	1007	44				0	436	246	220	884	0
Grp Sat Flow(s),veh/h/ln	1861	1702	1573				0	1702	1477	1781	1702	0
Q Serve(g_s), s	33.2	29.9	2.6				0.0	12.8	17.4	13.1	6.6	0.0
Cycle Q Clear(g_c), s	33.2	29.9	2.6				0.0	12.8	17.4	13.1	6.6	0.0
Prop In Lane	0.10		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	968	1771	818				0	708	307	246	1972	0
V/C Ratio(X)	0.62	0.57	0.05				0.00	0.62	0.80	0.89	0.45	0.00
Avail Cap(c_a), veh/h	968	1771	818				0	916	397	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.56	0.56	0.56				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	35.6	34.2	22.9				0.0	39.6	41.4	39.0	8.4	0.0
Incr Delay (d2), s/veh	1.7	0.7	0.1				0.0	1.0	9.0	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	13.8	1.0				0.0	5.4	7.0	4.9	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.3	35.0	23.0				0.0	40.6	50.4	41.2	8.4	0.0
LnGrp LOS	D	C	C				A	D	D	D	A	A
Approach Vol, veh/h		1656						682			1104	
Approach Delay, s/veh		35.5						44.1			15.0	
Approach LOS		D						D			B	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	62.1	47.9	19.6	28.3
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	35.2	8.6	15.1	19.4
Green Ext Time (p_c), s	8.6	5.6	0.1	3.5

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C

Notes

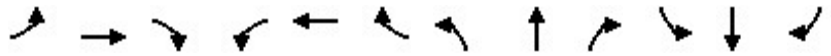
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



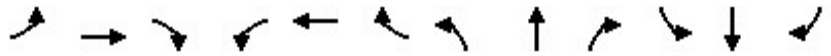
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1990	46	0	0	0	0	0	0	279	504	0
Future Volume (veh/h)	0	1990	46	0	0	0	0	0	0	279	504	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2187	51							307	554	0
Peak Hour Factor	0.91	0.91	0.91							0.91	0.91	0.91
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2990	70							568	1134	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5299	119							1732	3624	0
Grp Volume(v), veh/h	0	1449	789							316	545	0
Grp Sat Flow(s),veh/h/ln	0	1702	1846							1784	1702	0
Q Serve(g_s), s	0.0	44.0	44.2							18.5	16.6	0.0
Cycle Q Clear(g_c), s	0.0	44.0	44.2							18.5	16.6	0.0
Prop In Lane	0.00		0.06							0.97		0.00
Lane Grp Cap(c), veh/h	0	1984	1075							585	1117	0
V/C Ratio(X)	0.00	0.73	0.73							0.54	0.49	0.00
Avail Cap(c_a), veh/h	0	1984	1075							585	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	36.3	36.4							41.2	40.3	0.0
Incr Delay (d2), s/veh	0.0	2.4	4.4							3.6	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	20.7	23.1							9.4	7.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	38.7	40.8							44.7	41.9	0.0
LnGrp LOS	A	D	D							D	D	A
Approach Vol, veh/h		2238									861	
Approach Delay, s/veh		39.5									42.9	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	46.2	20.5
Green Ext Time (p_c), s	7.2	2.3

Intersection Summary	
HCM 6th Ctrl Delay	40.4
HCM 6th LOS	D



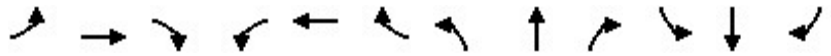
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	2535	0	0	0	0	0	202	259	0	0	0
Future Volume (veh/h)	69	2535	0	0	0	0	0	202	259	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.94			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	76	2786	0				0	222	285			
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	88	3432	0				0	431	362			
Arrive On Green	0.22	0.22	0.00				0.00	0.24	0.24			
Sat Flow, veh/h	131	5305	0				0	1870	1491			
Grp Volume(v), veh/h	1077	1785	0				0	222	285			
Grp Sat Flow(s),veh/h/ln	1864	1702	0				0	1777	1491			
Q Serve(g_s), s	61.2	54.4	0.0				0.0	11.9	19.7			
Cycle Q Clear(g_c), s	61.2	54.4	0.0				0.0	11.9	19.7			
Prop In Lane	0.07		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1245	2275	0				0	431	362			
V/C Ratio(X)	0.87	0.78	0.00				0.00	0.51	0.79			
Avail Cap(c_a), veh/h	1245	2275	0				0	431	362			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	38.1	35.4	0.0				0.0	36.0	39.0			
Incr Delay (d2), s/veh	8.2	2.8	0.0				0.0	4.3	15.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	33.3	25.6	0.0				0.0	5.7	8.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.3	38.2	0.0				0.0	40.4	54.8			
LnGrp LOS	D	D	A				A	D	D			
Approach Vol, veh/h		2862						507				
Approach Delay, s/veh		41.2						48.5				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		78.4						31.6				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		73.5						26.7				
Max Q Clear Time (g_c+I1), s		63.2						21.7				
Green Ext Time (p_c), s		9.8						1.5				
Intersection Summary												
HCM 6th Ctrl Delay			42.3									
HCM 6th LOS			D									



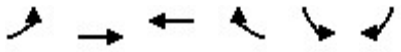
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3070	75	0	0	0	0	0	0	345	409	0
Future Volume (veh/h)	0	3070	75	0	0	0	0	0	0	345	409	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	3337	82							375	445	0
Peak Hour Factor	0.92	0.92	0.92							0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3546	86							390	779	0
Arrive On Green	0.00	0.23	0.23							0.07	0.07	0.00
Sat Flow, veh/h	0	5294	125							1781	3647	0
Grp Volume(v), veh/h	0	2207	1212							375	445	0
Grp Sat Flow(s),veh/h/ln	0	1702	1846							1781	1777	0
Q Serve(g_s), s	0.0	70.0	71.2							23.1	13.3	0.0
Cycle Q Clear(g_c), s	0.0	70.0	71.2							23.1	13.3	0.0
Prop In Lane	0.00		0.07							1.00		0.00
Lane Grp Cap(c), veh/h	0	2355	1277							390	779	0
V/C Ratio(X)	0.00	0.94	0.95							0.96	0.57	0.00
Avail Cap(c_a), veh/h	0	2355	1277							390	779	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	40.1	40.5							50.6	46.0	0.0
Incr Delay (d2), s/veh	0.0	8.7	15.7							36.7	3.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	34.6	40.6							15.0	6.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	48.8	56.2							87.3	49.1	0.0
LnGrp LOS	A	D	E							F	D	A
Approach Vol, veh/h		3419									820	
Approach Delay, s/veh		51.4									66.5	
Approach LOS		D									E	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	81.0	29.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	76.1	24.1
Max Q Clear Time (g_c+I1), s	73.2	25.1
Green Ext Time (p_c), s	2.9	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	2993	0	0	0	0	0	150	34	0	0	0
Future Volume (veh/h)	164	2993	0	0	0	0	0	150	34	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	193	3521	0				0	176	40			
Peak Hour Factor	0.85	0.85	0.85				0.85	0.85	0.85			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	189	3690	0				0	502	111			
Arrive On Green	0.24	0.24	0.00				0.00	0.17	0.17			
Sat Flow, veh/h	256	5174	0				0	2983	642			
Grp Volume(v), veh/h	1398	2316	0				0	107	109			
Grp Sat Flow(s),veh/h/ln	1858	1702	0				0	1777	1755			
Q Serve(g_s), s	81.1	73.0	0.0				0.0	5.8	6.0			
Cycle Q Clear(g_c), s	81.1	73.0	0.0				0.0	5.8	6.0			
Prop In Lane	0.14		0.00				0.00		0.37			
Lane Grp Cap(c), veh/h	1370	2510	0				0	309	305			
V/C Ratio(X)	1.02	0.92	0.00				0.00	0.35	0.36			
Avail Cap(c_a), veh/h	1370	2510	0				0	309	305			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	41.6	38.6	0.0				0.0	40.0	40.1			
Incr Delay (d2), s/veh	29.7	7.1	0.0				0.0	3.0	3.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	51.6	35.7	0.0				0.0	2.8	2.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.4	45.7	0.0				0.0	43.0	43.3			
LnGrp LOS	F	D	A				A	D	D			
Approach Vol, veh/h		3714						216				
Approach Delay, s/veh		55.3						43.2				
Approach LOS		E						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		86.0						24.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		81.1						19.1				
Max Q Clear Time (g_c+I1), s		83.1						8.0				
Green Ext Time (p_c), s		0.0						0.9				
Intersection Summary												
HCM 6th Ctrl Delay			54.7									
HCM 6th LOS			D									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	1310	1116	32	152	108
Future Volume (veh/h)	20	1310	1116	32	152	108
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	22	1424	1213	35	165	117
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	504	4071	2414	70	323	148
Arrive On Green	0.28	0.82	0.97	0.97	0.09	0.09
Sat Flow, veh/h	1781	5149	5144	144	3456	1585
Grp Volume(v), veh/h	22	1424	809	439	165	117
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1800	1728	1585
Q Serve(g_s), s	1.1	8.7	1.7	1.7	5.4	8.5
Cycle Q Clear(g_c), s	1.1	8.7	1.7	1.7	5.4	8.5
Prop In Lane	1.00			0.08	1.00	1.00
Lane Grp Cap(c), veh/h	504	4071	1611	873	323	148
V/C Ratio(X)	0.04	0.35	0.50	0.50	0.51	0.79
Avail Cap(c_a), veh/h	504	4071	1611	873	1086	498
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.92	0.92	1.00	1.00
Uniform Delay (d), s/veh	30.7	2.8	1.0	1.0	50.9	52.3
Incr Delay (d2), s/veh	0.0	0.2	1.0	1.9	0.5	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.7	0.6	0.8	2.4	7.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.7	3.0	2.0	2.9	51.4	55.9
LnGrp LOS	C	A	A	A	D	E
Approach Vol, veh/h		1446	1248		282	
Approach Delay, s/veh		3.4	2.3		53.2	
Approach LOS		A	A		D	

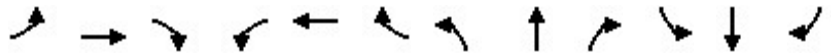
Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	102.1		15.9	39.1	63.0
Change Period (Y+Rc), s	5.7		4.9	5.7	* 5.8
Max Green Setting (Gmax), s	70.3		37.1	8.6	* 57
Max Q Clear Time (g_c+I1), s	10.7		10.5	3.1	3.7
Green Ext Time (p_c), s	37.0		0.5	0.0	26.9

Intersection Summary	
HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	1329	19	16	1098	9	0	11	26	70	0	30
Future Volume (veh/h)	67	1329	19	16	1098	9	0	11	26	70	0	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	1528	22	18	1262	0	0	13	30	80	0	34
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	625	3561	51	60	1867		58	16	37	213	0	97
Arrive On Green	0.70	1.00	1.00	0.03	0.37	0.00	0.00	0.03	0.03	0.06	0.00	0.06
Sat Flow, veh/h	1781	5063	73	1781	4985	1585	1781	499	1152	3456	0	1577
Grp Volume(v), veh/h	77	1003	547	18	1262	0	0	0	43	80	0	34
Grp Sat Flow(s),veh/h/ln	1781	1662	1813	1781	1662	1585	1781	0	1651	1728	0	1577
Q Serve(g_s), s	1.7	0.0	0.0	1.2	25.0	0.0	0.0	0.0	3.1	2.6	0.0	2.4
Cycle Q Clear(g_c), s	1.7	0.0	0.0	1.2	25.0	0.0	0.0	0.0	3.1	2.6	0.0	2.4
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	625	2337	1275	60	1867		58	0	54	213	0	97
V/C Ratio(X)	0.12	0.43	0.43	0.30	0.68		0.00	0.00	0.80	0.38	0.00	0.35
Avail Cap(c_a), veh/h	625	2337	1275	85	1867		107	0	99	999	0	456
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.7	0.0	0.0	55.6	30.9	0.0	0.0	0.0	56.7	53.2	0.0	53.1
Incr Delay (d2), s/veh	0.0	0.5	1.0	1.0	2.0	0.0	0.0	0.0	9.9	0.4	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.2	0.4	0.5	9.9	0.0	0.0	0.0	1.4	1.2	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.7	0.5	1.0	56.6	32.9	0.0	0.0	0.0	66.6	53.6	0.0	53.9
LnGrp LOS	B	A	A	E	C		A	A	E	D	A	D
Approach Vol, veh/h		1627			1280	A		43			114	
Approach Delay, s/veh		1.2			33.2			66.6			53.7	
Approach LOS		A			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	88.7		12.2	47.1	50.0		8.7
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	5.6	51.3		34.1	12.6	* 44		7.1
Max Q Clear Time (g_c+I1), s	3.2	2.0		4.6	3.7	27.0		5.1
Green Ext Time (p_c), s	0.0	28.3		0.3	0.0	11.5		0.0

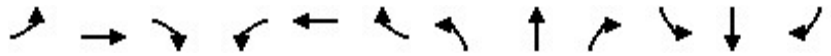
Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



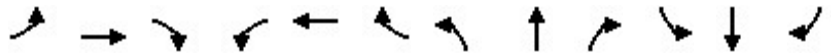
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1469	305	763	1756	128	277	26	695	430	2	5
Future Volume (veh/h)	6	1469	305	763	1756	128	277	26	695	430	2	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	1580	328	820	1888	138	298	28	0	462	2	5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	446	1449	629	1175	2303	168	368	199		335	43	107
Arrive On Green	0.25	0.29	0.29	0.34	0.38	0.38	0.11	0.11	0.00	0.09	0.09	0.09
Sat Flow, veh/h	1781	4985	1583	3456	6011	439	3456	1870	1585	3563	453	1132
Grp Volume(v), veh/h	6	1580	328	820	1480	546	298	28	0	462	0	7
Grp Sat Flow(s),veh/h/ln	1781	1662	1583	1728	1570	1739	1728	1870	1585	1781	0	1585
Q Serve(g_s), s	0.3	34.3	18.6	24.2	33.3	33.3	9.9	1.6	0.0	11.1	0.0	0.5
Cycle Q Clear(g_c), s	0.3	34.3	18.6	24.2	33.3	33.3	9.9	1.6	0.0	11.1	0.0	0.5
Prop In Lane	1.00		1.00	1.00		0.25	1.00		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	446	1449	629	1175	1804	666	368	199		335	0	149
V/C Ratio(X)	0.01	1.09	0.52	0.70	0.82	0.82	0.81	0.14		1.38	0.00	0.05
Avail Cap(c_a), veh/h	446	1449	629	1175	1804	666	1116	604		335	0	149
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.61	0.61	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.3	41.9	27.0	33.7	32.7	32.7	51.5	47.8	0.0	53.5	0.0	48.6
Incr Delay (d2), s/veh	0.0	52.3	3.1	1.6	4.3	10.9	1.0	0.1	0.0	188.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	20.4	8.7	10.0	12.7	15.3	4.3	0.7	0.0	13.7	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.3	94.2	30.1	35.2	37.1	43.6	52.5	47.9	0.0	241.5	0.0	48.8
LnGrp LOS	C	F	C	D	D	D	D	D		F	A	D
Approach Vol, veh/h		1914			2846			326	A		469	
Approach Delay, s/veh		83.0			37.8			52.1			238.7	
Approach LOS		F			D			D			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.5	40.0		16.0	33.9	50.6		17.5
Change Period (Y+Rc), s	4.4	5.7		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	4.6	34.3		11.1	4.0	45.2		38.1
Max Q Clear Time (g_c+I1), s	26.2	36.3		13.1	2.3	35.3		11.9
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	9.4		0.6

Intersection Summary	
HCM 6th Ctrl Delay	71.2
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



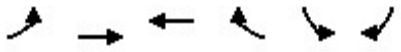
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	0	41	5	0	511	22	379	13	750	400	64
Future Volume (veh/h)	80	0	41	5	0	511	22	379	13	750	400	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.96	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	29	44	0	0	549	23	403	14	798	426	68
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	26	40	0	372	607	58	597	21	817	1829	290
Arrive On Green	0.04	0.04	0.04	0.00	0.00	0.20	0.03	0.17	0.17	0.46	0.60	0.60
Sat Flow, veh/h	1781	642	974	0	1870	3054	1781	3498	121	1781	3067	486
Grp Volume(v), veh/h	64	0	73	0	0	549	23	204	213	798	246	248
Grp Sat Flow(s),veh/h/ln	1781	0	1615	0	1870	1527	1781	1777	1843	1781	1777	1777
Q Serve(g_s), s	4.4	0.0	5.0	0.0	0.0	21.4	1.5	13.1	13.2	53.6	7.9	8.0
Cycle Q Clear(g_c), s	4.4	0.0	5.0	0.0	0.0	21.4	1.5	13.1	13.2	53.6	7.9	8.0
Prop In Lane	1.00		0.60	0.00		1.00	1.00		0.07	1.00		0.27
Lane Grp Cap(c), veh/h	73	0	66	0	372	607	58	303	315	817	1060	1060
V/C Ratio(X)	0.88	0.00	1.10	0.00	0.00	0.90	0.39	0.67	0.68	0.98	0.23	0.23
Avail Cap(c_a), veh/h	73	0	66	0	445	726	88	408	423	832	1150	1150
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.2	0.0	58.5	0.0	0.0	47.8	57.8	47.4	47.4	32.4	11.5	11.6
Incr Delay (d2), s/veh	64.4	0.0	141.6	0.0	0.0	12.1	1.6	2.0	2.0	25.2	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	4.7	0.0	0.0	9.2	0.7	5.9	6.2	27.8	3.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	122.6	0.0	200.2	0.0	0.0	59.9	59.4	49.4	49.4	57.6	11.6	11.6
LnGrp LOS	F	A	F	A	A	E	E	D	D	E	B	B
Approach Vol, veh/h		137			549			440			1292	
Approach Delay, s/veh		163.9			59.9			49.9			40.0	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	59.9	24.8		9.0	8.0	76.8		28.2
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	57.9	28.0		5.0	6.0	79.0		29.0
Max Q Clear Time (g_c+I1), s	55.6	15.2		7.0	3.5	10.0		23.4
Green Ext Time (p_c), s	0.3	1.5		0.0	0.0	2.5		0.8

Intersection Summary	
HCM 6th Ctrl Delay	53.4
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	256	17	9	152	172	276
Future Volume (veh/h)	256	17	9	152	172	276
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	295	0	10	0	189	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	867	455	663		339	
Arrive On Green	0.24	0.00	0.35	0.00	0.10	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	295	0	10	0	189	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	2.7	0.0	0.1	0.0	2.1	0.0
Cycle Q Clear(g_c), s	2.7	0.0	0.1	0.0	2.1	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	867	455	663		339	
V/C Ratio(X)	0.34	0.00	0.02		0.56	
Avail Cap(c_a), veh/h	992	521	663		1138	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	12.3	0.0	8.3	0.0	17.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.0	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.6	0.0	8.3	0.0	18.4	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		295	10	A	189	A
Approach Delay, s/veh		12.6	8.3		18.4	
Approach LOS		B	A		B	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	13.6		7.9		18.0
Change Period (Y+Rc), s	4.0		4.0		4.0
Max Green Setting (Gmax), s	11.0		13.0		14.0
Max Q Clear Time (g_c+I1), s	4.7		4.1		2.1
Green Ext Time (p_c), s	0.5		0.4		0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

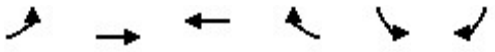
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	191	158	10	1	1
Future Vol, veh/h	9	191	158	10	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	222	184	12	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	196	0	-	0	321	98
Stage 1	-	-	-	-	190	-
Stage 2	-	-	-	-	131	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1374	-	-	-	648	939
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	881	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1374	-	-	-	643	939
Mov Cap-2 Maneuver	-	-	-	-	643	-
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	881	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1374	-	-	-	763
HCM Lane V/C Ratio	0.008	-	-	-	0.003
HCM Control Delay (s)	7.6	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	63	2038	4588	1	1	165
Future Volume (veh/h)	63	2038	4588	1	1	165
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	67	2168	4881	0	1	176
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	95	4017	5233		372	171
Arrive On Green	0.05	0.81	0.71	0.00	0.11	0.11
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	67	2168	4881	0	1	176
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	4.4	17.6	67.0	0.0	0.0	12.7
Cycle Q Clear(g_c), s	4.4	17.6	67.0	0.0	0.0	12.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	95	4017	5233		372	171
V/C Ratio(X)	0.70	0.54	0.93		0.00	1.03
Avail Cap(c_a), veh/h	109	4017	5233		372	171
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	3.9	14.8	0.0	47.0	52.7
Incr Delay (d2), s/veh	16.0	0.5	4.2	0.0	0.0	77.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.8	18.5	0.0	0.0	14.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	71.0	4.5	19.0	0.0	47.0	130.1
LnGrp LOS	E	A	B		D	F
Approach Vol, veh/h		2235	4881	A	177	
Approach Delay, s/veh		6.5	19.0		129.7	
Approach LOS		A	B		F	

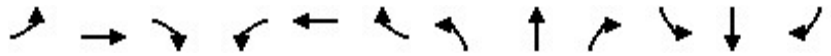
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		100.4		17.6	11.6	88.8
Change Period (Y+Rc), s		5.3		4.9	5.3	* 5.3
Max Green Setting (Gmax), s		95.1		12.7	7.2	* 84
Max Q Clear Time (g_c+I1), s		19.6		14.7	6.4	69.0
Green Ext Time (p_c), s		65.5		0.0	0.0	14.5

Intersection Summary	
HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



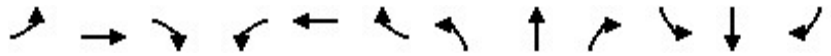
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	3409	58	114	3018	12	46	0	169	30	0	24
Future Volume (veh/h)	42	3409	58	114	3018	12	46	0	169	30	0	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.94		0.94	0.96		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	3666	62	123	3245	13	49	0	182	32	0	26
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	109	3545	894	229	3705	15	364	0	329	294	0	366
Arrive On Green	0.06	0.56	0.56	0.07	0.57	0.57	0.25	0.00	0.25	0.25	0.00	0.25
Sat Flow, veh/h	1781	6281	1583	3456	6506	26	1236	0	1341	1151	0	1490
Grp Volume(v), veh/h	45	3666	62	123	2349	909	49	0	182	32	0	26
Grp Sat Flow(s),veh/h/ln	1781	1570	1583	1728	1570	1821	1236	0	1341	1151	0	1490
Q Serve(g_s), s	2.9	66.6	2.1	4.1	50.5	50.6	3.5	0.0	14.0	2.7	0.0	1.6
Cycle Q Clear(g_c), s	2.9	66.6	2.1	4.1	50.5	50.6	5.1	0.0	14.0	7.8	0.0	1.6
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	3545	894	229	2683	1037	364	0	329	294	0	366
V/C Ratio(X)	0.41	1.03	0.07	0.54	0.88	0.88	0.13	0.00	0.55	0.11	0.00	0.07
Avail Cap(c_a), veh/h	109	3545	894	229	2683	1037	398	0	364	323	0	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.47	0.47	0.47	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.3	25.7	11.7	53.3	21.8	21.8	36.1	0.0	38.9	38.6	0.0	34.2
Incr Delay (d2), s/veh	0.9	24.9	0.2	0.6	2.1	5.3	0.1	0.0	0.5	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	27.9	0.7	1.7	17.0	20.7	1.2	0.0	4.7	0.8	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.3	50.6	11.8	54.0	23.9	27.1	36.2	0.0	39.4	38.7	0.0	34.2
LnGrp LOS	D	F	B	D	C	C	D	A	D	D	A	C
Approach Vol, veh/h		3773			3381			231			58	
Approach Delay, s/veh		50.0			25.9			38.7			36.7	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.2	71.9		33.9	11.6	72.5		33.9
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	4.8	66.6		32.0	4.2	67.2		32.0
Max Q Clear Time (g_c+I1), s	6.1	68.6		9.8	4.9	52.6		16.0
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	14.5		0.5

Intersection Summary	
HCM 6th Ctrl Delay	38.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	3498	0	11	2809	357	0	0	0	118	0	282
Future Volume (veh/h)	119	3498	0	11	2809	357	0	0	0	118	0	282
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	3721	0	12	2988	380	0	0	0	126	0	300
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	192	3380	0	48	3371	416	0	370	0	778	0	313
Arrive On Green	0.11	0.68	0.00	0.03	0.59	0.59	0.00	0.00	0.00	0.20	0.00	0.20
Sat Flow, veh/h	1781	5149	0	1781	5707	704	0	1870	0	3445	0	1580
Grp Volume(v), veh/h	127	3721	0	12	2450	918	0	0	0	126	0	300
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1699	0	1870	0	1723	0	1580
Q Serve(g_s), s	10.3	101.7	0.0	1.0	66.5	72.1	0.0	0.0	0.0	4.6	0.0	28.2
Cycle Q Clear(g_c), s	10.3	101.7	0.0	1.0	66.5	72.1	0.0	0.0	0.0	4.6	0.0	28.2
Prop In Lane	1.00		0.00	1.00		0.41	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	192	3380	0	48	2783	1004	0	370	0	778	0	313
V/C Ratio(X)	0.66	1.10	0.00	0.25	0.88	0.91	0.00	0.00	0.00	0.16	0.00	0.96
Avail Cap(c_a), veh/h	203	3380	0	48	2783	1004	0	370	0	778	0	313
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	0.00	0.65	0.65	0.65	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	64.3	24.2	0.0	71.5	26.2	27.3	0.0	0.0	0.0	50.1	0.0	59.5
Incr Delay (d2), s/veh	2.4	47.8	0.0	0.7	2.9	9.9	0.0	0.0	0.0	0.0	0.0	39.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	49.5	0.0	0.5	23.7	29.7	0.0	0.0	0.0	2.0	0.0	14.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.6	72.0	0.0	72.2	29.1	37.2	0.0	0.0	0.0	50.1	0.0	99.1
LnGrp LOS	E	F	A	E	C	D	A	A	A	D	A	F
Approach Vol, veh/h		3848			3380			0			426	
Approach Delay, s/veh		71.8			31.5			0.0			84.6	
Approach LOS		E			C						F	

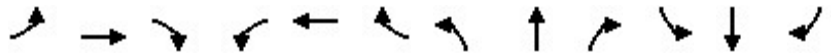
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	107.0		34.6	21.5	93.9		34.6
Change Period (Y+Rc), s	4.4	5.3		4.9	5.3	* 5.3		4.9
Max Green Setting (Gmax), s	4.0	101.7		29.7	17.1	* 89		29.7
Max Q Clear Time (g_c+I1), s	3.0	103.7		30.2	12.3	74.1		0.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	14.4		0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	3597	1	15	3040	0	0	0	18	0	0	0
Future Volume (veh/h)	36	3597	1	15	3040	0	0	0	18	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	38	3747	1	16	3167	0						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	48	4563	1	26	4357	0						
Arrive On Green	0.03	0.89	0.89	0.01	0.87	0.00						
Sat Flow, veh/h	1781	5147	1	1781	5149	0						
Grp Volume(v), veh/h	38	2419	1329	16	3167	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1826	1781	1662	0						
Q Serve(g_s), s	2.1	29.4	29.4	0.9	21.3	0.0						
Cycle Q Clear(g_c), s	2.1	29.4	29.4	0.9	21.3	0.0						
Prop In Lane	1.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	48	2946	1618	26	4357	0						
V/C Ratio(X)	0.80	0.82	0.82	0.62	0.73	0.00						
Avail Cap(c_a), veh/h	118	2951	1621	74	4357	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	46.9	2.3	2.3	47.5	2.1	0.0						
Incr Delay (d2), s/veh	10.5	2.4	4.3	8.8	1.0	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	1.0	1.0	1.9	0.4	0.4	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	4.7	6.6	56.2	3.1	0.0						
LnGrp LOS	E	A	A	E	A	A						
Approach Vol, veh/h		3786			3183							
Approach Delay, s/veh		5.9			3.3							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	5.8	91.0			7.0	89.8						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	4.6	86.0			6.4	83.6						
Max Q Clear Time (g_c+I1), s	2.9	31.4			4.1	23.3						
Green Ext Time (p_c), s	0.0	54.4			0.0	60.0						

Intersection Summary	
HCM 6th Ctrl Delay	4.7
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	193.3

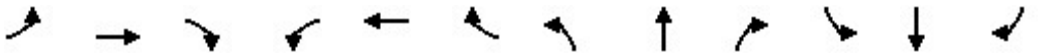
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	421	0	0	2190	394
Future Vol, veh/h	0	421	0	0	2190	394
Conflicting Peds, #/hr	0	3	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	448	0	0	2330	419

Major/Minor	Minor2			Major2	
Conflicting Flow All	2540	1378		-	0
Stage 1	2540	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	47	~ 115		-	-
Stage 1	25	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	47	~ 115		-	-
Mov Cap-2 Maneuver	47	-		-	-
Stage 1	25	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	$ 1379.7	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	115	-	-
HCM Lane V/C Ratio	-	3.895	-	-
HCM Control Delay (s)	$	1379.7	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	45.3	-	-

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



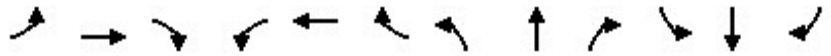
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	890	27	20	847	334	33	57	39	213	26	154
Future Volume (veh/h)	107	890	27	20	847	334	33	57	39	213	26	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.99		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	1000	30	22	952	375	37	64	44	239	29	173
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	1502	462	510	2596	802	191	331	245	367	498	437
Arrive On Green	0.03	0.10	0.10	0.29	0.51	0.51	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1781	5106	1572	1781	5106	1578	518	1180	873	1269	1777	1560
Grp Volume(v), veh/h	120	1000	30	22	952	375	69	0	76	239	29	173
Grp Sat Flow(s),veh/h/ln	1781	1702	1572	1781	1702	1578	1055	0	1515	1269	1777	1560
Q Serve(g_s), s	8.0	22.7	2.1	1.1	13.5	18.4	2.6	0.0	4.6	21.1	1.4	10.8
Cycle Q Clear(g_c), s	8.0	22.7	2.1	1.1	13.5	18.4	13.4	0.0	4.6	25.7	1.4	10.8
Prop In Lane	1.00		1.00	1.00		1.00	0.54		0.58	1.00		1.00
Lane Grp Cap(c), veh/h	148	1502	462	510	2596	802	342	0	425	367	498	437
V/C Ratio(X)	0.81	0.67	0.06	0.04	0.37	0.47	0.20	0.00	0.18	0.65	0.06	0.40
Avail Cap(c_a), veh/h	313	1974	608	510	2596	802	550	0	648	554	760	667
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.4	48.5	39.2	30.9	17.8	19.0	36.0	0.0	32.7	42.5	31.6	35.0
Incr Delay (d2), s/veh	3.8	2.2	0.3	0.0	0.4	1.9	0.1	0.0	0.1	5.6	0.1	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	10.6	0.8	0.5	5.1	6.7	1.7	0.0	1.7	7.2	0.6	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.3	50.7	39.4	30.9	18.2	20.9	36.1	0.0	32.8	48.0	31.7	36.6
LnGrp LOS	E	D	D	C	B	C	D	A	C	D	C	D
Approach Vol, veh/h		1150			1349			145			441	
Approach Delay, s/veh		51.5			19.2			34.4			42.5	
Approach LOS		D			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	40.5	41.0		38.5	14.4	67.1		38.5				
Change Period (Y+Rc), s	6.1	* 5.7		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	7.3	* 46		51.3	21.1	32.2		51.3				
Max Q Clear Time (g_c+I1), s	3.1	24.7		27.7	10.0	20.4		15.4				
Green Ext Time (p_c), s	0.0	10.6		5.0	0.1	9.3		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		35.3
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	593	1	0	545	494	1	0	0	419	0	33
Future Volume (veh/h)	50	593	1	0	545	494	1	0	0	419	0	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	652	1	0	599	0	1	0	0	494	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	1128	2	746	2129		19	0	17	621	326	0
Arrive On Green	0.04	0.21	0.21	0.00	0.20	0.00	0.01	0.00	0.00	0.17	0.00	0.00
Sat Flow, veh/h	1781	5265	8	1781	3554	1585	1781	0	1585	3563	1870	0
Grp Volume(v), veh/h	55	422	231	0	599	0	1	0	0	494	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1869	1781	1777	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	3.7	13.3	13.3	0.0	17.2	0.0	0.1	0.0	0.0	16.0	0.0	0.0
Cycle Q Clear(g_c), s	3.7	13.3	13.3	0.0	17.2	0.0	0.1	0.0	0.0	16.0	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	71	729	400	746	2129		19	0	17	621	326	0
V/C Ratio(X)	0.77	0.58	0.58	0.00	0.28		0.05	0.00	0.00	0.80	0.00	0.00
Avail Cap(c_a), veh/h	224	1166	640	746	2129		157	0	140	1101	578	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.94	0.00	1.00	0.00	0.00	0.91	0.00	0.00
Uniform Delay (d), s/veh	57.1	42.3	42.3	0.0	26.2	0.0	58.7	0.0	0.0	47.5	0.0	0.0
Incr Delay (d2), s/veh	6.5	3.3	6.0	0.0	0.3	0.0	0.4	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	5.8	6.6	0.0	8.2	0.0	0.0	0.0	0.0	7.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.6	45.6	48.2	0.0	26.5	0.0	59.1	0.0	0.0	48.3	0.0	0.0
LnGrp LOS	E	D	D	A	C		E	A	A	D	A	A
Approach Vol, veh/h		708			599	A		1			494	
Approach Delay, s/veh		47.9			26.5			59.1			48.3	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.2	30.8		26.8	9.2	77.8		6.2
Change Period (Y+Rc), s	5.9	* 5.1		5.9	4.4	5.9		4.9
Max Green Setting (Gmax), s	10.3	* 41		37.1	15.1	36.1		10.6
Max Q Clear Time (g_c+I1), s	10.0	15.3		18.0	5.7	19.2		2.1
Green Ext Time (p_c), s	0.0	10.4		0.9	0.0	6.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	40.9
HCM 6th LOS	D

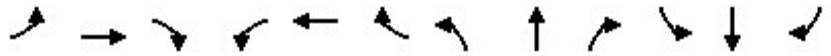
Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	253	127	30	469	183	198	879	27	120	809	184
Future Volume (veh/h)	284	253	127	30	469	183	198	879	27	120	809	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	302	269	135	32	499	195	211	935	29	128	861	196
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	323	760	370	44	604	341	257	1643	51	172	1573	697
Arrive On Green	0.18	0.33	0.33	0.02	0.17	0.17	0.07	0.47	0.47	0.05	0.44	0.44
Sat Flow, veh/h	1781	2306	1121	1781	3554	1543	3456	3518	109	3456	3554	1575
Grp Volume(v), veh/h	302	205	199	32	499	195	211	472	492	128	861	196
Grp Sat Flow(s),veh/h/ln	1781	1777	1650	1781	1777	1543	1728	1777	1850	1728	1777	1575
Q Serve(g_s), s	25.1	13.1	13.8	2.7	20.3	10.9	9.0	28.9	28.9	5.5	26.7	6.5
Cycle Q Clear(g_c), s	25.1	13.1	13.8	2.7	20.3	10.9	9.0	28.9	28.9	5.5	26.7	6.5
Prop In Lane	1.00		0.68	1.00		1.00	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	323	586	544	44	604	341	257	830	864	172	1573	697
V/C Ratio(X)	0.94	0.35	0.37	0.73	0.83	0.57	0.82	0.57	0.57	0.74	0.55	0.28
Avail Cap(c_a), veh/h	387	668	620	82	734	398	544	830	864	263	1573	697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.6	38.1	38.3	72.7	60.1	25.7	68.4	29.0	29.0	70.3	30.7	8.0
Incr Delay (d2), s/veh	25.7	0.1	0.2	7.9	5.1	0.5	2.5	2.8	2.7	2.4	1.4	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.7	5.8	5.7	1.3	9.6	4.1	4.1	13.1	13.6	2.5	11.9	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.3	38.2	38.4	80.6	65.2	26.2	70.9	31.8	31.7	72.7	32.1	9.0
LnGrp LOS	F	D	D	F	E	C	E	C	C	E	C	A
Approach Vol, veh/h		706			726			1175			1185	
Approach Delay, s/veh		58.9			55.4			38.8			32.7	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	75.4	8.1	54.7	15.5	71.7	32.4	30.4
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	7.5	* 56	6.9	56.4	23.6	43.8	32.6	* 31
Max Q Clear Time (g_c+I1), s	7.5	30.9	4.7	15.8	11.0	28.7	27.1	22.3
Green Ext Time (p_c), s	0.0	2.2	0.0	0.9	0.1	2.3	0.1	1.1

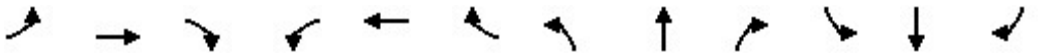
Intersection Summary	
HCM 6th Ctrl Delay	43.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

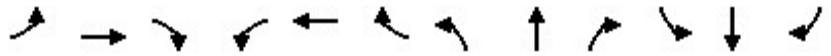
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	209	95	216	183	77	101	142	179	84	123	70
Future Volume (veh/h)	34	209	95	216	183	77	101	142	179	84	123	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	222	101	230	195	82	107	151	190	89	131	74
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	1306	659	316	809	636	137	758	473	115	715	308
Arrive On Green	0.03	0.37	0.37	0.09	0.43	0.43	0.08	0.21	0.21	0.06	0.20	0.20
Sat Flow, veh/h	1781	3554	1460	3456	1870	1471	1781	3554	1536	1781	3554	1534
Grp Volume(v), veh/h	36	222	101	230	195	82	107	151	190	89	131	74
Grp Sat Flow(s),veh/h/ln	1781	1777	1460	1728	1870	1471	1781	1777	1536	1781	1777	1534
Q Serve(g_s), s	1.8	3.8	3.7	5.8	5.9	3.0	5.2	3.1	8.7	4.4	2.7	3.6
Cycle Q Clear(g_c), s	1.8	3.8	3.7	5.8	5.9	3.0	5.2	3.1	8.7	4.4	2.7	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	47	1306	659	316	809	636	137	758	473	115	715	308
V/C Ratio(X)	0.76	0.17	0.15	0.73	0.24	0.13	0.78	0.20	0.40	0.77	0.18	0.24
Avail Cap(c_a), veh/h	600	1597	778	1165	841	661	600	1597	835	600	1597	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	19.0	14.7	39.4	16.0	15.2	40.3	28.8	24.5	41.0	29.5	29.8
Incr Delay (d2), s/veh	9.1	0.1	0.1	1.2	0.1	0.0	3.6	0.1	0.6	4.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.5	1.2	2.5	2.4	1.0	2.4	1.3	3.2	2.0	1.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	19.1	14.9	40.6	16.1	15.2	43.9	28.9	25.1	45.0	29.5	30.0
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		359			507			448			294	
Approach Delay, s/veh		21.2			27.0			30.9			34.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	38.6	12.3	24.6	7.8	44.4	11.2	25.7
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	7.8	5.8	7.2	5.6	3.8	7.9	6.4	10.7
Green Ext Time (p_c), s	0.4	2.3	0.1	0.7	0.0	1.0	0.1	1.7

Intersection Summary	
HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C



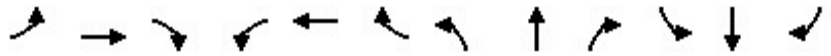
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	0	9	21	0	37	80	327	25	69	319	35
Future Volume (veh/h)	11	0	9	21	0	37	80	327	25	69	319	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	0	10	23	0	40	87	355	27	75	347	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	269	42	120	462	0	368	118	1560	117	107	1477	158
Arrive On Green	0.18	0.00	0.18	0.18	0.00	0.18	0.07	0.32	0.32	0.06	0.32	0.32
Sat Flow, veh/h	579	238	681	1395	0	1547	1781	4833	362	1781	4666	499
Grp Volume(v), veh/h	22	0	0	23	0	40	87	248	134	75	251	134
Grp Sat Flow(s),veh/h/ln	1498	0	0	1395	0	1547	1781	1702	1790	1781	1702	1761
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.7	1.6	1.8	1.8	1.4	1.8	1.9
Cycle Q Clear(g_c), s	0.4	0.0	0.0	0.4	0.0	0.7	1.6	1.8	1.8	1.4	1.8	1.9
Prop In Lane	0.55		0.45	1.00		1.00	1.00		0.20	1.00		0.28
Lane Grp Cap(c), veh/h	431	0	0	462	0	368	118	1099	578	107	1077	557
V/C Ratio(X)	0.05	0.00	0.00	0.05	0.00	0.11	0.74	0.23	0.23	0.70	0.23	0.24
Avail Cap(c_a), veh/h	1890	0	0	1867	0	1952	1603	6127	3222	1603	6127	3170
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.5	0.0	0.0	11.5	0.0	10.0	15.3	8.2	8.3	15.4	8.4	8.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.1	0.3	3.1	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.2	0.6	0.5	0.5	0.5	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	0.0	0.0	11.5	0.0	10.0	18.6	8.4	8.5	18.5	8.5	8.7
LnGrp LOS	B	A	A	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		22			63			469			460	
Approach Delay, s/veh		11.5			10.6			10.3			10.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	16.2		10.8	6.6	16.0		10.8				
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	30.0	* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s	3.4	3.8		2.4	3.6	3.9		2.7				
Green Ext Time (p_c), s	0.1	3.6		0.1	0.1	3.2		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	12	30	41	52	12	372	644	114	40	454	199
Future Volume (veh/h)	19	12	30	41	52	12	372	644	114	40	454	199
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.74	1.00		0.74	1.00		0.94	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	13	32	44	56	13	400	692	123	43	488	214
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	460	287	57	460	287	426	1772	743	56	699	304
Arrive On Green	0.03	0.25	0.25	0.03	0.25	0.25	0.24	0.50	0.50	0.03	0.30	0.30
Sat Flow, veh/h	1781	1870	1168	1781	1870	1168	1781	3554	1489	1781	2336	1015
Grp Volume(v), veh/h	20	13	32	44	56	13	400	692	123	43	370	332
Grp Sat Flow(s),veh/h/ln	1781	1870	1168	1781	1870	1168	1781	1777	1489	1781	1777	1575
Q Serve(g_s), s	1.3	0.6	2.6	3.0	2.8	1.0	26.9	14.8	5.5	2.9	22.5	22.8
Cycle Q Clear(g_c), s	1.3	0.6	2.6	3.0	2.8	1.0	26.9	14.8	5.5	2.9	22.5	22.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.64
Lane Grp Cap(c), veh/h	57	460	287	57	460	287	426	1772	743	56	532	471
V/C Ratio(X)	0.35	0.03	0.11	0.77	0.12	0.05	0.94	0.39	0.17	0.77	0.70	0.70
Avail Cap(c_a), veh/h	439	461	288	439	461	288	439	1772	743	439	875	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.7	34.9	35.6	58.5	35.7	35.0	45.5	19.0	16.7	58.6	37.8	37.9
Incr Delay (d2), s/veh	1.4	0.0	0.1	8.0	0.0	0.0	28.4	0.2	0.1	8.2	4.5	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.3	0.7	1.5	1.3	0.3	15.2	6.1	1.9	1.4	10.4	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.1	34.9	35.7	66.5	35.7	35.0	73.9	19.2	16.8	66.8	42.3	43.2
LnGrp LOS	E	C	D	E	D	D	E	B	B	E	D	D
Approach Vol, veh/h		65			113			1215			745	
Approach Delay, s/veh		42.7			47.7			37.0			44.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	69.5	8.3	34.9	33.5	45.1	8.3	34.9
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	4.3	16.8	5.0	4.6	28.9	24.8	3.3	4.8
Green Ext Time (p_c), s	0.0	7.9	0.0	0.1	0.3	11.6	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	40.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

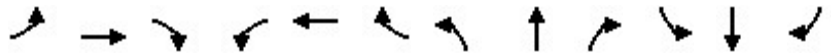
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	284	20	170	152	0	0	0	0	197	23	37
Future Volume (veh/h)	0	284	20	170	152	0	0	0	0	197	23	37
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	312	22	187	167	0				234	0	41
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	298	595	262	367	702	0				906	0	661
Arrive On Green	0.00	0.17	0.17	0.21	0.21	0.00				0.25	0.00	0.25
Sat Flow, veh/h	1781	3554	1566	1781	3572	0				3563	0	1556
Grp Volume(v), veh/h	0	312	22	187	167	0				234	0	41
Grp Sat Flow(s),veh/h/ln	1781	1777	1566	1781	1702	0				1781	0	1556
Q Serve(g_s), s	0.0	3.1	0.5	3.6	1.6	0.0				2.0	0.0	0.6
Cycle Q Clear(g_c), s	0.0	3.1	0.5	3.6	1.6	0.0				2.0	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	298	595	262	367	702	0				906	0	661
V/C Ratio(X)	0.00	0.52	0.08	0.51	0.24	0.00				0.26	0.00	0.06
Avail Cap(c_a), veh/h	2742	5469	2410	2742	5239	0				3198	0	1663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.8	13.7	13.7	12.9	0.0				11.6	0.0	6.7
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.2	0.2	0.0				0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	0.1	1.2	0.5	0.0				0.7	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.1	13.8	15.0	13.1	0.0				11.7	0.0	6.7
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		334			354						275	
Approach Delay, s/veh		15.0			14.1						10.9	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		10.5		16.1		12.3
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		5.1		4.0		5.6
Green Ext Time (p_c), s		1.2		0.5		2.4

Intersection Summary	
HCM 6th Ctrl Delay	13.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	357	0	0	312	331	34	7	92	20	0	289
Future Volume (veh/h)	88	357	0	0	312	331	34	7	92	20	0	289
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	397	0	0	347	368	38	8	102	22	0	321
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	130	1606	0	0	571	504	193	12	157	26	0	373
Arrive On Green	0.07	0.45	0.00	0.00	0.32	0.32	0.11	0.11	0.11	0.25	0.00	0.25
Sat Flow, veh/h	1781	3647	0	0	1870	1570	1781	114	1448	102	0	1486
Grp Volume(v), veh/h	98	397	0	0	347	368	38	0	110	343	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1570	1781	0	1561	1587	0	0
Q Serve(g_s), s	4.2	5.4	0.0	0.0	12.9	16.3	1.5	0.0	5.3	16.2	0.0	0.0
Cycle Q Clear(g_c), s	4.2	5.4	0.0	0.0	12.9	16.3	1.5	0.0	5.3	16.2	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.93	0.06		0.94
Lane Grp Cap(c), veh/h	130	1606	0	0	571	504	193	0	169	399	0	0
V/C Ratio(X)	0.75	0.25	0.00	0.00	0.61	0.73	0.20	0.00	0.65	0.86	0.00	0.00
Avail Cap(c_a), veh/h	681	2718	0	0	1359	1201	908	0	796	809	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.6	13.3	0.0	0.0	22.5	23.6	31.9	0.0	33.6	28.0	0.0	0.0
Incr Delay (d2), s/veh	10.0	0.0	0.0	0.0	1.3	2.5	0.2	0.0	1.6	2.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	1.9	0.0	0.0	5.0	5.7	0.7	0.0	2.0	6.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.6	13.3	0.0	0.0	23.7	26.1	32.1	0.0	35.1	30.2	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	D	C	A	A
Approach Vol, veh/h		495			715			148			343	
Approach Delay, s/veh		19.7			24.9			34.3			30.2	
Approach LOS		B			C			C			C	

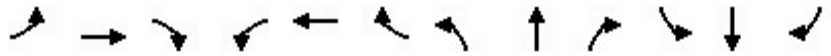
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		39.8		23.7	10.2	29.6		14.9				
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4				
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s		7.4		18.2	6.2	18.3		7.3				
Green Ext Time (p_c), s		1.6		1.5	0.3	5.9		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		25.3
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



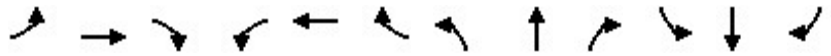
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	371	173	304	455	0	0	0	0	387	242	197
Future Volume (veh/h)	0	371	173	304	455	0	0	0	0	387	242	197
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	379	177	310	464	0				395	247	201
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1901	845	390	2488	0				653	343	283
Arrive On Green	0.00	0.53	0.53	0.23	1.00	0.00				0.18	0.18	0.18
Sat Flow, veh/h	0	3647	1579	3456	3647	0				3563	1870	1546
Grp Volume(v), veh/h	0	379	177	310	464	0				395	247	201
Grp Sat Flow(s),veh/h/ln	0	1777	1579	1728	1777	0				1781	1870	1546
Q Serve(g_s), s	0.0	4.7	4.9	7.1	0.0	0.0				8.6	10.4	10.3
Cycle Q Clear(g_c), s	0.0	4.7	4.9	7.1	0.0	0.0				8.6	10.4	10.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1901	845	390	2488	0				653	343	283
V/C Ratio(X)	0.00	0.20	0.21	0.80	0.19	0.00				0.61	0.72	0.71
Avail Cap(c_a), veh/h	0	1901	845	703	2488	0				1361	715	591
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.98	0.98	0.95	0.95	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.2	10.2	31.6	0.0	0.0				31.5	32.3	32.2
Incr Delay (d2), s/veh	0.0	0.2	0.6	1.4	0.2	0.0				0.3	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.6	1.6	2.6	0.1	0.0				3.6	4.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.4	10.8	33.0	0.2	0.0				31.8	33.4	33.4
LnGrp LOS	A	B	B	C	A	A				C	C	C
Approach Vol, veh/h		556			774						843	
Approach Delay, s/veh		10.5			13.3						32.7	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.9	49.8		20.3		63.7
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	9.1	6.9		12.4		2.0
Green Ext Time (p_c), s	0.4	2.8		2.0		3.4

Intersection Summary	
HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

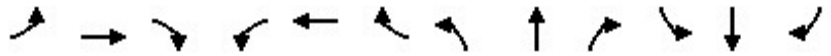


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	564	0	0	617	565	135	281	22	0	0	0
Future Volume (veh/h)	205	564	0	0	617	565	135	281	22	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	207	570	0	0	623	571	136	284	22			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1219	2649	0	0	1189	519	210	484	38			
Arrive On Green	0.71	1.00	0.00	0.00	0.33	0.33	0.14	0.14	0.14			
Sat Flow, veh/h	3456	3647	0	0	3647	1553	1524	3512	272			
Grp Volume(v), veh/h	207	570	0	0	623	571	160	135	146			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1553	1794	1702	1812			
Q Serve(g_s), s	1.7	0.0	0.0	0.0	11.9	28.1	7.1	6.3	6.4			
Cycle Q Clear(g_c), s	1.7	0.0	0.0	0.0	11.9	28.1	7.1	6.3	6.4			
Prop In Lane	1.00		0.00	0.00		1.00	0.85		0.15			
Lane Grp Cap(c), veh/h	1219	2649	0	0	1189	519	247	235	250			
V/C Ratio(X)	0.17	0.22	0.00	0.00	0.52	1.10	0.65	0.58	0.59			
Avail Cap(c_a), veh/h	1219	2649	0	0	1189	519	600	569	606			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	8.3	0.0	0.0	0.0	22.6	28.0	34.3	33.9	34.0			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.7	69.4	1.1	0.8	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.0	0.0	4.8	19.3	3.1	2.6	2.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.3	0.2	0.0	0.0	24.2	97.3	35.3	34.8	34.8			
LnGrp LOS	A	A	A	A	C	F	D	C	C			
Approach Vol, veh/h		777			1194			442				
Approach Delay, s/veh		2.3			59.2			35.0				
Approach LOS		A			E			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		67.5			34.5	33.0		16.5				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			3.7	30.1		9.1				
Green Ext Time (p_c), s		4.7			0.4	0.0		1.6				

Intersection Summary	
HCM 6th Ctrl Delay	36.4
HCM 6th LOS	D

Notes

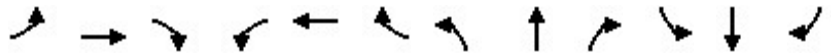
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	17	44	12	1152	20	0	0	0
Future Volume (veh/h)	0	0	0	0	17	44	12	1152	20	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	22	56	15	1477	26			
Peak Hour Factor				0.78	0.78	0.78	0.78	0.78	0.78			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	30	77	92	3450	60			
Arrive On Green				0.00	0.07	0.07	0.69	0.69	0.69			
Sat Flow, veh/h				0	465	1183	15	4996	87			
Grp Volume(v), veh/h				0	0	78	556	461	501			
Grp Sat Flow(s),veh/h/ln				0	0	1648	1866	1549	1684			
Q Serve(g_s), s				0.0	0.0	2.1	0.0	6.0	6.0			
Cycle Q Clear(g_c), s				0.0	0.0	2.1	6.0	6.0	6.0			
Prop In Lane				0.00		0.72	0.03		0.05			
Lane Grp Cap(c), veh/h				0	0	107	1370	1070	1163			
V/C Ratio(X)				0.00	0.00	0.73	0.41	0.43	0.43			
Avail Cap(c_a), veh/h				0	0	1450	2537	2045	2223			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	20.8	3.1	3.1	3.1			
Incr Delay (d2), s/veh				0.0	0.0	3.5	0.3	0.4	0.4			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.9	0.9	0.8	0.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	24.3	3.4	3.5	3.5			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					78			1518				
Approach Delay, s/veh					24.3			3.4				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	37.0							8.5				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	8.0							4.1				
Green Ext Time (p_c), s	23.4							0.3				

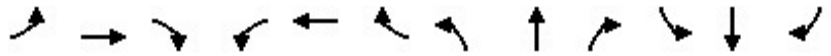
Intersection Summary												
HCM 6th Ctrl Delay			4.5									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	153	82	370	548	61	243	273	62	60	292	110
Future Volume (veh/h)	75	153	82	370	548	61	243	273	62	60	292	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	81	165	88	398	589	66	261	294	67	65	314	118
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	105	382	321	435	643	72	299	1237	268	84	649	227
Arrive On Green	0.06	0.20	0.20	0.24	0.39	0.39	0.17	0.30	0.30	0.05	0.18	0.18
Sat Flow, veh/h	1781	1870	1573	1781	1651	185	1781	4176	907	1781	3699	1295
Grp Volume(v), veh/h	81	165	88	398	0	655	261	237	124	65	287	145
Grp Sat Flow(s),veh/h/ln	1781	1870	1573	1781	0	1836	1781	1702	1678	1781	1702	1589
Q Serve(g_s), s	4.1	7.0	4.3	19.9	0.0	30.9	13.0	4.8	5.1	3.3	6.9	7.6
Cycle Q Clear(g_c), s	4.1	7.0	4.3	19.9	0.0	30.9	13.0	4.8	5.1	3.3	6.9	7.6
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.54	1.00		0.81
Lane Grp Cap(c), veh/h	105	382	321	435	0	715	299	1008	497	84	598	279
V/C Ratio(X)	0.77	0.43	0.27	0.91	0.00	0.92	0.87	0.24	0.25	0.77	0.48	0.52
Avail Cap(c_a), veh/h	585	819	689	585	0	804	585	2236	1102	585	2236	1044
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	31.7	30.6	33.6	0.0	26.5	37.1	24.3	24.4	43.0	33.9	34.2
Incr Delay (d2), s/veh	4.4	0.3	0.2	13.5	0.0	14.2	3.1	0.2	0.5	5.4	1.1	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	3.2	1.6	10.1	0.0	15.9	5.8	1.9	2.0	1.5	2.9	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	32.0	30.8	47.1	0.0	40.6	40.2	24.5	24.9	48.4	35.0	36.8
LnGrp LOS	D	C	C	D	A	D	D	C	C	D	C	D
Approach Vol, veh/h		334			1053			622			497	
Approach Delay, s/veh		35.3			43.1			31.2			37.3	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	32.4	26.7	23.6	19.7	21.3	9.8	40.5
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	15.3	7.1	21.9	9.0	15.0	9.6	6.1	32.9
Green Ext Time (p_c), s	0.1	4.5	0.5	0.8	0.3	5.4	0.1	2.6

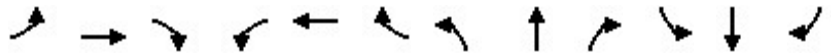
Intersection Summary	
HCM 6th Ctrl Delay	37.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	108	185	139	309	0	0	0	0	86	1714	654
Future Volume (veh/h)	0	108	185	139	309	0	0	0	0	86	1714	654
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	123	210	158	351	0				98	1948	743
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	504	427	237	528	0				1070	2237	777
Arrive On Green	0.00	0.27	0.27	0.27	0.27	0.00				0.60	0.60	0.60
Sat Flow, veh/h	0	1870	1585	659	2046	0				1781	3725	1295
Grp Volume(v), veh/h	0	123	210	239	270	0				98	1764	927
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1003	1617	0				1781	1702	1615
Q Serve(g_s), s	0.0	5.1	11.1	18.6	14.7	0.0				2.3	42.9	53.7
Cycle Q Clear(g_c), s	0.0	5.1	11.1	23.7	14.7	0.0				2.3	42.9	53.7
Prop In Lane	0.00		1.00	0.66		0.00				1.00		0.80
Lane Grp Cap(c), veh/h	0	504	427	330	435	0				1070	2044	970
V/C Ratio(X)	0.00	0.24	0.49	0.72	0.62	0.00				0.09	0.86	0.96
Avail Cap(c_a), veh/h	0	562	476	368	486	0				1070	2046	971
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	28.5	30.7	37.7	32.0	0.0				8.4	16.5	18.7
Incr Delay (d2), s/veh	0.0	0.1	0.3	5.6	1.7	0.0				0.1	4.3	19.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.3	4.3	6.1	5.9	0.0				0.9	16.2	23.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.6	31.1	43.3	33.7	0.0				8.5	20.8	37.9
LnGrp LOS	A	C	C	D	C	A				A	C	D
Approach Vol, veh/h		333			509						2789	
Approach Delay, s/veh		30.2			38.2						26.1	
Approach LOS		C			D						C	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		33.6		66.3		33.6
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		13.1		55.7		25.7
Green Ext Time (p_c), s		0.8		4.2		1.2

Intersection Summary		
HCM 6th Ctrl Delay		28.2
HCM 6th LOS		C



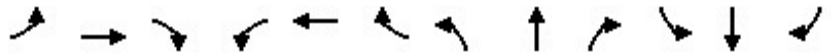
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	17	82	0	33	22	410	1204	22	0	0	0
Future Volume (veh/h)	96	17	82	0	33	22	410	1204	22	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	101	18	86	0	35	23	432	1267	23			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	330	45	1137	0	170	112	991	1985	36			
Arrive On Green	0.16	0.16	0.16	0.00	0.16	0.16	0.56	0.56	0.56			
Sat Flow, veh/h	975	279	1570	0	1045	687	1781	3569	65			
Grp Volume(v), veh/h	119	0	86	0	0	58	432	631	659			
Grp Sat Flow(s),veh/h/ln	1255	0	1570	0	0	1731	1781	1777	1856			
Q Serve(g_s), s	2.6	0.0	0.0	0.0	0.0	1.1	5.5	9.5	9.5			
Cycle Q Clear(g_c), s	3.7	0.0	0.0	0.0	0.0	1.1	5.5	9.5	9.5			
Prop In Lane	0.85		1.00	0.00		0.40	1.00		0.03			
Lane Grp Cap(c), veh/h	376	0	1137	0	0	281	991	988	1032			
V/C Ratio(X)	0.32	0.00	0.08	0.00	0.00	0.21	0.44	0.64	0.64			
Avail Cap(c_a), veh/h	1232	0	2097	0	0	1340	1356	1353	1413			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	15.3	0.0	1.6	0.0	0.0	14.1	5.0	5.9	5.9			
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.0	0.0	0.1	0.3	0.7	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.0	0.0	0.4	1.2	2.0	2.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.8	0.0	1.6	0.0	0.0	14.2	5.3	6.6	6.6			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		205			58			1722				
Approach Delay, s/veh		9.9			14.2			6.3				
Approach LOS		A			B			A				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	26.0	12.7	12.7
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	11.5	5.7	3.1
Green Ext Time (p_c), s	10.1	1.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	6.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	12	21	162	6	7	25	549	125	103	689	6
Future Volume (veh/h)	5	12	21	162	6	7	25	549	125	103	689	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	13	23	178	7	8	27	603	137	113	757	7
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	475	148	262	455	195	223	44	2024	617	218	2266	21
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.02	0.40	0.40	0.06	0.43	0.43
Sat Flow, veh/h	1394	604	1069	1368	795	908	1781	5106	1557	3456	5216	48
Grp Volume(v), veh/h	5	0	36	178	0	15	27	603	137	113	494	270
Grp Sat Flow(s),veh/h/ln	1394	0	1673	1368	0	1703	1781	1702	1557	1728	1702	1860
Q Serve(g_s), s	0.1	0.0	0.8	5.8	0.0	0.3	0.8	4.1	2.9	1.6	4.8	4.8
Cycle Q Clear(g_c), s	0.5	0.0	0.8	6.7	0.0	0.3	0.8	4.1	2.9	1.6	4.8	4.8
Prop In Lane	1.00		0.64	1.00		0.53	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	475	0	410	455	0	417	44	2024	617	218	1479	808
V/C Ratio(X)	0.01	0.00	0.09	0.39	0.00	0.04	0.61	0.30	0.22	0.52	0.33	0.33
Avail Cap(c_a), veh/h	1238	0	1327	1204	0	1350	1059	6073	1852	2055	4049	2212
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	14.7	17.3	0.0	14.5	24.3	10.4	10.1	22.9	9.4	9.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	4.9	0.1	0.3	0.7	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	1.7	0.0	0.1	0.3	1.2	0.9	0.6	1.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.7	0.0	14.7	17.5	0.0	14.5	29.2	10.6	10.4	23.6	9.6	9.7
LnGrp LOS	B	A	B	B	A	B	C	B	B	C	A	A
Approach Vol, veh/h		41			193			767			877	
Approach Delay, s/veh		14.7			17.2			11.2			11.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.6	25.7		17.2	5.7	27.6		17.2
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	3.6	6.1		2.8	2.8	6.8		8.7
Green Ext Time (p_c), s	0.2	9.6		0.1	0.0	5.6		0.3

Intersection Summary	
HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

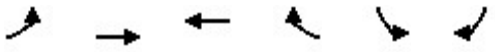
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3052	10	0	2838	0	3
Future Vol, veh/h	3052	10	0	2838	0	3
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	2	2	5	2	2
Mvmt Flow	3354	11	0	3119	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1683
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	71
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	71
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	58.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	71	-	-	-
HCM Lane V/C Ratio	0.046	-	-	-
HCM Control Delay (s)	58.2	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1105	1996	2738	56	29	56
Future Volume (veh/h)	1105	1996	2738	56	29	56
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1256	2268	3111	0	33	64
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	750	4265	2998		99	88
Arrive On Green	0.22	0.86	0.60	0.00	0.06	0.06
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1256	2268	3111	0	33	64
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	25.6	14.2	71.0	0.0	2.1	4.7
Cycle Q Clear(g_c), s	25.6	14.2	71.0	0.0	2.1	4.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	750	4265	2998		99	88
V/C Ratio(X)	1.68	0.53	1.04		0.33	0.73
Avail Cap(c_a), veh/h	750	4265	2998		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.00	1.00	1.00
Uniform Delay (d), s/veh	46.2	2.3	23.5	0.0	53.6	54.9
Incr Delay (d2), s/veh	309.7	0.5	18.3	0.0	0.7	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	42.8	1.8	29.0	0.0	0.9	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	355.9	2.7	41.8	0.0	54.4	59.2
LnGrp LOS	F	A	F		D	E
Approach Vol, veh/h		3524	3111	A	97	
Approach Delay, s/veh		128.6	41.8		57.5	
Approach LOS		F	D		E	

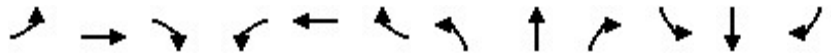
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		106.3		11.7	30.0	76.3
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	25.6	* 48
Max Q Clear Time (g_c+I1), s		16.2		6.7	27.6	73.0
Green Ext Time (p_c), s		57.9		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	87.5
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	328	919	78	48	1283	55	144	265	70	43	154	619
Future Volume (veh/h)	328	919	78	48	1283	55	144	265	70	43	154	619
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.94	1.00		0.88
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	353	988	84	52	1380	59	155	285	75	46	166	666
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	374	1551	132	182	1273	54	179	1008	248	60	934	589
Arrive On Green	0.21	0.47	0.47	0.14	0.49	0.49	0.10	0.25	0.25	0.03	0.18	0.18
Sat Flow, veh/h	1781	3310	281	1781	3472	148	1781	4033	994	1781	5106	1398
Grp Volume(v), veh/h	353	530	542	52	705	734	155	238	122	46	166	666
Grp Sat Flow(s),veh/h/ln	1781	1777	1815	1781	1777	1843	1781	1702	1623	1781	1702	1398
Q Serve(g_s), s	27.3	31.6	31.7	3.7	51.3	51.3	12.0	7.9	8.6	3.6	3.8	25.6
Cycle Q Clear(g_c), s	27.3	31.6	31.7	3.7	51.3	51.3	12.0	7.9	8.6	3.6	3.8	25.6
Prop In Lane	1.00		0.16	1.00		0.08	1.00		0.61	1.00		1.00
Lane Grp Cap(c), veh/h	374	833	850	182	651	676	179	851	405	60	934	589
V/C Ratio(X)	0.94	0.64	0.64	0.28	1.08	1.09	0.87	0.28	0.30	0.77	0.18	1.13
Avail Cap(c_a), veh/h	382	833	850	182	651	676	244	851	405	244	934	589
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.76	0.76	0.76	0.98	0.98	0.98	0.94	0.94	0.94
Uniform Delay (d), s/veh	54.5	28.2	28.2	55.9	35.9	35.9	62.0	42.3	42.6	67.1	48.3	43.3
Incr Delay (d2), s/veh	31.5	3.7	3.6	3.0	55.5	56.3	16.5	0.2	0.5	7.3	0.1	77.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.3	14.0	14.2	1.8	29.7	31.0	6.2	3.4	3.5	1.7	1.6	32.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.0	31.9	31.8	58.8	91.4	92.2	78.5	42.5	43.1	74.4	48.4	121.3
LnGrp LOS	F	C	C	E	F	F	E	D	D	E	D	F
Approach Vol, veh/h		1425			1491			515			878	
Approach Delay, s/veh		45.3			90.6			53.5			105.1	
Approach LOS		D			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	40.0	20.1	70.8	18.5	30.6	33.8	57.1
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	15.6	10.6	5.7	33.7	14.0	27.6	29.3	53.3
Green Ext Time (p_c), s	0.0	2.1	0.0	11.1	0.1	0.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	74.1
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	934	75	30	202	0	0	0	0	188	223	1209
Future Volume (veh/h)	0	934	75	30	202	0	0	0	0	188	223	1209
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1049	84	34	227	0				211	251	1358
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1677	134	59	2021	0				289	1637	537
Arrive On Green	0.00	1.00	1.00	0.03	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3422	266	1781	3647	0				835	4734	1553
Grp Volume(v), veh/h	0	560	573	34	227	0				462	0	1358
Grp Sat Flow(s),veh/h/ln	0	1777	1818	1781	1777	0				1829	1870	1553
Q Serve(g_s), s	0.0	0.0	0.0	2.6	4.1	0.0				31.0	0.0	48.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.6	4.1	0.0				31.0	0.0	48.4
Prop In Lane	0.00		0.15	1.00		0.00				0.46		1.00
Lane Grp Cap(c), veh/h	0	895	916	59	2021	0				632	1293	537
V/C Ratio(X)	0.00	0.63	0.63	0.57	0.11	0.00				0.73	0.00	2.53
Avail Cap(c_a), veh/h	0	895	916	313	2021	0				632	1293	537
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.84	0.84	0.79	0.79	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	66.7	13.9	0.0				40.1	0.0	45.8
Incr Delay (d2), s/veh	0.0	2.8	2.7	2.6	0.1	0.0				7.3	0.0	693.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.7	1.2	1.7	0.0				15.4	0.0	122.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	2.8	2.7	69.3	14.0	0.0				47.4	0.0	739.3
LnGrp LOS	A	A	A	E	B	A				D	A	F
Approach Vol, veh/h		1133			261						1820	
Approach Delay, s/veh		2.7			21.2						563.7	
Approach LOS		A			C						F	

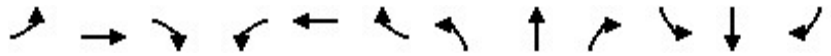
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.1	77.1		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	4.6	2.0		50.4		6.1
Green Ext Time (p_c), s	0.0	2.3		0.0		0.5

Intersection Summary		
HCM 6th Ctrl Delay		321.9
HCM 6th LOS		F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	793	371	0	0	206	140	45	104	36	0	0	0
Future Volume (veh/h)	793	371	0	0	206	140	45	104	36	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	844	395	0	0	219	149	48	111	38			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1519	1487	0	0	604	392	85	212	127			
Arrive On Green	0.44	0.79	0.00	0.00	0.29	0.29	0.08	0.08	0.08			
Sat Flow, veh/h	3456	1870	0	0	2148	1332	1029	2567	1537			
Grp Volume(v), veh/h	844	395	0	0	188	180	85	74	38			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1609	1819	1777	1537			
Q Serve(g_s), s	14.5	4.4	0.0	0.0	6.7	7.1	3.6	3.2	1.9			
Cycle Q Clear(g_c), s	14.5	4.4	0.0	0.0	6.7	7.1	3.6	3.2	1.9			
Prop In Lane	1.00		0.00	0.00		0.83	0.57		1.00			
Lane Grp Cap(c), veh/h	1519	1487	0	0	523	473	150	147	127			
V/C Ratio(X)	0.56	0.27	0.00	0.00	0.36	0.38	0.57	0.51	0.30			
Avail Cap(c_a), veh/h	1519	1487	0	0	580	525	389	380	329			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.75	0.75	0.00	0.00	1.00	1.00	0.97	0.97	0.97			
Uniform Delay (d), s/veh	16.6	2.1	0.0	0.0	22.3	22.4	35.3	35.1	34.5			
Incr Delay (d2), s/veh	0.3	0.3	0.0	0.0	0.2	0.2	1.2	1.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.2	0.7	0.0	0.0	2.6	2.5	1.6	1.4	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.0	2.5	0.0	0.0	22.4	22.6	36.5	36.1	35.0			
LnGrp LOS	B	A	A	A	C	C	D	D	C			
Approach Vol, veh/h		1239			368			197				
Approach Delay, s/veh		12.3			22.5			36.1				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.5			40.1	28.4		11.5				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		6.4			16.5	9.1		5.6				
Green Ext Time (p_c), s		1.4			1.8	1.2		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	17.0
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

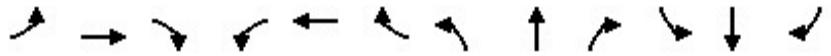
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	100	2123	715	0	0	1994
Future Volume (veh/h)	100	2123	715	0	0	1994
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	108	0	769	0	0	2144
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	156		3181	0	259	5172
Arrive On Green	0.09	0.00	0.64	0.00	0.00	0.82
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	108	0	769	0	0	2144
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	6.5	0.0	7.3	0.0	0.0	10.1
Cycle Q Clear(g_c), s	6.5	0.0	7.3	0.0	0.0	10.1
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	156		3181	0	259	5172
V/C Ratio(X)	0.69		0.24	0.00	0.00	0.41
Avail Cap(c_a), veh/h	486		3181	0	740	5172
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.44	0.00	0.68	0.00	0.00	0.83
Uniform Delay (d), s/veh	48.7	0.0	8.5	0.0	0.0	2.6
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	2.3	0.0	0.0	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.7	0.0	8.6	0.0	0.0	2.8
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	108	A	769			2144
Approach Delay, s/veh	49.7		8.6			2.8
Approach LOS	D		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	20.4	75.1			95.5	14.5
Change Period (Y+Rc), s	4.4	4.9			4.9	4.9
Max Green Setting (Gmax), s	15.5	20.1			70.2	30.0
Max Q Clear Time (g_c+I1), s	10.3	9.3			12.1	8.5
Green Ext Time (p_c), s	0.0	4.7			36.7	0.1

Intersection Summary	
HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



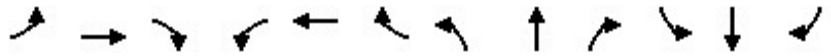
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	243	2100	132	131	315	0	0	207	25
Future Volume (veh/h)	0	0	0	243	2100	132	131	315	0	0	207	25
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.88
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				259	2234	140	139	335	0	0	220	27
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				282	2597	166	167	1498	0	0	646	75
Arrive On Green				0.19	0.19	0.19	0.19	0.59	0.00	0.00	0.14	0.14
Sat Flow, veh/h				497	4571	291	1781	5274	0	0	4729	532
Grp Volume(v), veh/h				962	801	870	139	335	0	0	161	86
Grp Sat Flow(s),veh/h/ln				1846	1702	1811	1781	1702	0	0	1702	1689
Q Serve(g_s), s				56.3	49.8	51.0	8.3	3.4	0.0	0.0	4.7	5.1
Cycle Q Clear(g_c), s				56.3	49.8	51.0	8.3	3.4	0.0	0.0	4.7	5.1
Prop In Lane				0.27		0.16	1.00		0.00	0.00		0.31
Lane Grp Cap(c), veh/h				1049	967	1029	167	1498	0	0	482	239
V/C Ratio(X)				0.92	0.83	0.85	0.83	0.22	0.00	0.00	0.33	0.36
Avail Cap(c_a), veh/h				1049	967	1029	204	1657	0	0	532	264
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.50	0.50	0.50	0.66	0.66	0.00	0.00	0.95	0.95
Uniform Delay (d), s/veh				42.2	39.5	40.0	43.9	16.8	0.0	0.0	42.5	42.7
Incr Delay (d2), s/veh				7.9	4.2	4.5	12.6	0.1	0.0	0.0	0.3	0.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				30.0	23.8	26.0	3.9	1.3	0.0	0.0	2.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				50.1	43.8	44.5	56.5	16.8	0.0	0.0	42.8	43.3
LnGrp LOS				D	D	D	E	B	A	A	D	D
Approach Vol, veh/h					2633			474			247	
Approach Delay, s/veh					46.3			28.4			43.0	
Approach LOS					D			C			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	16.2	22.0	68.4	38.2
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	12.6	* 17	62.5	35.7
Max Q Clear Time (g_c+I1), s	10.3	7.1	58.3	5.4
Green Ext Time (p_c), s	0.0	0.8	3.9	2.5

Intersection Summary	
HCM 6th Ctrl Delay	43.5
HCM 6th LOS	D

Notes

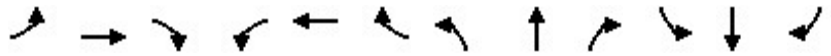
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	272	2447	0	0	0	0	0	178	62
Future Volume (veh/h)	0	0	0	272	2447	0	0	0	0	0	178	62
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				286	2576	0				0	187	65
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				358	3479	0				0	672	211
Arrive On Green				0.24	0.24	0.00				0.00	0.18	0.18
Sat Flow, veh/h				490	4928	0				0	3958	1190
Grp Volume(v), veh/h				1077	1785	0				0	166	86
Grp Sat Flow(s),veh/h/ln				1846	1702	0				0	1702	1576
Q Serve(g_s), s				60.3	52.9	0.0				0.0	4.6	5.2
Cycle Q Clear(g_c), s				60.3	52.9	0.0				0.0	4.6	5.2
Prop In Lane				0.27		0.00				0.00		0.76
Lane Grp Cap(c), veh/h				1349	2488	0				0	603	279
V/C Ratio(X)				0.80	0.72	0.00				0.00	0.27	0.31
Avail Cap(c_a), veh/h				1349	2488	0				0	603	279
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				34.1	31.3	0.0				0.0	39.1	39.4
Incr Delay (d2), s/veh				5.0	1.8	0.0				0.0	1.1	2.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				31.5	24.6	0.0				0.0	2.1	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				39.1	33.1	0.0				0.0	40.3	42.2
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					2862						252	
Approach Delay, s/veh					35.4						40.9	
Approach LOS					D						D	

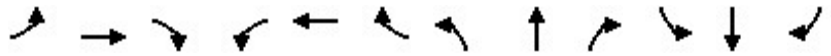
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				24.4		85.6						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				19.5		80.4						
Max Q Clear Time (g_c+I1), s				7.2		62.3						
Green Ext Time (p_c), s				0.3		5.6						

Intersection Summary												
HCM 6th Ctrl Delay			35.8									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2659	123	72	96	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2659	123	72	96	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2829	131	77	102	0			
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3650	166	255	373	0			
Arrive On Green				0.00	0.24	0.24	0.18	0.18	0.00			
Sat Flow, veh/h				0	5169	228	1451	2217	0			
Grp Volume(v), veh/h				0	1910	1050	95	84	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1824	1798	1777	0			
Q Serve(g_s), s				0.0	57.5	59.3	5.1	4.5	0.0			
Cycle Q Clear(g_c), s				0.0	57.5	59.3	5.1	4.5	0.0			
Prop In Lane				0.00		0.12	0.81		0.00			
Lane Grp Cap(c), veh/h				0	2485	1332	315	312	0			
V/C Ratio(X)				0.00	0.77	0.79	0.30	0.27	0.00			
Avail Cap(c_a), veh/h				0	2485	1332	315	312	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	33.1	33.8	39.5	39.2	0.0			
Incr Delay (d2), s/veh				0.0	2.4	4.8	2.5	2.1	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	26.9	30.6	2.5	2.2	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	35.5	38.6	41.9	41.3	0.0			
LnGrp LOS				A	D	D	D	D	A			
Approach Vol, veh/h					2960			179				
Approach Delay, s/veh					36.6			41.7				
Approach LOS					D			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.8		24.2				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.3		19.3				
Max Q Clear Time (g_c+I1), s						61.3		7.1				
Green Ext Time (p_c), s						17.7		0.7				

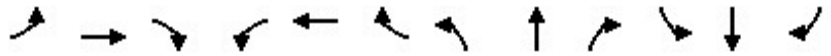
Intersection Summary	
HCM 6th Ctrl Delay	36.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	346	2841	0	0	0	0	0	218	39
Future Volume (veh/h)	0	0	0	346	2841	0	0	0	0	0	218	39
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				353	2899	0				0	222	40
Peak Hour Factor				0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				388	3443	0				0	630	267
Arrive On Green				0.24	0.24	0.00				0.00	0.18	0.18
Sat Flow, veh/h				532	4885	0				0	3647	1506
Grp Volume(v), veh/h				1224	2028	0				0	222	40
Grp Sat Flow(s),veh/h/ln				1844	1702	0				0	1777	1506
Q Serve(g_s), s				71.0	61.9	0.0				0.0	6.0	2.5
Cycle Q Clear(g_c), s				71.0	61.9	0.0				0.0	6.0	2.5
Prop In Lane				0.29		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1346	2485	0				0	630	267
V/C Ratio(X)				0.91	0.82	0.00				0.00	0.35	0.15
Avail Cap(c_a), veh/h				1346	2485	0				0	630	267
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				38.2	34.8	0.0				0.0	39.7	38.2
Incr Delay (d2), s/veh				10.7	3.1	0.0				0.0	1.5	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				39.0	29.2	0.0				0.0	2.8	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				48.9	37.9	0.0				0.0	41.3	39.4
LnGrp LOS				D	D	A				A	D	D
Approach Vol, veh/h					3252						262	
Approach Delay, s/veh					42.0						41.0	
Approach LOS					D						D	

Timer - Assigned Phs		4		6				
Phs Duration (G+Y+Rc), s		24.4		85.6				
Change Period (Y+Rc), s		4.9		5.3				
Max Green Setting (Gmax), s		19.5		80.3				
Max Q Clear Time (g_c+I1), s		8.0		73.0				
Green Ext Time (p_c), s		1.1		7.2				

Intersection Summary								
HCM 6th Ctrl Delay	41.9							
HCM 6th LOS	D							



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	3099	55	140	79	0	0	0	0
Future Volume (veh/h)	0	0	0	0	3099	55	140	79	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	3195	57	144	81	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3770	67	313	312	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5332	92	1781	1870	0			
Grp Volume(v), veh/h				0	2099	1153	144	81	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1852	1781	1777	0			
Q Serve(g_s), s				0.0	47.8	49.0	8.0	4.3	0.0			
Cycle Q Clear(g_c), s				0.0	47.8	49.0	8.0	4.3	0.0			
Prop In Lane				0.00		0.05	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2485	1352	313	312	0			
V/C Ratio(X)				0.00	0.84	0.85	0.46	0.26	0.00			
Avail Cap(c_a), veh/h				0	2485	1352	313	312	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	10.5	10.6	40.7	39.2	0.0			
Incr Delay (d2), s/veh				0.0	3.7	7.0	4.8	2.0	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	16.0	19.0	3.9	2.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	14.2	17.6	45.5	41.2	0.0			
LnGrp LOS				A	B	B	D	D	A			
Approach Vol, veh/h					3252			225				
Approach Delay, s/veh					15.4			44.0				
Approach LOS					B			D				

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.8		24.2				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.3		19.3				
Max Q Clear Time (g_c+I1), s						51.0		10.0				
Green Ext Time (p_c), s						27.6		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			17.3									
HCM 6th LOS			B									

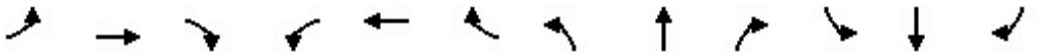
Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	135	480	1	100	0	0	0	17
Future Vol, veh/h	0	0	0	0	135	480	1	100	0	0	0	17
Conflicting Peds, #/hr	5	0	2	2	0	5	21	0	0	0	0	21
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	139	495	1	103	0	0	0	18

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	91	639	-	-	-	343
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	91	639	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	883	392	0	0	0	653
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	906	469	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	859	390	-	-	-	650
Mov Cap-2 Maneuver	-	-	-	859	390	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	882	467	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	17.5	10.7
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	390	-	-	650
HCM Lane V/C Ratio	0.264	-	-	0.027
HCM Control Delay (s)	17.5	-	-	10.7
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1	-	-	0.1



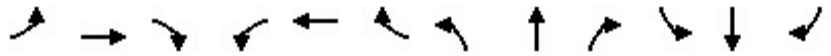
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	709	83	1404	759	0
Future Volume (veh/h)	0	0	0	0	0	0	0	709	83	1404	759	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	806	94	1595	862	0
Peak Hour Factor	0.88	0.88	0.88				0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1077	334	3500	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.22	0.22	0.93	1.00	0.00
Sat Flow, veh/h		0					0	5149	1545	5023	1826	0
Grp Volume(v), veh/h		0.0					0	806	94	1595	862	0
Grp Sat Flow(s),veh/h/ln							0	1662	1545	1674	1826	0
Q Serve(g_s), s							0.0	16.6	5.6	4.4	0.0	0.0
Cycle Q Clear(g_c), s							0.0	16.6	5.6	4.4	0.0	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1077	334	3500	1740	0
V/C Ratio(X)							0.00	0.75	0.28	0.46	0.50	0.00
Avail Cap(c_a), veh/h							0	1205	374	3500	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.90	0.90	0.00
Uniform Delay (d), s/veh							0.0	40.3	36.0	1.4	0.0	0.0
Incr Delay (d2), s/veh							0.0	3.4	1.2	0.1	0.9	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	6.9	2.2	0.8	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	43.8	37.2	1.5	0.9	0.0
LnGrp LOS							A	D	D	A	A	A
Approach Vol, veh/h								900			2457	
Approach Delay, s/veh								43.1			1.3	
Approach LOS								D			A	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	81.0	29.0				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				40.0						
Max Q Clear Time (g_c+I1), s	6.4	18.6				2.0						
Green Ext Time (p_c), s	7.9	5.1				9.6						

Intersection Summary		
HCM 6th Ctrl Delay		12.5
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



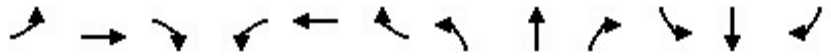
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	1346	78	0	0	0	0	384	196	90	345	0
Future Volume (veh/h)	54	1346	78	0	0	0	0	384	196	90	345	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	59	1479	86				0	422	215	99	379	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	116	3090	943				0	630	281	129	1518	0
Arrive On Green	0.20	0.20	0.20				0.00	0.18	0.18	0.14	0.59	0.00
Sat Flow, veh/h	190	5075	1549				0	3572	1521	1781	5274	0
Grp Volume(v), veh/h	577	961	86				0	422	215	99	379	0
Grp Sat Flow(s),veh/h/ln	1861	1702	1549				0	1702	1521	1781	1702	0
Q Serve(g_s), s	30.4	27.4	5.0				0.0	12.7	14.8	5.9	3.9	0.0
Cycle Q Clear(g_c), s	30.4	27.4	5.0				0.0	12.7	14.8	5.9	3.9	0.0
Prop In Lane	0.10		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1133	2073	943				0	630	281	129	1518	0
V/C Ratio(X)	0.51	0.46	0.09				0.00	0.67	0.76	0.77	0.25	0.00
Avail Cap(c_a), veh/h	1133	2073	943				0	901	402	317	2442	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.43	0.43	0.43				0.00	1.00	1.00	0.89	0.89	0.00
Uniform Delay (d), s/veh	29.3	28.1	19.2				0.0	41.7	42.5	46.1	16.4	0.0
Incr Delay (d2), s/veh	0.7	0.3	0.1				0.0	1.4	5.8	3.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	12.5	1.8				0.0	5.4	5.9	2.5	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.0	28.4	19.3				0.0	43.1	48.3	49.3	16.5	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1624						637			478	
Approach Delay, s/veh		28.5						44.9			23.3	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	71.9	38.1	12.4	25.7
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	47.1	52.6	19.6	* 29
Max Q Clear Time (g_c+I1), s	32.4	5.9	7.9	16.8
Green Ext Time (p_c), s	11.4	2.1	0.1	3.6

Intersection Summary	
HCM 6th Ctrl Delay	31.4
HCM 6th LOS	C

Notes

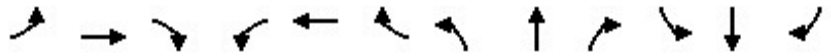
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



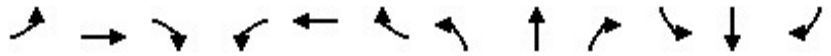
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1604	32	0	0	0	0	0	0	145	316	0
Future Volume (veh/h)	0	1604	32	0	0	0	0	0	0	145	316	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1725	34							156	340	0
Peak Hour Factor	0.93	0.93	0.93							0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3003	59							499	1207	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5321	102							1521	3845	0
Grp Volume(v), veh/h	0	1139	620							184	312	0
Grp Sat Flow(s),veh/h/ln	0	1702	1851							1794	1702	0
Q Serve(g_s), s	0.0	33.4	33.4							10.4	9.3	0.0
Cycle Q Clear(g_c), s	0.0	33.4	33.4							10.4	9.3	0.0
Prop In Lane	0.00		0.05							0.85		0.00
Lane Grp Cap(c), veh/h	0	1984	1078							589	1117	0
V/C Ratio(X)	0.00	0.57	0.57							0.31	0.28	0.00
Avail Cap(c_a), veh/h	0	1984	1078							589	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	32.0	32.0							37.6	37.1	0.0
Incr Delay (d2), s/veh	0.0	1.2	2.2							1.4	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.5	17.2							5.2	4.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	33.3	34.3							39.0	37.7	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1759									496	
Approach Delay, s/veh		33.6									38.2	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	35.4	12.4
Green Ext Time (p_c), s	5.7	1.3

Intersection Summary	
HCM 6th Ctrl Delay	34.6
HCM 6th LOS	C



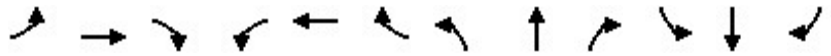
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1956	0	0	0	0	0	96	212	0	0	0
Future Volume (veh/h)	49	1956	0	0	0	0	0	96	212	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.94			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	53	2103	0				0	103	228			
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	75	3186	0				0	519	433			
Arrive On Green	0.20	0.20	0.00				0.00	0.29	0.29			
Sat Flow, veh/h	122	5315	0				0	1870	1485			
Grp Volume(v), veh/h	810	1346	0				0	103	228			
Grp Sat Flow(s),veh/h/ln	1864	1702	0				0	1777	1485			
Q Serve(g_s), s	44.4	39.8	0.0				0.0	4.8	14.1			
Cycle Q Clear(g_c), s	44.4	39.8	0.0				0.0	4.8	14.1			
Prop In Lane	0.07		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1154	2107	0				0	519	433			
V/C Ratio(X)	0.70	0.64	0.00				0.00	0.20	0.53			
Avail Cap(c_a), veh/h	1154	2107	0				0	519	433			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	34.3	32.5	0.0				0.0	29.3	32.6			
Incr Delay (d2), s/veh	3.6	1.5	0.0				0.0	0.9	4.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	23.2	18.5	0.0				0.0	2.2	5.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.9	34.0	0.0				0.0	30.1	37.1			
LnGrp LOS	D	C	A				A	C	D			
Approach Vol, veh/h		2156						331				
Approach Delay, s/veh		35.5						34.9				
Approach LOS		D						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		73.0						37.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		68.1						32.1				
Max Q Clear Time (g_c+I1), s		46.4						16.1				
Green Ext Time (p_c), s		16.3						2.0				
Intersection Summary												
HCM 6th Ctrl Delay			35.4									
HCM 6th LOS			D									



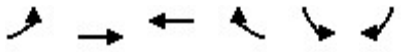
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2287	73	0	0	0	0	0	0	203	351	0
Future Volume (veh/h)	0	2287	73	0	0	0	0	0	0	203	351	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2334	74							207	358	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3240	102							487	972	0
Arrive On Green	0.00	0.21	0.21							0.09	0.09	0.00
Sat Flow, veh/h	0	5252	160							1781	3647	0
Grp Volume(v), veh/h	0	1559	849							207	358	0
Grp Sat Flow(s),veh/h/ln	0	1702	1840							1781	1777	0
Q Serve(g_s), s	0.0	46.9	47.3							12.1	10.4	0.0
Cycle Q Clear(g_c), s	0.0	46.9	47.3							12.1	10.4	0.0
Prop In Lane	0.00		0.09							1.00		0.00
Lane Grp Cap(c), veh/h	0	2169	1173							487	972	0
V/C Ratio(X)	0.00	0.72	0.72							0.42	0.37	0.00
Avail Cap(c_a), veh/h	0	2169	1173							487	972	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	34.3	34.4							41.8	41.1	0.0
Incr Delay (d2), s/veh	0.0	2.1	3.9							2.7	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	21.9	24.5							6.2	5.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	36.3	38.3							44.5	42.2	0.0
LnGrp LOS	A	D	D							D	D	A
Approach Vol, veh/h		2408									565	
Approach Delay, s/veh		37.0									43.0	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	75.0	35.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	70.1	30.1
Max Q Clear Time (g_c+I1), s	49.3	14.1
Green Ext Time (p_c), s	17.2	2.8

Intersection Summary	
HCM 6th Ctrl Delay	38.2
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	2143	0	0	0	0	0	92	37	0	0	0
Future Volume (veh/h)	169	2143	0	0	0	0	0	92	37	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	184	2329	0				0	100	40			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	253	3431	0				0	528	201			
Arrive On Green	0.23	0.23	0.00				0.00	0.21	0.21			
Sat Flow, veh/h	361	5063	0				0	2610	958			
Grp Volume(v), veh/h	943	1570	0				0	69	71			
Grp Sat Flow(s),veh/h/ln	1852	1702	0				0	1777	1698			
Q Serve(g_s), s	51.8	46.0	0.0				0.0	3.5	3.8			
Cycle Q Clear(g_c), s	51.8	46.0	0.0				0.0	3.5	3.8			
Prop In Lane	0.20		0.00				0.00		0.56			
Lane Grp Cap(c), veh/h	1298	2386	0				0	373	357			
V/C Ratio(X)	0.73	0.66	0.00				0.00	0.19	0.20			
Avail Cap(c_a), veh/h	1298	2386	0				0	373	357			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	32.5	30.3	0.0				0.0	35.7	35.8			
Incr Delay (d2), s/veh	3.6	1.4	0.0				0.0	1.1	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	26.8	21.3	0.0				0.0	1.7	1.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	31.8	0.0				0.0	36.8	37.1			
LnGrp LOS	D	C	A				A	D	D			
Approach Vol, veh/h		2513						140				
Approach Delay, s/veh		33.4						36.9				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		82.0						28.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		77.1						23.1				
Max Q Clear Time (g_c+I1), s		53.8						5.8				
Green Ext Time (p_c), s		19.6						0.7				
Intersection Summary												
HCM 6th Ctrl Delay			33.6									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	39	1026	1120	19	68	197
Future Volume (veh/h)	39	1026	1120	19	68	197
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	41	1069	1167	20	71	205
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	53	3797	3506	60	510	234
Arrive On Green	0.03	0.76	1.00	1.00	0.15	0.15
Sat Flow, veh/h	1781	5149	5209	86	3456	1585
Grp Volume(v), veh/h	41	1069	769	418	71	205
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1808	1728	1585
Q Serve(g_s), s	2.7	7.7	0.0	0.0	2.1	14.9
Cycle Q Clear(g_c), s	2.7	7.7	0.0	0.0	2.1	14.9
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	53	3797	2309	1256	510	234
V/C Ratio(X)	0.78	0.28	0.33	0.33	0.14	0.88
Avail Cap(c_a), veh/h	190	3797	2309	1256	1145	525
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.93	1.00	1.00
Uniform Delay (d), s/veh	56.9	4.3	0.0	0.0	43.8	49.2
Incr Delay (d2), s/veh	8.3	0.2	0.4	0.7	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.0	0.1	0.2	0.9	12.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	65.2	4.4	0.4	0.7	43.8	53.3
LnGrp LOS	E	A	A	A	D	D
Approach Vol, veh/h		1110	1187		276	
Approach Delay, s/veh		6.7	0.5		50.9	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		95.7		22.3	7.9	87.8
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 68		39.1	12.6	51.2
Max Q Clear Time (g_c+I1), s		9.7		16.9	4.7	2.0
Green Ext Time (p_c), s		25.1		0.5	0.0	24.1

Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	974	13	12	1114	4	0	12	13	29	0	26
Future Volume (veh/h)	121	974	13	12	1114	4	0	12	13	29	0	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	125	1004	13	12	1148	0	0	12	13	30	0	27
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	671	3614	47	60	1787		34	15	17	227	0	102
Arrive On Green	0.75	1.00	1.00	0.03	0.36	0.00	0.00	0.02	0.02	0.07	0.00	0.07
Sat Flow, veh/h	1781	5070	66	1781	4985	1585	1781	804	871	3456	0	1556
Grp Volume(v), veh/h	125	658	359	12	1148	0	0	0	25	30	0	27
Grp Sat Flow(s),veh/h/ln	1781	1662	1812	1781	1662	1585	1781	0	1676	1728	0	1556
Q Serve(g_s), s	2.4	0.0	0.0	0.8	22.7	0.0	0.0	0.0	1.8	1.0	0.0	1.9
Cycle Q Clear(g_c), s	2.4	0.0	0.0	0.8	22.7	0.0	0.0	0.0	1.8	1.0	0.0	1.9
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	671	2369	1292	60	1787		34	0	32	227	0	102
V/C Ratio(X)	0.19	0.28	0.28	0.20	0.64		0.00	0.00	0.79	0.13	0.00	0.26
Avail Cap(c_a), veh/h	671	2369	1292	69	1787		92	0	87	996	0	448
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.4	0.0	0.0	55.4	31.5	0.0	0.0	0.0	57.6	52.0	0.0	52.4
Incr Delay (d2), s/veh	0.0	0.3	0.5	0.6	1.8	0.0	0.0	0.0	14.6	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.1	0.2	0.3	9.0	0.0	0.0	0.0	0.9	0.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.4	0.3	0.5	56.0	33.3	0.0	0.0	0.0	72.2	52.1	0.0	52.9
LnGrp LOS	A	A	A	E	C		A	A	E	D	A	D
Approach Vol, veh/h		1142			1160	A		25			57	
Approach Delay, s/veh		1.4			33.6			72.2			52.5	
Approach LOS		A			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	89.8		12.6	50.1	48.1		7.1
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.6	53.4		34.0	15.6	* 42		6.1
Max Q Clear Time (g_c+I1), s	2.8	2.0		3.9	4.4	24.7		3.8
Green Ext Time (p_c), s	0.0	15.8		0.1	0.1	10.8		0.0

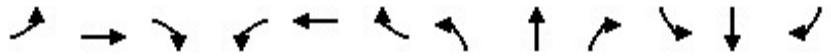
Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	259	845	207	591	1353	0	178	41	379	0	30	156
Future Volume (veh/h)	259	845	207	591	1353	0	178	41	379	0	30	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	267	871	213	609	1395	0	184	42	0	0	31	161
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	629	2264	892	667	1794	0	429	232		0	113	155
Arrive On Green	0.35	0.45	0.45	0.19	0.29	0.00	0.12	0.12	0.00	0.00	0.06	0.06
Sat Flow, veh/h	1781	4985	1531	3456	6537	0	3456	1870	1585	0	1870	2581
Grp Volume(v), veh/h	267	871	213	609	1395	0	184	42	0	0	31	161
Grp Sat Flow(s),veh/h/ln	1781	1662	1531	1728	1570	0	1728	1870	1585	0	1870	1291
Q Serve(g_s), s	13.5	13.6	8.0	20.4	24.1	0.0	5.8	2.4	0.0	0.0	1.9	7.1
Cycle Q Clear(g_c), s	13.5	13.6	8.0	20.4	24.1	0.0	5.8	2.4	0.0	0.0	1.9	7.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	629	2264	892	667	1794	0	429	232		0	113	155
V/C Ratio(X)	0.42	0.38	0.24	0.91	0.78	0.00	0.43	0.18		0.00	0.28	1.04
Avail Cap(c_a), veh/h	629	2264	892	726	1794	0	1084	586		0	113	155
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.00	0.91	0.91	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	21.3	12.2	46.7	38.7	0.0	47.8	46.3	0.0	0.0	53.0	55.5
Incr Delay (d2), s/veh	0.2	0.5	0.6	1.7	0.3	0.0	0.2	0.1	0.0	0.0	1.3	82.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	5.2	3.7	8.6	8.9	0.0	2.5	1.1	0.0	0.0	0.9	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.2	21.8	12.8	48.4	39.0	0.0	48.0	46.4	0.0	0.0	54.3	137.7
LnGrp LOS	C	C	B	D	D	A	D	D		A	D	F
Approach Vol, veh/h		1351			2004			226	A		192	
Approach Delay, s/veh		21.8			41.9			47.7			124.2	
Approach LOS		C			D			D			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.2	59.3		12.0	47.4	39.1		19.5
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	24.8	29.2		7.1	20.6	* 34		37.0
Max Q Clear Time (g_c+I1), s	22.4	15.6		9.1	15.5	26.1		7.8
Green Ext Time (p_c), s	0.4	8.3		0.0	0.2	6.7		0.5

Intersection Summary	
HCM 6th Ctrl Delay	39.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

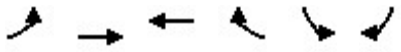
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	5	16	4	6	314	12	200	9	518	308	61
Future Volume (veh/h)	35	5	16	4	6	314	12	200	9	518	308	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.94	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	15	17	0	0	342	13	213	10	551	328	65
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	33	38	0	313	520	117	650	30	604	1360	266
Arrive On Green	0.04	0.04	0.04	0.00	0.00	0.17	0.07	0.19	0.19	0.34	0.46	0.46
Sat Flow, veh/h	1781	785	890	0	1870	3104	1781	3445	161	1781	2943	575
Grp Volume(v), veh/h	30	0	32	0	0	342	13	109	114	551	196	197
Grp Sat Flow(s),veh/h/ln	1781	0	1675	0	1870	1552	1781	1777	1829	1781	1777	1741
Q Serve(g_s), s	1.0	0.0	1.1	0.0	0.0	6.3	0.4	3.2	3.3	18.1	4.1	4.2
Cycle Q Clear(g_c), s	1.0	0.0	1.1	0.0	0.0	6.3	0.4	3.2	3.3	18.1	4.1	4.2
Prop In Lane	1.00		0.53	0.00		1.00	1.00		0.09	1.00		0.33
Lane Grp Cap(c), veh/h	76	0	71	0	313	520	117	335	345	604	821	804
V/C Ratio(X)	0.39	0.00	0.45	0.00	0.00	0.66	0.11	0.33	0.33	0.91	0.24	0.24
Avail Cap(c_a), veh/h	117	0	110	0	889	1475	117	845	869	788	1515	1484
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	0.0	28.5	0.0	0.0	23.8	26.8	21.4	21.4	19.3	9.9	10.0
Incr Delay (d2), s/veh	2.5	0.0	3.2	0.0	0.0	0.5	0.2	0.4	0.4	10.9	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.5	0.0	0.0	2.2	0.2	1.3	1.3	8.3	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	0.0	31.7	0.0	0.0	24.3	27.0	21.8	21.8	30.2	10.0	10.1
LnGrp LOS	C	A	C	A	A	C	C	C	C	C	B	B
Approach Vol, veh/h		62			342			236			944	
Approach Delay, s/veh		31.3			24.3			22.1			21.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	34.7	15.5		6.6	8.0	32.2		14.2
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	27.0	29.0		4.0	4.0	52.0		29.0
Max Q Clear Time (g_c+I1), s	20.1	5.3		3.1	2.4	6.2		8.3
Green Ext Time (p_c), s	0.6	0.9		0.0	0.0	1.9		0.8

Intersection Summary	
HCM 6th Ctrl Delay	22.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	150	2	4	67	122	198
Future Volume (veh/h)	150	2	4	67	122	198
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	156	0	4	0	126	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	771	405	710		272	
Arrive On Green	0.22	0.00	0.38	0.00	0.08	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	156	0	4	0	126	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	1.3	0.0	0.0	0.0	1.3	0.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0	0.0	1.3	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	771	405	710		272	
V/C Ratio(X)	0.20	0.00	0.01		0.46	
Avail Cap(c_a), veh/h	1063	558	710		1218	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	11.8	0.0	7.1	0.0	16.2	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.0	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.0	0.0	7.1	0.0	17.5	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		156	4	A	126	A
Approach Delay, s/veh		12.0	7.1		17.5	
Approach LOS		B	A		B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		12.0		6.9		18.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		11.0		13.0		14.0
Max Q Clear Time (g_c+I1), s		3.3		3.3		2.0
Green Ext Time (p_c), s		0.3		0.2		0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

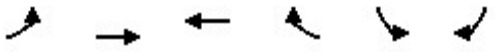
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	116	60	0	0	1
Future Vol, veh/h	9	116	60	0	0	1
Conflicting Peds, #/hr	7	0	0	7	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	135	70	0	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	77	0	-	0	166	44
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	89	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1520	-	-	-	808	1017
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1510	-	-	-	791	1008
Mov Cap-2 Maneuver	-	-	-	-	791	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	918	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1510	-	-	-	1008
HCM Lane V/C Ratio	0.007	-	-	-	0.001
HCM Control Delay (s)	7.4	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑	↑↑↑↑		↱	
Traffic Volume (veh/h)	0	2532	3228	0	0	0
Future Volume (veh/h)	0	2532	3228	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1900
Adj Flow Rate, veh/h	0	2752	3509	0	1412	1106
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	0
Cap, veh/h	0	2574	2574	0	9999	9999
Arrive On Green	0.00	0.40	0.40	0.00	0.40	0.40
Sat Flow, veh/h	0	6958	6958	2516	3744	1582
Grp Volume(v), veh/h	0	2752	3509	0	1412	1106
Grp Sat Flow(s),veh/h/ln	0	1609	1609	0	1781	1610
Q Serve(g_s), s	0.0	18.0	18.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	18.0	18.0	0.0	0.0	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2574	2574	1006	6773	2983
V/C Ratio(X)	0.00	1.07	1.36	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	2574	2574	1006	6773	2983
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	13.5	13.5	0.0	8.1	8.1
Incr Delay (d2), s/veh	0.0	39.7	166.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.3	33.9	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	53.2	179.6	0.0	8.1	8.1
LnGrp LOS	A	F	F	A	A	A
Approach Vol, veh/h		2752	3509	1077	1255	04
Approach Delay, s/veh		53.2	179.6		8.1	
Approach LOS		D	F		A	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	20.0	2.0	20.0
Green Ext Time (p_c), s	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

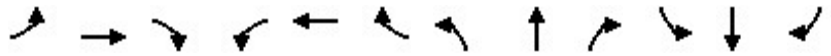
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3060	47	122	1494	27	166
Future Volume (veh/h)	3060	47	122	1494	27	166
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.95	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	3255	50	130	1589	29	177
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	2	2	5	2	2
Cap, veh/h	4286	1031	183	4852	251	201
Arrive On Green	0.68	0.68	0.11	1.00	0.14	0.14
Sat Flow, veh/h	6537	1511	3456	6537	1781	1427
Grp Volume(v), veh/h	3255	50	130	1589	29	177
Grp Sat Flow(s),veh/h/ln	1570	1511	1728	1570	1781	1427
Q Serve(g_s), s	40.3	1.3	4.3	0.0	1.7	14.4
Cycle Q Clear(g_c), s	40.3	1.3	4.3	0.0	1.7	14.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	4286	1031	183	4852	251	201
V/C Ratio(X)	0.76	0.05	0.71	0.33	0.12	0.88
Avail Cap(c_a), veh/h	4286	1031	258	4852	485	388
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.97	0.97	1.00	1.00
Uniform Delay (d), s/veh	12.4	6.2	51.9	0.0	44.3	49.7
Incr Delay (d2), s/veh	0.1	0.0	2.0	0.2	0.1	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.4	1.8	0.1	0.8	5.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.5	6.2	53.9	0.2	44.3	54.5
LnGrp LOS	B	A	D	A	D	D
Approach Vol, veh/h	3305			1719	206	
Approach Delay, s/veh	12.4			4.2	53.1	
Approach LOS	B			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	10.6	85.8				96.5	21.5
Change Period (Y+Rc), s	4.4	5.3				5.3	4.9
Max Green Setting (Gmax), s	8.8	62.5				75.7	32.1
Max Q Clear Time (g_c+I1), s	6.3	42.3				2.0	16.4
Green Ext Time (p_c), s	0.0	20.1				44.7	0.3

Intersection Summary	
HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	3061	0	6	1440	72	0	0	0	5	0	5
Future Volume (veh/h)	11	3061	0	6	1440	72	0	0	0	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	0.98		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	3222	0	6	1516	76	0	0	0	5	0	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	20	4109	0	60	5225	262	0	34	0	93	0	28
Arrive On Green	0.02	1.00	0.00	0.03	0.85	0.85	0.00	0.00	0.00	0.02	0.00	0.02
Sat Flow, veh/h	1781	5149	0	1781	6168	309	0	1870	0	1752	0	1571
Grp Volume(v), veh/h	12	3222	0	6	1158	434	0	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1766	0	1870	0	1752	0	1571
Q Serve(g_s), s	0.8	0.0	0.0	0.4	5.9	5.9	0.0	0.0	0.0	0.3	0.0	0.4
Cycle Q Clear(g_c), s	0.8	0.0	0.0	0.4	5.9	5.9	0.0	0.0	0.0	0.3	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.17	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	20	4109	0	60	3991	1496	0	34	0	93	0	28
V/C Ratio(X)	0.61	0.78	0.00	0.10	0.29	0.29	0.00	0.00	0.00	0.05	0.00	0.18
Avail Cap(c_a), veh/h	60	4109	0	60	3991	1496	0	507	0	536	0	426
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.00	0.93	0.93	0.93	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.4	0.0	0.0	55.3	1.8	1.8	0.0	0.0	0.0	57.0	0.0	57.1
Incr Delay (d2), s/veh	6.6	0.9	0.0	0.2	0.2	0.5	0.0	0.0	0.0	0.1	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.4	0.0	0.2	0.8	1.0	0.0	0.0	0.0	0.2	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.0	0.9	0.0	55.5	2.0	2.3	0.0	0.0	0.0	57.1	0.0	58.2
LnGrp LOS	E	A	A	E	A	A	A	A	A	E	A	E
Approach Vol, veh/h		3234			1598			0			10	
Approach Delay, s/veh		1.2			2.3			0.0			57.6	
Approach LOS		A			A						E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	102.6		7.0	5.7	105.3		7.0
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	4.0	67.4		32.0	4.0	67.4		32.0
Max Q Clear Time (g_c+I1), s	2.4	2.0		2.4	2.8	7.9		0.0
Green Ext Time (p_c), s	0.0	64.7		0.0	0.0	35.1		0.0

Intersection Summary	
HCM 6th Ctrl Delay	1.6
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3025	3	29	1631	0	19
Future Volume (veh/h)	3025	3	29	1631	0	19
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.94	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1870	1826	1900	1900
Adj Flow Rate, veh/h	3253	3	31	1754	0	20
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	5	2	5	0	0
Cap, veh/h	3899	4	46	4216	0	29
Arrive On Green	0.76	0.76	0.03	0.85	0.00	0.02
Sat Flow, veh/h	5307	5	1781	5149	0	1521
Grp Volume(v), veh/h	2101	1155	31	1754	0	21
Grp Sat Flow(s),veh/h/ln	1662	1825	1781	1662	0	1597
Q Serve(g_s), s	29.6	29.6	1.2	5.9	0.0	0.9
Cycle Q Clear(g_c), s	29.6	29.6	1.2	5.9	0.0	0.9
Prop In Lane		0.00	1.00		0.00	0.95
Lane Grp Cap(c), veh/h	2519	1383	46	4216	0	31
V/C Ratio(X)	0.83	0.83	0.68	0.42	0.00	0.69
Avail Cap(c_a), veh/h	2522	1385	100	4372	0	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.7	5.7	34.3	1.3	0.0	34.6
Incr Delay (d2), s/veh	3.1	5.5	6.3	0.2	0.0	24.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	5.9	0.6	0.1	0.0	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.8	11.2	40.6	1.5	0.0	58.7
LnGrp LOS	A	B	D	A	A	E
Approach Vol, veh/h	3256			1785	21	
Approach Delay, s/veh	9.6			2.2	58.7	
Approach LOS	A			A	E	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.2	59.0				65.3	5.8
Change Period (Y+Rc), s	4.4	5.2				5.2	4.4
Max Green Setting (Gmax), s	4.8	53.9				62.3	18.1
Max Q Clear Time (g_c+I1), s	3.2	31.6				7.9	2.9
Green Ext Time (p_c), s	0.0	22.2				43.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	19.1

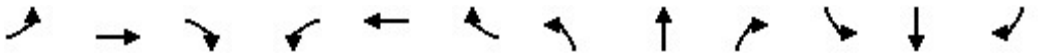
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	166	0	0	1582	725
Future Vol, veh/h	0	166	0	0	1582	725
Conflicting Peds, #/hr	0	0	10	0	0	10
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	184	0	0	1758	806

Major/Minor	Minor2			Major2	
Conflicting Flow All	2171	1292		-	0
Stage 1	2171	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	76	~ 132		-	-
Stage 1	44	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	74	~ 131		-	-
Mov Cap-2 Maneuver	74	-		-	-
Stage 1	44	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	285	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	131	-	-
HCM Lane V/C Ratio	-	1.408	-	-
HCM Control Delay (s)	0	285	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	12.3	-	-

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	786	121	68	856	330	50	34	26	195	89	130
Future Volume (veh/h)	129	786	121	68	856	330	50	34	26	195	89	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	145	883	136	76	962	371	56	38	29	219	100	146
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	2876	870	96	2664	807	253	226	175	351	448	390
Arrive On Green	0.19	1.00	1.00	0.11	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	5106	1545	1781	5106	1548	763	898	696	1321	1777	1546
Grp Volume(v), veh/h	145	883	136	76	962	371	58	0	65	219	100	146
Grp Sat Flow(s),veh/h/ln	1781	1702	1545	1781	1702	1548	791	0	1567	1321	1777	1546
Q Serve(g_s), s	9.3	0.0	0.0	4.9	0.0	0.0	5.1	0.0	3.8	18.3	5.3	9.2
Cycle Q Clear(g_c), s	9.3	0.0	0.0	4.9	0.0	0.0	14.3	0.0	3.8	22.1	5.3	9.2
Prop In Lane	1.00		1.00	1.00		1.00	0.97		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	170	2876	870	96	2664	807	259	0	395	351	448	390
V/C Ratio(X)	0.85	0.31	0.16	0.79	0.36	0.46	0.22	0.00	0.17	0.62	0.22	0.37
Avail Cap(c_a), veh/h	319	2876	870	319	2664	807	313	0	469	413	532	463
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.94	0.94	0.94	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	0.0	0.0	52.0	0.0	0.0	42.1	0.0	34.4	43.1	35.0	36.4
Incr Delay (d2), s/veh	4.0	0.2	0.3	5.0	0.4	1.8	0.2	0.0	0.1	5.4	0.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.1	0.1	2.2	0.1	0.4	1.5	0.0	1.5	6.5	2.4	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.9	0.2	0.3	56.9	0.4	1.8	42.3	0.0	34.5	48.5	35.7	38.2
LnGrp LOS	D	A	A	E	A	A	D	A	C	D	D	D
Approach Vol, veh/h		1164			1409			123			465	
Approach Delay, s/veh		6.6			3.8			38.2			42.5	
Approach LOS		A			A			D			D	

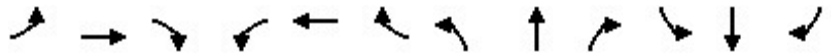
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.8	72.6		34.6	15.7	67.7		34.6				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	21.1	* 47		35.3	21.1	46.2		35.3				
Max Q Clear Time (g_c+I1), s	6.9	2.0		24.1	11.3	2.0		16.3				
Green Ext Time (p_c), s	0.1	13.6		3.5	0.1	24.9		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		11.8
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	511	0	0	625	366	0	0	0	513	0	25
Future Volume (veh/h)	15	511	0	0	625	366	0	0	0	513	0	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	601	0	0	735	0	0	0	0	631	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	27	2484	0	2	2298		0	2	1	715	376	0
Arrive On Green	0.02	0.70	0.00	0.00	0.65	0.00	0.00	0.00	0.00	0.20	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3557	1870	0
Grp Volume(v), veh/h	18	601	0	0	735	0	0	0	0	631	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1779	1870	0
Q Serve(g_s), s	1.2	7.2	0.0	0.0	10.9	0.0	0.0	0.0	0.0	20.3	0.0	0.0
Cycle Q Clear(g_c), s	1.2	7.2	0.0	0.0	10.9	0.0	0.0	0.0	0.0	20.3	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	27	2484	0	2	2298		0	2	1	715	376	0
V/C Ratio(X)	0.67	0.24	0.00	0.00	0.32		0.00	0.00	0.00	0.88	0.00	0.00
Avail Cap(c_a), veh/h	62	2484	0	62	2298		0	476	403	1115	586	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.94	0.00	0.00	0.00	0.00	0.78	0.00	0.00
Uniform Delay (d), s/veh	57.8	6.4	0.0	0.0	9.3	0.0	0.0	0.0	0.0	45.8	0.0	0.0
Incr Delay (d2), s/veh	10.1	0.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	2.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.4	0.0	0.0	3.8	0.0	0.0	0.0	0.0	9.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.0	6.7	0.0	0.0	9.6	0.0	0.0	0.0	0.0	48.6	0.0	0.0
LnGrp LOS	E	A	A	A	A		A	A	A	D	A	A
Approach Vol, veh/h		619			735	A		0			631	
Approach Delay, s/veh		8.5			9.6			0.0			48.6	
Approach LOS		A			A						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	88.4		29.6	6.2	82.2		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	4.1	* 27		37.0	4.1	25.8		30.0				
Max Q Clear Time (g_c+I1), s	0.0	9.2		22.3	3.2	12.9		0.0				
Green Ext Time (p_c), s	0.0	7.9		1.2	0.0	6.2		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

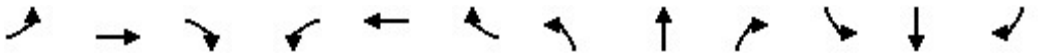
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	356	176	92	261	105	114	652	99	133	866	106
Future Volume (veh/h)	330	356	176	92	261	105	114	652	99	133	866	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	347	375	185	97	275	111	120	686	104	140	912	112
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	372	618	300	121	441	281	175	1359	206	195	1585	692
Arrive On Green	0.21	0.27	0.27	0.07	0.12	0.12	0.05	0.44	0.44	0.06	0.45	0.45
Sat Flow, veh/h	1781	2297	1113	1781	3554	1539	3456	3090	468	3456	3554	1552
Grp Volume(v), veh/h	347	289	271	97	275	111	120	394	396	140	912	112
Grp Sat Flow(s),veh/h/ln	1781	1777	1633	1781	1777	1539	1728	1777	1781	1728	1777	1552
Q Serve(g_s), s	22.2	16.4	16.9	6.2	8.5	4.4	4.0	18.5	18.6	4.6	22.2	2.3
Cycle Q Clear(g_c), s	22.2	16.4	16.9	6.2	8.5	4.4	4.0	18.5	18.6	4.6	22.2	2.3
Prop In Lane	1.00		0.68	1.00		1.00	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	372	478	440	121	441	281	175	782	784	195	1585	692
V/C Ratio(X)	0.93	0.60	0.62	0.80	0.62	0.40	0.69	0.50	0.51	0.72	0.58	0.16
Avail Cap(c_a), veh/h	378	623	573	193	888	474	286	782	784	214	1585	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	37.0	37.1	53.3	48.2	18.8	54.2	23.4	23.4	53.8	24.0	4.1
Incr Delay (d2), s/veh	29.2	0.5	0.5	4.6	0.5	0.3	1.8	2.3	2.3	7.9	1.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.7	7.2	6.8	2.9	3.8	1.8	1.8	8.2	8.2	2.2	9.5	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.3	37.4	37.7	57.9	48.8	19.1	56.0	25.7	25.7	61.7	25.5	4.6
LnGrp LOS	E	D	D	E	D	B	E	C	C	E	C	A
Approach Vol, veh/h		907			483			910			1164	
Approach Delay, s/veh		51.6			43.8			29.7			27.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	56.3	12.3	36.4	10.3	57.0	29.4	19.3
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	7.3	* 37	12.6	40.7	9.6	33.8	24.6	* 29
Max Q Clear Time (g_c+I1), s	6.6	20.6	8.2	18.9	6.0	24.2	24.2	10.5
Green Ext Time (p_c), s	0.0	1.7	0.0	1.3	0.0	2.1	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	36.8
HCM 6th LOS	D

Notes

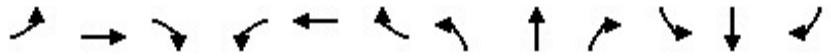
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	264	92	154	196	72	129	110	197	59	103	66
Future Volume (veh/h)	47	264	92	154	196	72	129	110	197	59	103	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.96	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	50	281	98	164	209	77	137	117	210	63	110	70
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	1215	649	239	702	550	170	1059	564	82	884	366
Arrive On Green	0.04	0.34	0.34	0.07	0.38	0.38	0.10	0.30	0.30	0.05	0.25	0.25
Sat Flow, veh/h	1781	3554	1456	3456	1870	1467	1781	3554	1524	1781	3554	1471
Grp Volume(v), veh/h	50	281	98	164	209	77	137	117	210	63	110	70
Grp Sat Flow(s),veh/h/ln	1781	1777	1456	1728	1870	1467	1781	1777	1524	1781	1777	1471
Q Serve(g_s), s	2.7	5.4	3.9	4.4	7.5	3.3	7.2	2.3	9.7	3.3	2.3	3.6
Cycle Q Clear(g_c), s	2.7	5.4	3.9	4.4	7.5	3.3	7.2	2.3	9.7	3.3	2.3	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	64	1215	649	239	702	550	170	1059	564	82	884	366
V/C Ratio(X)	0.78	0.23	0.15	0.69	0.30	0.14	0.81	0.11	0.37	0.77	0.12	0.19
Avail Cap(c_a), veh/h	559	1486	760	1084	782	614	559	1486	747	559	1486	615
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.7	22.5	16.2	43.5	21.0	19.7	42.4	24.4	22.2	45.1	27.9	28.3
Incr Delay (d2), s/veh	7.2	0.1	0.1	1.3	0.1	0.1	3.4	0.0	0.4	5.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.2	1.3	1.9	3.3	1.1	3.3	1.0	3.5	1.6	1.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.9	22.6	16.4	44.8	21.2	19.8	45.8	24.4	22.6	50.7	27.9	28.4
LnGrp LOS	D	C	B	D	C	B	D	C	C	D	C	C
Approach Vol, veh/h		429			450			464			243	
Approach Delay, s/veh		24.7			29.5			29.9			34.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	38.6	14.5	30.5	8.9	41.8	9.8	35.2
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	6.4	7.4	9.2	5.6	4.7	9.5	5.3	11.7
Green Ext Time (p_c), s	0.3	2.8	0.2	0.6	0.0	1.0	0.1	1.5

Intersection Summary	
HCM 6th Ctrl Delay	29.0
HCM 6th LOS	C



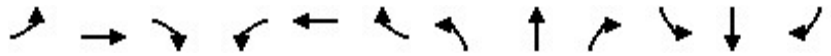
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	22	22	2	47	32	335	24	47	282	25
Future Volume (veh/h)	9	0	22	22	2	47	32	335	24	47	282	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.97		0.97	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	0	24	24	2	52	35	368	26	52	310	27
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	51	295	530	37	492	58	1411	98	79	1444	123
Arrive On Green	0.27	0.00	0.27	0.27	0.27	0.27	0.03	0.29	0.29	0.04	0.30	0.30
Sat Flow, veh/h	263	185	1076	1264	136	1536	1781	4858	338	1781	4776	407
Grp Volume(v), veh/h	34	0	0	26	0	52	35	256	138	52	219	118
Grp Sat Flow(s),veh/h/ln	525	0	0	1400	0	1536	1781	1702	1792	1781	1702	1779
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.9	0.7	2.2	2.2	1.1	1.8	1.9
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.4	0.0	0.9	0.7	2.2	2.2	1.1	1.8	1.9
Prop In Lane	0.29		0.71	0.92		1.00	1.00		0.19	1.00		0.23
Lane Grp Cap(c), veh/h	542	0	0	568	0	492	58	988	520	79	1029	538
V/C Ratio(X)	0.06	0.00	0.00	0.05	0.00	0.11	0.60	0.26	0.26	0.65	0.21	0.22
Avail Cap(c_a), veh/h	1698	0	0	1656	0	1706	1422	5434	2861	1422	5434	2840
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	0.0	0.0	10.0	0.0	9.0	17.9	10.2	10.3	17.7	9.8	9.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.2	0.4	3.4	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.1	0.0	0.2	0.3	0.7	0.7	0.5	0.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	0.0	0.0	10.1	0.0	9.1	21.6	10.4	10.6	21.0	9.9	10.0
LnGrp LOS	B	A	A	B	A	A	C	B	B	C	A	B
Approach Vol, veh/h		34			78			429			389	
Approach Delay, s/veh		10.1			9.4			11.4			11.4	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.1	16.3		15.2	5.6	16.8		15.2
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.1	4.2		2.6	2.7	3.9		2.9
Green Ext Time (p_c), s	0.1	3.8		0.1	0.0	2.8		0.2

Intersection Summary	
HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	25	44	49	38	17	190	584	65	29	490	101
Future Volume (veh/h)	16	25	44	49	38	17	190	584	65	29	490	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.89	1.00		0.89	1.00		0.95	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	27	48	53	41	18	207	635	71	32	533	110
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	536	405	69	534	404	251	1484	630	42	901	185
Arrive On Green	0.04	0.29	0.29	0.04	0.29	0.29	0.14	0.42	0.42	0.02	0.31	0.31
Sat Flow, veh/h	1781	1870	1416	1781	1870	1415	1781	3554	1508	1781	2903	596
Grp Volume(v), veh/h	17	27	48	53	41	18	207	635	71	32	325	318
Grp Sat Flow(s),veh/h/ln	1781	1870	1416	1781	1870	1415	1781	1777	1508	1781	1777	1722
Q Serve(g_s), s	0.9	1.0	2.5	2.9	1.6	0.9	11.3	12.7	2.9	1.8	15.4	15.6
Cycle Q Clear(g_c), s	0.9	1.0	2.5	2.9	1.6	0.9	11.3	12.7	2.9	1.8	15.4	15.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	70	536	405	69	534	404	251	1484	630	42	551	534
V/C Ratio(X)	0.24	0.05	0.12	0.77	0.08	0.04	0.83	0.43	0.11	0.76	0.59	0.60
Avail Cap(c_a), veh/h	534	561	425	534	561	425	534	2132	905	534	1066	1033
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.6	25.8	26.4	47.6	26.1	25.8	41.8	20.6	17.8	48.5	29.1	29.2
Incr Delay (d2), s/veh	0.7	0.0	0.0	6.7	0.0	0.0	9.3	0.2	0.1	10.1	2.8	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.5	0.8	1.4	0.7	0.3	5.6	5.2	1.0	0.9	6.9	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.2	25.9	26.4	54.3	26.1	25.9	51.1	20.9	17.9	58.6	31.9	32.1
LnGrp LOS	D	C	C	D	C	C	D	C	B	E	C	C
Approach Vol, veh/h		92			112			913			675	
Approach Delay, s/veh		30.1			39.4			27.5			33.2	
Approach LOS		C			D			C			C	

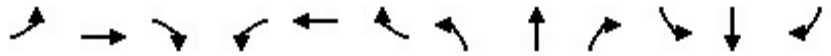
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	50.5	8.3	33.5	18.5	39.7	8.3	33.5
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	3.8	14.7	4.9	4.5	13.3	17.6	2.9	3.6
Green Ext Time (p_c), s	0.0	6.8	0.1	0.2	0.8	10.8	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	30.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



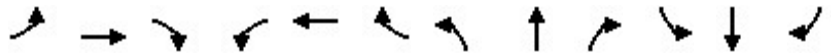
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	343	22	186	138	0	0	0	0	224	24	34
Future Volume (veh/h)	0	343	22	186	138	0	0	0	0	224	24	34
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	361	23	196	145	0				254	0	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	321	640	281	369	705	0				875	0	669
Arrive On Green	0.00	0.18	0.18	0.21	0.21	0.00				0.25	0.00	0.25
Sat Flow, veh/h	1781	3554	1563	1781	3572	0				3563	0	1561
Grp Volume(v), veh/h	0	361	23	196	145	0				254	0	36
Grp Sat Flow(s),veh/h/ln	1781	1777	1563	1781	1702	0				1781	0	1561
Q Serve(g_s), s	0.0	3.7	0.5	3.9	1.4	0.0				2.3	0.0	0.5
Cycle Q Clear(g_c), s	0.0	3.7	0.5	3.9	1.4	0.0				2.3	0.0	0.5
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	321	640	281	369	705	0				875	0	669
V/C Ratio(X)	0.00	0.56	0.08	0.53	0.21	0.00				0.29	0.00	0.05
Avail Cap(c_a), veh/h	2707	5401	2376	2707	5174	0				3159	0	1670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.8	13.5	13.9	13.0	0.0				12.1	0.0	6.7
Incr Delay (d2), s/veh	0.0	0.3	0.0	1.3	0.2	0.0				0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.1	0.1	1.3	0.4	0.0				0.7	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.1	13.5	15.3	13.1	0.0				12.2	0.0	6.7
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		384			341						290	
Approach Delay, s/veh		15.0			14.4						11.5	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		11.1		15.9		12.5
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		5.7		4.3		5.9
Green Ext Time (p_c), s		1.4		0.5		2.3

Intersection Summary	
HCM 6th Ctrl Delay	13.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	497	0	1	305	262	34	12	96	22	0	221
Future Volume (veh/h)	102	497	0	1	305	262	34	12	96	22	0	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	111	540	0	1	332	285	37	13	104	24	0	240
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2	2	2	2	2	2	2
Cap, veh/h	149	1619	0	54	569	434	211	21	165	30	0	295
Arrive On Green	0.08	0.46	0.00	0.30	0.30	0.30	0.12	0.12	0.12	0.20	0.00	0.20
Sat Flow, veh/h	1781	3647	0	1	1869	1423	1781	174	1391	144	0	1444
Grp Volume(v), veh/h	111	540	0	333	0	285	37	0	117	264	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1869	0	1423	1781	0	1565	1588	0	0
Q Serve(g_s), s	4.1	6.5	0.0	0.0	0.0	11.6	1.3	0.0	4.8	10.6	0.0	0.0
Cycle Q Clear(g_c), s	4.1	6.5	0.0	10.1	0.0	11.6	1.3	0.0	4.8	10.6	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.89	0.09		0.91
Lane Grp Cap(c), veh/h	149	1619	0	623	0	434	211	0	186	325	0	0
V/C Ratio(X)	0.75	0.33	0.00	0.53	0.00	0.66	0.18	0.00	0.63	0.81	0.00	0.00
Avail Cap(c_a), veh/h	799	3189	0	1728	0	1277	1066	0	936	950	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.9	11.7	0.0	19.7	0.0	20.2	26.5	0.0	28.1	25.4	0.0	0.0
Incr Delay (d2), s/veh	8.6	0.0	0.0	0.9	0.0	2.1	0.1	0.0	1.3	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.1	0.0	3.9	0.0	3.6	0.5	0.0	1.8	3.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	11.7	0.0	20.5	0.0	22.3	26.7	0.0	29.4	27.3	0.0	0.0
LnGrp LOS	D	B	A	C	A	C	C	A	C	C	A	A
Approach Vol, veh/h		651			618			154			264	
Approach Delay, s/veh		16.3			21.3			28.7			27.3	
Approach LOS		B			C			C			C	

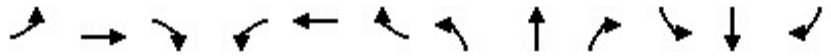
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		34.9		17.7	10.1	24.8		14.3				
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4				
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s		8.5		12.6	6.1	13.6		6.8				
Green Ext Time (p_c), s		2.2		1.2	0.3	4.9		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		21.0
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	476	181	274	378	0	0	0	0	327	184	200
Future Volume (veh/h)	0	476	181	274	378	0	0	0	0	327	184	200
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	501	191	288	398	0				344	194	211
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1899	831	368	2464	0				677	355	292
Arrive On Green	0.00	0.53	0.53	0.21	1.00	0.00				0.19	0.19	0.19
Sat Flow, veh/h	0	3647	1555	3456	3647	0				3563	1870	1537
Grp Volume(v), veh/h	0	501	191	288	398	0				344	194	211
Grp Sat Flow(s),veh/h/ln	0	1777	1555	1728	1777	0				1781	1870	1537
Q Serve(g_s), s	0.0	6.4	5.5	6.6	0.0	0.0				7.3	7.9	10.8
Cycle Q Clear(g_c), s	0.0	6.4	5.5	6.6	0.0	0.0				7.3	7.9	10.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1899	831	368	2464	0				677	355	292
V/C Ratio(X)	0.00	0.26	0.23	0.78	0.16	0.00				0.51	0.55	0.72
Avail Cap(c_a), veh/h	0	1899	831	703	2464	0				1361	715	587
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.97	0.97	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.6	10.4	32.1	0.0	0.0				30.5	30.7	31.9
Incr Delay (d2), s/veh	0.0	0.3	0.6	1.3	0.1	0.0				0.2	0.5	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.2	1.7	2.4	0.0	0.0				3.1	3.5	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.9	11.0	33.5	0.1	0.0				30.7	31.2	33.2
LnGrp LOS	A	B	B	C	A	A				C	C	C
Approach Vol, veh/h		692			686						749	
Approach Delay, s/veh		10.9			14.1						31.6	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.3	49.8		20.9		63.1
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.6	8.4		12.8		2.0
Green Ext Time (p_c), s	0.3	3.5		1.7		2.9

Intersection Summary	
HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B

Notes

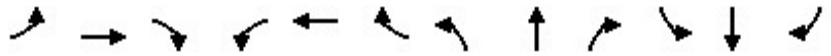
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	512	0	0	536	451	117	241	20	0	0	0
Future Volume (veh/h)	290	512	0	0	536	451	117	241	20	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	315	557	0	0	583	490	127	262	22			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1256	2687	0	0	1189	517	194	443	37			
Arrive On Green	0.73	1.00	0.00	0.00	0.33	0.33	0.13	0.13	0.13			
Sat Flow, veh/h	3456	3647	0	0	3647	1547	1529	3483	292			
Grp Volume(v), veh/h	315	557	0	0	583	490	149	126	136			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1547	1794	1702	1809			
Q Serve(g_s), s	2.6	0.0	0.0	0.0	11.0	25.9	6.6	5.9	6.0			
Cycle Q Clear(g_c), s	2.6	0.0	0.0	0.0	11.0	25.9	6.6	5.9	6.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.85		0.16			
Lane Grp Cap(c), veh/h	1256	2687	0	0	1189	517	228	216	230			
V/C Ratio(X)	0.25	0.21	0.00	0.00	0.49	0.95	0.65	0.58	0.59			
Avail Cap(c_a), veh/h	1256	2687	0	0	1189	517	600	569	605			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	7.7	0.0	0.0	0.0	22.3	27.2	34.9	34.6	34.6			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.4	28.4	1.2	0.9	0.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.8	0.1	0.0	0.0	4.4	12.6	2.9	2.4	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.8	0.2	0.0	0.0	23.7	55.6	36.1	35.5	35.5			
LnGrp LOS	A	A	A	A	C	E	D	D	D			
Approach Vol, veh/h		872			1073			411				
Approach Delay, s/veh		2.9			38.3			35.7				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.4			35.4	33.0		15.6				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			4.6	27.9		8.6				
Green Ext Time (p_c), s		4.6			0.7	0.1		1.5				

Intersection Summary	
HCM 6th Ctrl Delay	24.7
HCM 6th LOS	C

Notes

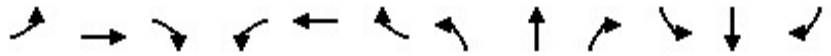
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	22	61	23	1197	14	0	0	0
Future Volume (veh/h)	0	0	0	0	22	61	23	1197	14	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	24	67	25	1315	15			
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	31	88	116	3282	37			
Arrive On Green				0.00	0.07	0.07	0.66	0.66	0.66			
Sat Flow, veh/h				0	436	1216	35	5007	57			
Grp Volume(v), veh/h				0	0	91	495	411	449			
Grp Sat Flow(s),veh/h/ln				0	0	1651	1859	1549	1690			
Q Serve(g_s), s				0.0	0.0	2.2	0.0	5.1	5.1			
Cycle Q Clear(g_c), s				0.0	0.0	2.2	5.1	5.1	5.1			
Prop In Lane				0.00		0.74	0.05		0.03			
Lane Grp Cap(c), veh/h				0	0	119	1312	1015	1108			
V/C Ratio(X)				0.00	0.00	0.76	0.38	0.40	0.40			
Avail Cap(c_a), veh/h				0	0	1620	2814	2280	2487			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	18.6	3.3	3.3	3.3			
Incr Delay (d2), s/veh				0.0	0.0	3.8	0.3	0.4	0.4			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.9	0.8	0.7	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	22.3	3.6	3.7	3.6			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					91			1355				
Approach Delay, s/veh					22.3			3.6				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	32.3							8.4				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	7.1							4.2				
Green Ext Time (p_c), s	19.6							0.4				

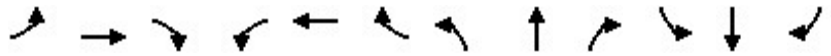
Intersection Summary												
HCM 6th Ctrl Delay			4.8									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	215	106	354	508	83	231	254	120	54	302	99
Future Volume (veh/h)	77	215	106	354	508	83	231	254	120	54	302	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	83	231	114	381	546	89	248	273	129	58	325	106
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	108	389	326	419	599	98	286	1063	456	75	724	221
Arrive On Green	0.06	0.21	0.21	0.23	0.38	0.38	0.16	0.31	0.31	0.04	0.19	0.19
Sat Flow, veh/h	1781	1870	1569	1781	1567	255	1781	3459	1485	1781	3830	1168
Grp Volume(v), veh/h	83	231	114	381	0	635	248	268	134	58	286	145
Grp Sat Flow(s),veh/h/ln	1781	1870	1569	1781	0	1823	1781	1702	1540	1781	1702	1594
Q Serve(g_s), s	4.2	10.2	5.7	19.0	0.0	30.2	12.4	5.4	6.0	2.9	6.8	7.4
Cycle Q Clear(g_c), s	4.2	10.2	5.7	19.0	0.0	30.2	12.4	5.4	6.0	2.9	6.8	7.4
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.96	1.00		0.73
Lane Grp Cap(c), veh/h	108	389	326	419	0	697	286	1046	473	75	643	301
V/C Ratio(X)	0.77	0.59	0.35	0.91	0.00	0.91	0.87	0.26	0.28	0.77	0.45	0.48
Avail Cap(c_a), veh/h	584	818	686	584	0	797	584	2233	1010	584	2233	1046
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.3	32.7	30.9	34.0	0.0	26.8	37.4	23.8	24.0	43.4	32.8	33.1
Incr Delay (d2), s/veh	4.3	0.5	0.2	12.1	0.0	13.5	3.1	0.2	0.6	6.1	0.9	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	4.7	2.2	9.5	0.0	15.3	5.5	2.1	2.2	1.4	2.8	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7	33.3	31.2	46.1	0.0	40.3	40.5	24.1	24.6	49.5	33.7	35.2
LnGrp LOS	D	C	C	D	A	D	D	C	C	D	C	D
Approach Vol, veh/h		428			1016			650			489	
Approach Delay, s/veh		35.3			42.5			30.5			36.0	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	33.4	25.9	23.9	19.1	22.6	9.9	39.9
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	14.9	8.0	21.0	12.2	14.4	9.4	6.2	32.2
Green Ext Time (p_c), s	0.1	5.1	0.5	1.1	0.3	5.3	0.1	2.7

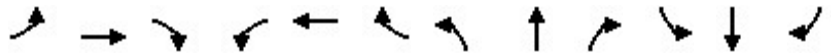
Intersection Summary	
HCM 6th Ctrl Delay	37.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	166	272	110	253	0	0	0	0	78	1560	612
Future Volume (veh/h)	0	166	272	110	253	0	0	0	0	78	1560	612
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	169	278	112	258	0				80	1592	624
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	447	379	185	473	0				1106	2254	851
Arrive On Green	0.00	0.24	0.24	0.24	0.24	0.00				0.62	0.62	0.62
Sat Flow, veh/h	0	1870	1585	508	2064	0				1781	3632	1372
Grp Volume(v), veh/h	0	169	278	172	198	0				80	1488	728
Grp Sat Flow(s),veh/h/ln	0	1870	1585	870	1617	0				1781	1702	1599
Q Serve(g_s), s	0.0	7.0	15.0	11.7	9.8	0.0				1.7	27.3	29.3
Cycle Q Clear(g_c), s	0.0	7.0	15.0	18.7	9.8	0.0				1.7	27.3	29.3
Prop In Lane	0.00		1.00	0.65		0.00				1.00		0.86
Lane Grp Cap(c), veh/h	0	447	379	272	386	0				1106	2113	993
V/C Ratio(X)	0.00	0.38	0.73	0.63	0.51	0.00				0.07	0.70	0.73
Avail Cap(c_a), veh/h	0	606	514	369	524	0				1154	2206	1036
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	29.5	32.5	35.8	30.6	0.0				7.0	11.8	12.2
Incr Delay (d2), s/veh	0.0	0.2	2.0	1.8	0.8	0.0				0.0	1.2	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.2	5.9	3.9	3.9	0.0				0.6	9.5	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.7	34.5	37.6	31.3	0.0				7.0	13.0	15.3
LnGrp LOS	A	C	C	D	C	A				A	B	B
Approach Vol, veh/h		447			370						2296	
Approach Delay, s/veh		32.7			34.2						13.6	
Approach LOS		C			C						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		28.8		63.8		28.8
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		17.0		31.3		20.7
Green Ext Time (p_c), s		1.0		26.2		1.4

Intersection Summary		
HCM 6th Ctrl Delay		18.8
HCM 6th LOS		B



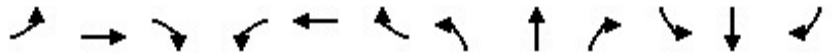
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	17	78	0	26	16	342	1197	34	0	0	0
Future Volume (veh/h)	148	17	78	0	26	16	342	1197	34	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	172	20	91	0	30	19	398	1392	40			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	393	34	1205	0	233	148	968	1915	55			
Arrive On Green	0.22	0.22	0.22	0.00	0.22	0.22	0.54	0.54	0.54			
Sat Flow, veh/h	1118	155	1574	0	1069	677	1781	3525	101			
Grp Volume(v), veh/h	192	0	91	0	0	49	398	701	731			
Grp Sat Flow(s),veh/h/ln	1272	0	1574	0	0	1745	1781	1777	1849			
Q Serve(g_s), s	5.7	0.0	0.0	0.0	0.0	1.0	6.0	13.6	13.7			
Cycle Q Clear(g_c), s	6.7	0.0	0.0	0.0	0.0	1.0	6.0	13.6	13.7			
Prop In Lane	0.90		1.00	0.00		0.39	1.00		0.05			
Lane Grp Cap(c), veh/h	427	0	1205	0	0	381	968	965	1004			
V/C Ratio(X)	0.45	0.00	0.08	0.00	0.00	0.13	0.41	0.73	0.73			
Avail Cap(c_a), veh/h	1036	0	1893	0	0	1144	1149	1146	1192			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	17.0	0.0	1.4	0.0	0.0	14.4	6.1	7.9	7.9			
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.0	0.0	0.1	0.3	1.9	1.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	0.0	0.0	0.4	1.6	3.9	4.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.7	0.0	1.4	0.0	0.0	14.4	6.4	9.8	9.8			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		283			49			1830				
Approach Delay, s/veh		12.5			14.4			9.0				
Approach LOS		B			B			A				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	29.4	16.4	16.4
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	15.7	8.7	3.0
Green Ext Time (p_c), s	9.2	1.4	0.1

Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	25	187	11	60	15	537	102	44	762	4
Future Volume (veh/h)	0	0	25	187	11	60	15	537	102	44	762	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	26	197	12	63	16	565	107	46	802	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	0	420	493	69	362	28	2035	619	130	2204	11
Arrive On Green	0.00	0.00	0.27	0.27	0.27	0.27	0.02	0.40	0.40	0.04	0.42	0.42
Sat Flow, veh/h	1325	0	1574	1376	258	1357	1781	5106	1552	3456	5243	26
Grp Volume(v), veh/h	0	0	26	197	0	75	16	565	107	46	521	285
Grp Sat Flow(s),veh/h/ln	1325	0	1574	1376	0	1615	1781	1702	1552	1728	1702	1865
Q Serve(g_s), s	0.0	0.0	0.6	6.3	0.0	1.8	0.4	3.8	2.2	0.7	5.3	5.3
Cycle Q Clear(g_c), s	0.0	0.0	0.6	6.9	0.0	1.8	0.4	3.8	2.2	0.7	5.3	5.3
Prop In Lane	1.00		1.00	1.00		0.84	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	144	0	420	493	0	431	28	2035	619	130	1431	784
V/C Ratio(X)	0.00	0.00	0.06	0.40	0.00	0.17	0.56	0.28	0.17	0.35	0.36	0.36
Avail Cap(c_a), veh/h	846	0	1255	1223	0	1288	1065	6106	1856	2066	4071	2230
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	13.7	16.3	0.0	14.1	24.5	10.2	9.7	23.5	9.9	9.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.1	6.4	0.1	0.2	0.6	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	1.8	0.0	0.6	0.2	1.1	0.6	0.3	1.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	13.7	16.5	0.0	14.2	30.9	10.3	10.0	24.1	10.1	10.2
LnGrp LOS	A	A	B	B	A	B	C	B	A	C	B	B
Approach Vol, veh/h		26			272			688			852	
Approach Delay, s/veh		13.7			15.9			10.8			10.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.3	25.7		18.2	5.2	26.8		18.2
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	2.7	5.8		2.6	2.4	7.3		8.9
Green Ext Time (p_c), s	0.1	8.6		0.1	0.0	6.0		0.6

Intersection Summary	
HCM 6th Ctrl Delay	11.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

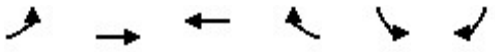
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3010	13	0	2081	0	1
Future Vol, veh/h	3010	13	0	2081	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	2	2	5	2	2
Mvmt Flow	3103	13	0	2145	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1558
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	87
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	87
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	46.9
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	87	-	-	-
HCM Lane V/C Ratio	0.012	-	-	-
HCM Control Delay (s)	46.9	-	-	-
HCM Lane LOS	E	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1162	1957	2404	61	48	46
Future Volume (veh/h)	1162	1957	2404	61	48	46
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1223	2060	2531	0	51	48
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	896	4312	2834		82	73
Arrive On Green	0.26	0.87	0.57	0.00	0.05	0.05
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1223	2060	2531	0	51	48
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	30.6	11.2	52.5	0.0	3.3	3.5
Cycle Q Clear(g_c), s	30.6	11.2	52.5	0.0	3.3	3.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	896	4312	2834		82	73
V/C Ratio(X)	1.36	0.48	0.89		0.62	0.66
Avail Cap(c_a), veh/h	896	4312	2834		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.28	0.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	1.8	22.3	0.0	55.3	55.4
Incr Delay (d2), s/veh	171.3	0.4	1.4	0.0	2.9	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	33.8	1.2	18.6	0.0	1.5	3.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	215.0	2.2	23.8	0.0	58.2	59.1
LnGrp LOS	F	A	C		E	E
Approach Vol, veh/h		3283	2531	A	99	
Approach Delay, s/veh		81.5	23.8		58.6	
Approach LOS		F	C		E	

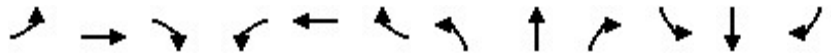
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		107.4		10.6	35.0	72.4
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	30.6	* 43
Max Q Clear Time (g_c+I1), s		13.2		5.5	32.6	54.5
Green Ext Time (p_c), s		58.1		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	56.4
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	266	996	81	53	1252	81	105	277	74	76	150	614
Future Volume (veh/h)	266	996	81	53	1252	81	105	277	74	76	150	614
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.94	1.00		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	271	1016	83	54	1278	83	107	283	76	78	153	627
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	297	1558	127	231	1480	96	130	805	202	98	934	526
Arrive On Green	0.17	0.47	0.47	0.04	0.14	0.14	0.07	0.20	0.20	0.06	0.18	0.18
Sat Flow, veh/h	1781	3325	272	1781	3384	219	1781	4014	1008	1781	5106	1430
Grp Volume(v), veh/h	271	543	556	54	670	691	107	237	122	78	153	627
Grp Sat Flow(s),veh/h/ln	1781	1777	1820	1781	1777	1827	1781	1702	1617	1781	1702	1430
Q Serve(g_s), s	20.9	32.7	32.7	4.1	51.6	51.8	8.3	8.4	9.1	6.1	3.5	25.6
Cycle Q Clear(g_c), s	20.9	32.7	32.7	4.1	51.6	51.8	8.3	8.4	9.1	6.1	3.5	25.6
Prop In Lane	1.00		0.15	1.00		0.12	1.00		0.62	1.00		1.00
Lane Grp Cap(c), veh/h	297	833	853	231	777	799	130	683	324	98	934	526
V/C Ratio(X)	0.91	0.65	0.65	0.23	0.86	0.87	0.82	0.35	0.38	0.79	0.16	1.19
Avail Cap(c_a), veh/h	382	833	853	231	777	799	244	683	324	244	934	526
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.78	0.78	0.78	0.98	0.98	0.98	0.94	0.94	0.94
Uniform Delay (d), s/veh	57.3	28.5	28.5	60.3	55.8	55.9	64.0	48.1	48.4	65.4	48.2	46.1
Incr Delay (d2), s/veh	21.9	3.9	3.9	1.8	9.8	9.7	4.8	0.3	0.8	5.1	0.1	103.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	14.4	14.8	2.0	26.7	27.6	3.9	3.6	3.8	2.9	1.5	32.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.2	32.4	32.3	62.1	65.5	65.6	68.8	48.4	49.2	70.4	48.3	149.2
LnGrp LOS	E	C	C	E	E	E	E	D	D	E	D	F
Approach Vol, veh/h		1370			1415			466			858	
Approach Delay, s/veh		41.6			65.4			53.3			124.1	
Approach LOS		D			E			D			F	

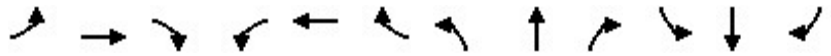
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	33.1	24.0	70.8	14.6	30.6	27.8	67.0
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	8.1	11.1	6.1	34.7	10.3	27.6	22.9	53.8
Green Ext Time (p_c), s	0.1	2.0	0.0	11.3	0.1	0.0	0.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	68.4
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	967	100	38	183	0	0	0	0	137	170	1207
Future Volume (veh/h)	0	967	100	38	183	0	0	0	0	137	170	1207
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1051	109	41	199	0				149	185	1312
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1624	168	66	2021	0				282	1644	537
Arrive On Green	0.00	0.16	0.16	0.04	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3342	337	1781	3647	0				816	4754	1553
Grp Volume(v), veh/h	0	575	585	41	199	0				334	0	1312
Grp Sat Flow(s),veh/h/ln	0	1777	1808	1781	1777	0				1830	1870	1553
Q Serve(g_s), s	0.0	42.3	42.4	3.2	3.6	0.0				20.5	0.0	48.4
Cycle Q Clear(g_c), s	0.0	42.3	42.4	3.2	3.6	0.0				20.5	0.0	48.4
Prop In Lane	0.00		0.19	1.00		0.00				0.45		1.00
Lane Grp Cap(c), veh/h	0	888	904	66	2021	0				633	1293	537
V/C Ratio(X)	0.00	0.65	0.65	0.62	0.10	0.00				0.53	0.00	2.44
Avail Cap(c_a), veh/h	0	888	904	313	2021	0				633	1293	537
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.83	0.83	0.84	0.84	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	46.9	46.9	66.4	13.8	0.0				36.7	0.0	45.8
Incr Delay (d2), s/veh	0.0	3.0	3.0	2.9	0.1	0.0				3.1	0.0	655.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	20.9	21.3	1.5	1.4	0.0				9.9	0.0	116.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	49.9	49.9	69.3	13.9	0.0				39.8	0.0	700.9
LnGrp LOS	A	D	D	E	B	A				D	A	F
Approach Vol, veh/h		1160			240						1646	
Approach Delay, s/veh		49.9			23.4						566.8	
Approach LOS		D			C						F	

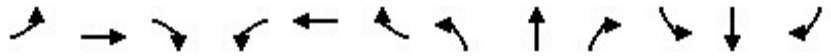
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.6	76.6		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	5.2	44.4		50.4		5.6
Green Ext Time (p_c), s	0.0	1.6		0.0		0.4

Intersection Summary	
HCM 6th Ctrl Delay	327.1
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	867	276	0	0	158	152	41	102	58	0	0	0
Future Volume (veh/h)	867	276	0	0	158	152	41	102	58	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	932	297	0	0	170	163	44	110	62			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1537	1496	0	0	523	460	75	203	118			
Arrive On Green	0.44	0.80	0.00	0.00	0.29	0.29	0.08	0.08	0.08			
Sat Flow, veh/h	3456	1870	0	0	1870	1566	975	2623	1518			
Grp Volume(v), veh/h	932	297	0	0	170	163	82	72	62			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1566	1822	1777	1518			
Q Serve(g_s), s	16.4	3.0	0.0	0.0	6.0	6.6	3.5	3.1	3.1			
Cycle Q Clear(g_c), s	16.4	3.0	0.0	0.0	6.0	6.6	3.5	3.1	3.1			
Prop In Lane	1.00		0.00	0.00		1.00	0.54		1.00			
Lane Grp Cap(c), veh/h	1537	1496	0	0	523	460	141	138	118			
V/C Ratio(X)	0.61	0.20	0.00	0.00	0.33	0.35	0.58	0.52	0.53			
Avail Cap(c_a), veh/h	1537	1496	0	0	580	511	389	380	325			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.71	0.71	0.00	0.00	1.00	1.00	0.97	0.97	0.97			
Uniform Delay (d), s/veh	16.9	1.9	0.0	0.0	22.0	22.2	35.7	35.5	35.5			
Incr Delay (d2), s/veh	0.5	0.2	0.0	0.0	0.1	0.2	1.4	1.1	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.9	0.5	0.0	0.0	2.3	2.3	1.6	1.4	1.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	2.1	0.0	0.0	22.2	22.4	37.0	36.6	36.8			
LnGrp LOS	B	A	A	A	C	C	D	D	D			
Approach Vol, veh/h		1229			333			216				
Approach Delay, s/veh		13.7			22.3			36.8				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.9			40.5	28.4		11.1				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		5.0			18.4	8.6		5.5				
Green Ext Time (p_c), s		1.0			1.4	1.1		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

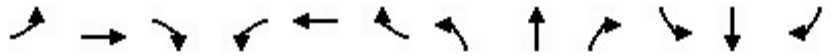
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	179	1867	584	0	0	1976
Future Volume (veh/h)	179	1867	584	0	0	1976
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	183	0	596	0	0	2016
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	215		3181	0	200	4965
Arrive On Green	0.12	0.00	0.64	0.00	0.00	0.79
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	183	0	596	0	0	2016
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	11.1	0.0	5.4	0.0	0.0	10.9
Cycle Q Clear(g_c), s	11.1	0.0	5.4	0.0	0.0	10.9
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	215		3181	0	200	4965
V/C Ratio(X)	0.85		0.19	0.00	0.00	0.41
Avail Cap(c_a), veh/h	486		3181	0	742	4965
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.00	0.95	0.00	0.00	0.86
Uniform Delay (d), s/veh	47.4	0.0	8.2	0.0	0.0	3.6
Incr Delay (d2), s/veh	2.2	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	1.7	0.0	0.0	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.7	0.0	8.2	0.0	0.0	3.8
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	183	A	596			2016
Approach Delay, s/veh	49.7		8.2			3.8
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	16.8	75.1				91.9	18.1
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	45.8	20.0				70.2	30.0
Max Q Clear Time (g_c+I1), s	10.0	7.4				12.9	13.1
Green Ext Time (p_c), s	0.0	4.0				33.2	0.2

Intersection Summary	
HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



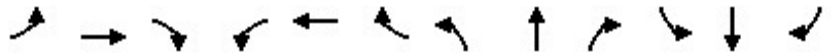
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	198	1888	140	146	307	0	0	209	48
Future Volume (veh/h)	0	0	0	198	1888	140	146	307	0	0	209	48
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.91
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				204	1946	144	151	316	0	0	215	49
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				238	2414	183	179	1483	0	0	546	115
Arrive On Green				0.17	0.17	0.17	0.20	0.58	0.00	0.00	0.13	0.13
Sat Flow, veh/h				448	4556	345	1781	5274	0	0	4312	872
Grp Volume(v), veh/h				841	702	751	151	316	0	0	173	91
Grp Sat Flow(s),veh/h/ln				1848	1702	1799	1781	1702	0	0	1702	1612
Q Serve(g_s), s				48.6	43.3	44.0	9.0	3.3	0.0	0.0	5.1	5.7
Cycle Q Clear(g_c), s				48.6	43.3	44.0	9.0	3.3	0.0	0.0	5.1	5.7
Prop In Lane				0.24		0.19	1.00		0.00	0.00		0.54
Lane Grp Cap(c), veh/h				979	902	953	179	1483	0	0	449	212
V/C Ratio(X)				0.86	0.78	0.79	0.84	0.21	0.00	0.00	0.39	0.43
Avail Cap(c_a), veh/h				979	902	953	272	1852	0	0	532	252
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.64	0.64	0.64	0.67	0.67	0.00	0.00	0.96	0.96
Uniform Delay (d), s/veh				41.4	39.2	39.5	43.1	17.0	0.0	0.0	43.7	43.9
Incr Delay (d2), s/veh				6.5	4.3	4.3	6.0	0.1	0.0	0.0	0.4	0.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				25.8	20.8	22.3	3.8	1.2	0.0	0.0	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				47.9	43.5	43.8	49.1	17.1	0.0	0.0	44.0	44.8
LnGrp LOS				D	D	D	D	B	A	A	D	D
Approach Vol, veh/h					2294			467			264	
Approach Delay, s/veh					45.2			27.5			44.3	
Approach LOS					D			C			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	17.0	20.9	64.2	37.9
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	16.8	* 17	58.3	39.9
Max Q Clear Time (g_c+I1), s	11.0	7.7	50.6	5.3
Green Ext Time (p_c), s	0.1	0.8	6.4	2.4

Intersection Summary	
HCM 6th Ctrl Delay	42.4
HCM 6th LOS	D

Notes

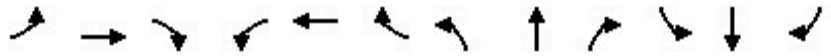
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	201	2194	0	0	0	0	0	167	68
Future Volume (veh/h)	0	0	0	201	2194	0	0	0	0	0	167	68
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.94
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				209	2285	0				0	174	71
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				296	3468	0				0	696	251
Arrive On Green				0.24	0.24	0.00				0.00	0.19	0.19
Sat Flow, veh/h				413	5009	0				0	3798	1308
Grp Volume(v), veh/h				936	1558	0				0	162	83
Grp Sat Flow(s),veh/h/ln				1850	1702	0				0	1702	1534
Q Serve(g_s), s				51.0	45.3	0.0				0.0	4.4	5.1
Cycle Q Clear(g_c), s				51.0	45.3	0.0				0.0	4.4	5.1
Prop In Lane				0.22		0.00				0.00		0.85
Lane Grp Cap(c), veh/h				1325	2439	0				0	653	294
V/C Ratio(X)				0.71	0.64	0.00				0.00	0.25	0.28
Avail Cap(c_a), veh/h				1325	2439	0				0	653	294
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				31.4	29.2	0.0				0.0	37.7	38.0
Incr Delay (d2), s/veh				3.2	1.3	0.0				0.0	0.9	2.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				26.3	21.0	0.0				0.0	2.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				34.6	30.5	0.0				0.0	38.6	40.4
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2494						245	
Approach Delay, s/veh					32.0						39.2	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.0		84.0						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.1		78.8						
Max Q Clear Time (g_c+I1), s				7.1		53.0						
Green Ext Time (p_c), s				0.3		4.7						

Intersection Summary												
HCM 6th Ctrl Delay			32.7									
HCM 6th LOS			C									



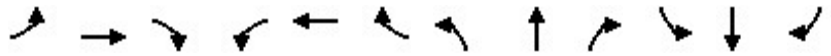
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2333	131	86	98	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2333	131	86	98	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2405	135	89	101	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3528	196	302	382	0			
Arrive On Green				0.00	0.24	0.24	0.19	0.19	0.00			
Sat Flow, veh/h				0	5112	274	1576	2086	0			
Grp Volume(v), veh/h				0	1647	893	101	89	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1814	1792	1777	0			
Q Serve(g_s), s				0.0	48.4	49.4	5.3	4.7	0.0			
Cycle Q Clear(g_c), s				0.0	48.4	49.4	5.3	4.7	0.0			
Prop In Lane				0.00		0.15	0.88		0.00			
Lane Grp Cap(c), veh/h				0	2429	1295	344	341	0			
V/C Ratio(X)				0.00	0.68	0.69	0.29	0.26	0.00			
Avail Cap(c_a), veh/h				0	2429	1295	344	341	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	30.6	30.9	38.1	37.8	0.0			
Incr Delay (d2), s/veh				0.0	1.5	3.0	2.2	1.9	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	22.5	25.0	2.6	2.2	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	32.1	33.9	40.2	39.7	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2540			190				
Approach Delay, s/veh					32.7			40.0				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						84.0		26.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						78.5		21.1				
Max Q Clear Time (g_c+I1), s						51.4		7.3				
Green Ext Time (p_c), s						22.4		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	33.3
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	225	2514	0	0	0	0	0	145	40
Future Volume (veh/h)	0	0	0	225	2514	0	0	0	0	0	145	40
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				237	2646	0				0	153	42
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				283	3399	0				0	733	316
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				404	5018	0				0	3647	1533
Grp Volume(v), veh/h				1085	1798	0				0	153	42
Grp Sat Flow(s),veh/h/ln				1850	1702	0				0	1777	1533
Q Serve(g_s), s				61.5	54.1	0.0				0.0	3.9	2.5
Cycle Q Clear(g_c), s				61.5	54.1	0.0				0.0	3.9	2.5
Prop In Lane				0.22		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1297	2386	0				0	733	316
V/C Ratio(X)				0.84	0.75	0.00				0.00	0.21	0.13
Avail Cap(c_a), veh/h				1297	2386	0				0	733	316
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				36.3	33.4	0.0				0.0	36.2	35.6
Incr Delay (d2), s/veh				6.5	2.3	0.0				0.0	0.6	0.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				32.7	25.3	0.0				0.0	1.8	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				42.8	35.7	0.0				0.0	36.8	36.5
LnGrp LOS				D	D	A				A	D	D
Approach Vol, veh/h					2883						195	
Approach Delay, s/veh					38.4						36.8	
Approach LOS					D						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				27.6		82.4						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				22.7		77.1						
Max Q Clear Time (g_c+I1), s				5.9		63.5						
Green Ext Time (p_c), s				0.9		12.8						

Intersection Summary												
HCM 6th Ctrl Delay			38.3									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2604	45	121	62	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2604	45	121	62	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2712	47	126	65	0			
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3687	64	342	341	0			
Arrive On Green				0.00	0.71	0.71	0.19	0.19	0.00			
Sat Flow, veh/h				0	5335	89	1781	1870	0			
Grp Volume(v), veh/h				0	1782	977	126	65	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1852	1781	1777	0			
Q Serve(g_s), s				0.0	34.6	35.2	6.8	3.4	0.0			
Cycle Q Clear(g_c), s				0.0	34.6	35.2	6.8	3.4	0.0			
Prop In Lane				0.00		0.05	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2429	1322	342	341	0			
V/C Ratio(X)				0.00	0.73	0.74	0.37	0.19	0.00			
Avail Cap(c_a), veh/h				0	2429	1322	342	341	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	9.5	9.5	38.7	37.3	0.0			
Incr Delay (d2), s/veh				0.0	2.0	3.7	3.0	1.2	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	11.6	13.5	3.3	1.6	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	11.5	13.3	41.7	38.5	0.0			
LnGrp LOS				A	B	B	D	D	A			
Approach Vol, veh/h					2759			191				
Approach Delay, s/veh					12.1			40.6				
Approach LOS					B			D				

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						84.0		26.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						78.5		21.1				
Max Q Clear Time (g_c+I1), s						37.2		8.8				
Green Ext Time (p_c), s						34.0		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			14.0									
HCM 6th LOS			B									

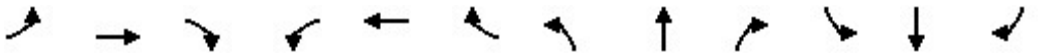
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	125	553	2	91	0	0	0	11
Future Vol, veh/h	0	0	0	0	125	553	2	91	0	0	0	11
Conflicting Peds, #/hr	6	0	0	0	0	6	15	0	0	0	0	15
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	130	576	2	95	0	0	0	11

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	80	712	-	-	-	374
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	80	712	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	899	356	0	0	0	623
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	919	434	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	882	354	-	-	-	619
Mov Cap-2 Maneuver	-	-	-	882	354	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	902	431	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	18.8	10.9
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	354	-	-	619
HCM Lane V/C Ratio	0.268	-	-	0.019
HCM Control Delay (s)	18.8	-	-	10.9
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.1	-	-	0.1



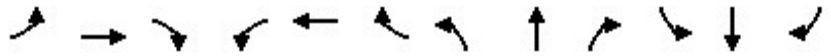
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	565	127	1373	798	0
Future Volume (veh/h)	0	0	0	0	0	0	0	565	127	1373	798	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	595	134	1445	840	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1712	527	2860	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.34	0.34	0.38	0.64	0.00
Sat Flow, veh/h		0					0	5149	1534	5023	1826	0
Grp Volume(v), veh/h		0.0					0	595	134	1445	840	0
Grp Sat Flow(s),veh/h/ln							0	1662	1534	1674	1826	0
Q Serve(g_s), s							0.0	9.8	6.9	24.2	26.5	0.0
Cycle Q Clear(g_c), s							0.0	9.8	6.9	24.2	26.5	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1712	527	2860	1740	0
V/C Ratio(X)							0.00	0.35	0.25	0.51	0.48	0.00
Avail Cap(c_a), veh/h							0	1717	529	2860	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	0.67	0.67	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.89	0.89	0.00
Uniform Delay (d), s/veh							0.0	26.9	26.0	22.2	5.7	0.0
Incr Delay (d2), s/veh							0.0	0.3	0.7	0.1	0.9	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	3.8	2.5	9.9	5.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	27.2	26.6	22.3	6.6	0.0
LnGrp LOS							A	C	C	C	A	A
Approach Vol, veh/h								729			2285	
Approach Delay, s/veh								27.1			16.5	
Approach LOS								C			B	

Timer - Assigned Phs	1	2			6							
Phs Duration (G+Y+Rc), s	67.0	43.0			110.0							
Change Period (Y+Rc), s	4.4	* 5.2			5.2							
Max Green Setting (Gmax), s	26.8	* 38			68.8							
Max Q Clear Time (g_c+I1), s	26.2	11.8			28.5							
Green Ext Time (p_c), s	0.4	9.2			9.3							

Intersection Summary		
HCM 6th Ctrl Delay		19.1
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



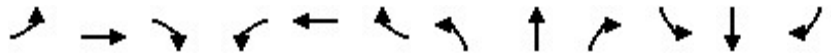
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	1415	81	0	0	0	0	364	211	97	302	0
Future Volume (veh/h)	64	1415	81	0	0	0	0	364	211	97	302	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	66	1459	84				0	375	218	100	311	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	131	3078	940				0	626	278	130	1516	0
Arrive On Green	0.20	0.20	0.20				0.00	0.18	0.18	0.15	0.59	0.00
Sat Flow, veh/h	215	5049	1542				0	3572	1514	1781	5274	0
Grp Volume(v), veh/h	572	953	84				0	375	218	100	311	0
Grp Sat Flow(s),veh/h/ln	1860	1702	1542				0	1702	1514	1781	1702	0
Q Serve(g_s), s	30.1	27.1	4.9				0.0	11.1	15.1	5.9	3.1	0.0
Cycle Q Clear(g_c), s	30.1	27.1	4.9				0.0	11.1	15.1	5.9	3.1	0.0
Prop In Lane	0.12		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1134	2075	940				0	626	278	130	1516	0
V/C Ratio(X)	0.50	0.46	0.09				0.00	0.60	0.78	0.77	0.21	0.00
Avail Cap(c_a), veh/h	1134	2075	940				0	870	387	334	2442	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.09	0.09	0.09				0.00	1.00	1.00	0.87	0.87	0.00
Uniform Delay (d), s/veh	29.2	28.0	19.1				0.0	41.2	42.8	46.1	16.3	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.0				0.0	1.0	7.4	3.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	12.3	1.8				0.0	4.7	6.1	2.6	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.3	28.0	19.1				0.0	42.2	50.2	49.2	16.4	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1609						593			411	
Approach Delay, s/veh		28.0						45.1			24.4	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	71.9	38.1	12.4	25.6
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	47.1	52.6	20.6	* 28
Max Q Clear Time (g_c+I1), s	32.1	5.1	7.9	17.1
Green Ext Time (p_c), s	11.5	1.7	0.1	3.1

Intersection Summary	
HCM 6th Ctrl Delay	31.3
HCM 6th LOS	C

Notes

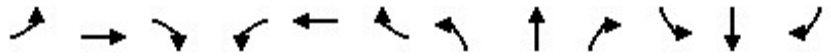
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



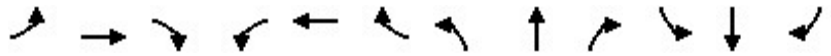
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1724	50	0	0	0	0	0	0	148	238	0
Future Volume (veh/h)	0	1724	50	0	0	0	0	0	0	148	238	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1777	52							153	245	0
Peak Hour Factor	0.97	0.97	0.97							0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3153	92							520	993	0
Arrive On Green	0.00	0.20	0.20							0.10	0.10	0.00
Sat Flow, veh/h	0	5262	149							1781	3572	0
Grp Volume(v), veh/h	0	1187	642							153	245	0
Grp Sat Flow(s),veh/h/ln	0	1702	1838							1781	1702	0
Q Serve(g_s), s	0.0	34.5	34.5							8.8	7.3	0.0
Cycle Q Clear(g_c), s	0.0	34.5	34.5							8.8	7.3	0.0
Prop In Lane	0.00		0.08							1.00		0.00
Lane Grp Cap(c), veh/h	0	2107	1138							520	993	0
V/C Ratio(X)	0.00	0.56	0.56							0.29	0.25	0.00
Avail Cap(c_a), veh/h	0	2107	1138							520	993	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	30.4	30.4							39.2	38.5	0.0
Incr Delay (d2), s/veh	0.0	1.1	2.0							1.4	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	16.0	17.6							4.4	3.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.5	32.4							40.6	39.1	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1829									398	
Approach Delay, s/veh		31.8									39.7	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	73.0	37.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	68.1	32.1
Max Q Clear Time (g_c+I1), s	36.5	10.8
Green Ext Time (p_c), s	6.1	1.0

Intersection Summary	
HCM 6th Ctrl Delay	33.2
HCM 6th LOS	C



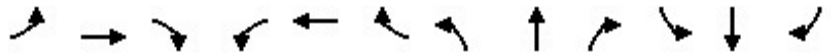
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	2107	0	0	0	0	0	105	223	0	0	0
Future Volume (veh/h)	70	2107	0	0	0	0	0	105	223	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.91			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	72	2172	0				0	108	230			
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	100	3208	0				0	502	409			
Arrive On Green	0.21	0.21	0.00				0.00	0.28	0.28			
Sat Flow, veh/h	159	5276	0				0	1870	1446			
Grp Volume(v), veh/h	843	1401	0				0	108	230			
Grp Sat Flow(s),veh/h/ln	1862	1702	0				0	1777	1446			
Q Serve(g_s), s	46.4	41.5	0.0				0.0	5.1	14.9			
Cycle Q Clear(g_c), s	46.4	41.5	0.0				0.0	5.1	14.9			
Prop In Lane	0.09		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1170	2138	0				0	502	409			
V/C Ratio(X)	0.72	0.66	0.00				0.00	0.21	0.56			
Avail Cap(c_a), veh/h	1170	2138	0				0	502	409			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	34.6	32.7	0.0				0.0	30.1	33.6			
Incr Delay (d2), s/veh	3.9	1.6	0.0				0.0	1.0	5.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	24.3	19.3	0.0				0.0	2.3	5.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	34.2	0.0				0.0	31.1	39.2			
LnGrp LOS	D	C	A				A	C	D			
Approach Vol, veh/h		2244						338				
Approach Delay, s/veh		35.8						36.6				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		74.0						36.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		69.1						31.1				
Max Q Clear Time (g_c+I1), s		48.4						16.9				
Green Ext Time (p_c), s		16.2						1.9				
Intersection Summary												
HCM 6th Ctrl Delay			35.9									
HCM 6th LOS			D									



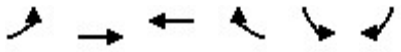
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2472	87	0	0	0	0	0	0	146	236	0
Future Volume (veh/h)	0	2472	87	0	0	0	0	0	0	146	236	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2522	89							149	241	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3456	121							406	811	0
Arrive On Green	0.00	0.23	0.23							0.08	0.08	0.00
Sat Flow, veh/h	0	5230	177							1781	3647	0
Grp Volume(v), veh/h	0	1689	922							149	241	0
Grp Sat Flow(s),veh/h/ln	0	1702	1835							1781	1777	0
Q Serve(g_s), s	0.0	50.6	51.3							8.7	7.1	0.0
Cycle Q Clear(g_c), s	0.0	50.6	51.3							8.7	7.1	0.0
Prop In Lane	0.00		0.10							1.00		0.00
Lane Grp Cap(c), veh/h	0	2324	1253							406	811	0
V/C Ratio(X)	0.00	0.73	0.74							0.37	0.30	0.00
Avail Cap(c_a), veh/h	0	2324	1253							406	811	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	33.1	33.4							43.3	42.5	0.0
Incr Delay (d2), s/veh	0.0	2.0	3.9							2.5	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	23.6	26.4							4.4	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	35.1	37.3							45.8	43.5	0.0
LnGrp LOS	A	D	D							D	D	A
Approach Vol, veh/h		2611									390	
Approach Delay, s/veh		35.9									44.4	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	80.0	30.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	75.1	25.1
Max Q Clear Time (g_c+I1), s	53.3	10.7
Green Ext Time (p_c), s	18.9	1.7

Intersection Summary	
HCM 6th Ctrl Delay	37.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	2312	0	0	0	0	0	75	29	0	0	0
Future Volume (veh/h)	126	2312	0	0	0	0	0	75	29	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	133	2434	0				0	79	31			
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	182	3554	0				0	509	190			
Arrive On Green	0.23	0.23	0.00				0.00	0.20	0.20			
Sat Flow, veh/h	256	5174	0				0	2627	944			
Grp Volume(v), veh/h	965	1602	0				0	54	56			
Grp Sat Flow(s),veh/h/ln	1858	1702	0				0	1777	1700			
Q Serve(g_s), s	52.8	46.9	0.0				0.0	2.8	3.0			
Cycle Q Clear(g_c), s	52.8	46.9	0.0				0.0	2.8	3.0			
Prop In Lane	0.14		0.00				0.00		0.56			
Lane Grp Cap(c), veh/h	1319	2417	0				0	357	342			
V/C Ratio(X)	0.73	0.66	0.00				0.00	0.15	0.16			
Avail Cap(c_a), veh/h	1319	2417	0				0	357	342			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	32.4	30.2	0.0				0.0	36.2	36.3			
Incr Delay (d2), s/veh	3.6	1.5	0.0				0.0	0.9	1.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	27.5	21.8	0.0				0.0	1.3	1.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	31.6	0.0				0.0	37.1	37.3			
LnGrp LOS	D	C	A				A	D	D			
Approach Vol, veh/h		2567						110				
Approach Delay, s/veh		33.3						37.2				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		83.0						27.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		78.1						22.1				
Max Q Clear Time (g_c+I1), s		54.8						5.0				
Green Ext Time (p_c), s		19.9						0.5				
Intersection Summary												
HCM 6th Ctrl Delay			33.4									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	996	887	73	99	185
Future Volume (veh/h)	26	996	887	73	99	185
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	28	1071	954	78	106	199
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	36	3813	3316	270	499	229
Arrive On Green	0.02	0.76	1.00	1.00	0.14	0.14
Sat Flow, veh/h	1781	5149	4853	382	3456	1585
Grp Volume(v), veh/h	28	1071	675	357	106	199
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1747	1728	1585
Q Serve(g_s), s	1.8	7.6	0.0	0.0	3.2	14.5
Cycle Q Clear(g_c), s	1.8	7.6	0.0	0.0	3.2	14.5
Prop In Lane	1.00			0.22	1.00	1.00
Lane Grp Cap(c), veh/h	36	3813	2350	1236	499	229
V/C Ratio(X)	0.77	0.28	0.29	0.29	0.21	0.87
Avail Cap(c_a), veh/h	160	3813	2350	1236	1204	552
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.95	0.95	1.00	1.00
Uniform Delay (d), s/veh	57.5	4.2	0.0	0.0	44.6	49.4
Incr Delay (d2), s/veh	11.2	0.2	0.3	0.6	0.1	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.9	0.1	0.2	1.4	12.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	68.7	4.3	0.3	0.6	44.6	53.3
LnGrp LOS	E	A	A	A	D	D
Approach Vol, veh/h		1099	1032		305	
Approach Delay, s/veh		6.0	0.4		50.3	
Approach LOS		A	A		D	

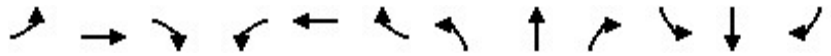
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		96.1		21.9	6.8	89.3
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 66		41.1	10.6	51.2
Max Q Clear Time (g_c+I1), s		9.6		16.5	3.8	2.0
Green Ext Time (p_c), s		24.8		0.5	0.0	20.2

Intersection Summary	
HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	1043	30	24	984	17	21	0	12	8	0	11
Future Volume (veh/h)	137	1043	30	24	984	17	21	0	12	8	0	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.88	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	1075	31	25	1014	0	17	7	12	8	0	11
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	685	3461	100	60	1660		42	13	23	271	0	118
Arrive On Green	0.77	1.00	1.00	0.03	0.33	0.00	0.02	0.02	0.02	0.08	0.00	0.08
Sat Flow, veh/h	1781	4976	143	1781	4985	1585	1781	569	976	3456	0	1506
Grp Volume(v), veh/h	141	718	388	25	1014	0	17	0	19	8	0	11
Grp Sat Flow(s),veh/h/ln	1781	1662	1796	1781	1662	1585	1781	0	1545	1728	0	1506
Q Serve(g_s), s	2.6	0.0	0.0	1.6	20.1	0.0	1.1	0.0	1.4	0.3	0.0	0.8
Cycle Q Clear(g_c), s	2.6	0.0	0.0	1.6	20.1	0.0	1.1	0.0	1.4	0.3	0.0	0.8
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.63	1.00		1.00
Lane Grp Cap(c), veh/h	685	2311	1249	60	1660		42	0	36	271	0	118
V/C Ratio(X)	0.21	0.31	0.31	0.41	0.61		0.41	0.00	0.52	0.03	0.00	0.09
Avail Cap(c_a), veh/h	685	2311	1249	100	1660		107	0	93	996	0	434
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.7	0.0	0.0	55.9	32.9	0.0	56.8	0.0	57.0	50.2	0.0	50.5
Incr Delay (d2), s/veh	0.1	0.3	0.6	1.7	1.7	0.0	2.3	0.0	4.3	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.1	0.2	0.7	8.0	0.0	0.5	0.0	0.6	0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	0.3	0.6	57.5	34.6	0.0	59.1	0.0	61.3	50.2	0.0	50.6
LnGrp LOS	A	A	A	E	C		E	A	E	D	A	D
Approach Vol, veh/h		1247			1039	A		36			19	
Approach Delay, s/veh		1.4			35.2			60.3			50.5	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	87.8		14.2	51.1	45.1		7.7
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	6.6	50.4		34.0	17.6	* 39		7.1
Max Q Clear Time (g_c+I1), s	3.6	2.0		2.8	4.6	22.1		3.4
Green Ext Time (p_c), s	0.0	17.5		0.0	0.1	9.5		0.0

Intersection Summary	
HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	304	845	185	462	1191	0	168	49	362	0	32	184
Future Volume (veh/h)	304	845	185	462	1191	0	168	49	362	0	32	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	338	939	206	513	1323	0	187	54	0	0	36	204
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	512	2604	922	486	2305	0	256	139		0	176	252
Arrive On Green	0.29	0.52	0.52	0.14	0.37	0.00	0.07	0.07	0.00	0.00	0.09	0.09
Sat Flow, veh/h	1781	4985	1540	3456	6537	0	3456	1870	1585	0	1870	2674
Grp Volume(v), veh/h	338	939	206	513	1323	0	187	54	0	0	36	204
Grp Sat Flow(s),veh/h/ln	1781	1662	1540	1728	1570	0	1728	1870	1585	0	1870	1337
Q Serve(g_s), s	19.7	13.1	7.4	16.6	19.9	0.0	6.3	3.2	0.0	0.0	2.1	8.8
Cycle Q Clear(g_c), s	19.7	13.1	7.4	16.6	19.9	0.0	6.3	3.2	0.0	0.0	2.1	8.8
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	512	2604	922	486	2305	0	256	139		0	176	252
V/C Ratio(X)	0.66	0.36	0.22	1.06	0.57	0.00	0.73	0.39		0.00	0.20	0.81
Avail Cap(c_a), veh/h	512	2604	922	486	2305	0	1084	586		0	223	320
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.00	0.91	0.91	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	16.6	11.1	50.7	30.0	0.0	53.5	52.1	0.0	0.0	49.4	52.4
Incr Delay (d2), s/veh	2.5	0.4	0.6	30.1	0.1	0.0	1.4	0.6	0.0	0.0	0.6	11.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	4.8	3.0	9.0	7.2	0.0	2.7	1.5	0.0	0.0	1.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.5	17.0	11.7	80.8	30.0	0.0	54.8	52.7	0.0	0.0	49.9	64.0
LnGrp LOS	D	B	B	F	C	A	D	D		A	D	E
Approach Vol, veh/h		1483			1836			241	A		240	
Approach Delay, s/veh		21.4			44.2			54.4			61.9	
Approach LOS		C			D			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	21.0	67.3		16.0	39.6	48.7		13.6
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	16.6	30.4		14.1	4.0	* 43		37.0
Max Q Clear Time (g_c+I1), s	18.6	15.1		10.8	21.7	21.9		8.3
Green Ext Time (p_c), s	0.0	9.6		0.3	0.0	16.3		0.5

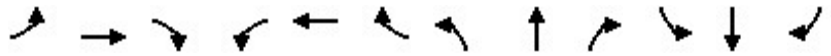
Intersection Summary	
HCM 6th Ctrl Delay	37.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



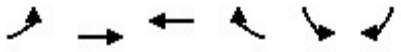
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	0	26	7	7	270	16	260	10	395	302	48
Future Volume (veh/h)	59	0	26	7	7	270	16	260	10	395	302	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.94	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	24	27	0	0	296	17	274	11	416	318	51
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	46	52	0	262	439	140	758	30	477	1243	197
Arrive On Green	0.06	0.06	0.06	0.00	0.00	0.14	0.08	0.22	0.22	0.27	0.41	0.41
Sat Flow, veh/h	1781	798	898	0	1870	3136	1781	3474	139	1781	3052	483
Grp Volume(v), veh/h	44	0	51	0	0	296	17	140	145	416	183	186
Grp Sat Flow(s),veh/h/ln	1781	0	1696	0	1870	1568	1781	1777	1835	1781	1777	1758
Q Serve(g_s), s	1.2	0.0	1.5	0.0	0.0	4.5	0.5	3.4	3.4	11.3	3.5	3.5
Cycle Q Clear(g_c), s	1.2	0.0	1.5	0.0	0.0	4.5	0.5	3.4	3.4	11.3	3.5	3.5
Prop In Lane	1.00		0.53	0.00		1.00	1.00		0.08	1.00		0.27
Lane Grp Cap(c), veh/h	104	0	99	0	262	439	140	388	401	477	724	716
V/C Ratio(X)	0.42	0.00	0.52	0.00	0.00	0.67	0.12	0.36	0.36	0.87	0.25	0.26
Avail Cap(c_a), veh/h	140	0	134	0	1069	1793	140	1016	1050	597	1471	1455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	0.0	23.2	0.0	0.0	20.7	21.7	16.8	16.8	17.7	9.9	10.0
Incr Delay (d2), s/veh	2.0	0.0	3.1	0.0	0.0	0.7	0.1	0.4	0.4	9.7	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.6	0.0	0.0	1.6	0.2	1.2	1.3	5.2	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	0.0	26.3	0.0	0.0	21.4	21.9	17.2	17.2	27.4	10.1	10.1
LnGrp LOS	C	A	C	A	A	C	C	B	B	C	B	B
Approach Vol, veh/h		95			296			302			785	
Approach Delay, s/veh		25.7			21.4			17.5			19.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.6	15.1		7.0	8.0	24.7		11.1
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	17.6	29.0		4.0	4.0	42.0		29.0
Max Q Clear Time (g_c+I1), s	13.3	5.4		3.5	2.5	5.5		6.5
Green Ext Time (p_c), s	0.3	1.2		0.0	0.0	1.8		0.7

Intersection Summary	
HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	188	10	10	93	136	200
Future Volume (veh/h)	188	10	10	93	136	200
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	215	0	11	0	149	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	838	440	686		288	
Arrive On Green	0.24	0.00	0.37	0.00	0.08	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	215	0	11	0	149	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	1.9	0.0	0.1	0.0	1.6	0.0
Cycle Q Clear(g_c), s	1.9	0.0	0.1	0.0	1.6	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	838	440	686		288	
V/C Ratio(X)	0.26	0.00	0.02		0.52	
Avail Cap(c_a), veh/h	1027	539	686		1178	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	11.9	0.0	7.7	0.0	16.8	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.0	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.0	0.0	7.7	0.0	18.2	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		215	11	A	149	A
Approach Delay, s/veh		12.0	7.7		18.2	
Approach LOS		B	A		B	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	13.0		7.2		18.0
Change Period (Y+Rc), s	4.0		4.0		4.0
Max Green Setting (Gmax), s	11.0		13.0		14.0
Max Q Clear Time (g_c+I1), s	3.9		3.6		2.1
Green Ext Time (p_c), s	0.4		0.3		0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

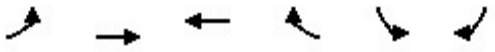
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	137	84	0	1	1
Future Vol, veh/h	13	137	84	0	1	1
Conflicting Peds, #/hr	6	0	0	6	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	161	99	0	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	105	0	-	0	216	57
Stage 1	-	-	-	-	105	-
Stage 2	-	-	-	-	111	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1484	-	-	-	753	997
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	901	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1476	-	-	-	736	990
Mov Cap-2 Maneuver	-	-	-	-	736	-
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	896	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1476	-	-	-	844
HCM Lane V/C Ratio	0.01	-	-	-	0.003
HCM Control Delay (s)	7.5	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑	↑↑↑↑		↑	
Traffic Volume (veh/h)	0	2666	2814	0	0	0
Future Volume (veh/h)	0	2666	2814	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1900
Adj Flow Rate, veh/h	0	2898	3059	0	1412	1106
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	0
Cap, veh/h	0	2574	2574	0	9999	9999
Arrive On Green	0.00	0.40	0.40	0.00	0.40	0.40
Sat Flow, veh/h	0	6958	6958	2516	3693	4854
Grp Volume(v), veh/h	0	2898	3059	0	1412	1106
Grp Sat Flow(s),veh/h/ln	0	1609	1609	0	1781	1610
Q Serve(g_s), s	0.0	18.0	18.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	18.0	18.0	0.0	0.0	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2574	2574	1006	6773	2940
V/C Ratio(X)	0.00	1.13	1.19	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	2574	2574	1006	6773	2940
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	13.5	13.5	0.0	8.1	8.1
Incr Delay (d2), s/veh	0.0	62.4	89.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.4	20.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	75.9	102.6	0.0	8.1	8.1
LnGrp LOS	A	F	F	A	A	A
Approach Vol, veh/h		2898	3059	1077	1255	04
Approach Delay, s/veh		75.9	102.6		8.1	
Approach LOS		E	F		A	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	20.0	2.0	20.0
Green Ext Time (p_c), s	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

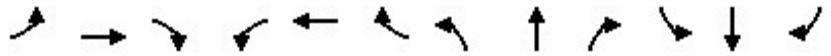
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3085	44	100	998	33	124
Future Volume (veh/h)	3085	44	100	998	33	124
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.94	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	3180	45	103	1029	34	128
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	2	2	5	2	2
Cap, veh/h	4556	1083	154	5069	190	152
Arrive On Green	0.73	0.73	0.09	1.00	0.11	0.11
Sat Flow, veh/h	6537	1493	3456	6537	1781	1427
Grp Volume(v), veh/h	3180	45	103	1029	34	128
Grp Sat Flow(s),veh/h/ln	1570	1493	1728	1570	1781	1427
Q Serve(g_s), s	33.2	1.0	3.4	0.0	2.1	10.4
Cycle Q Clear(g_c), s	33.2	1.0	3.4	0.0	2.1	10.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	4556	1083	154	5069	190	152
V/C Ratio(X)	0.70	0.04	0.67	0.20	0.18	0.84
Avail Cap(c_a), veh/h	4556	1083	223	5069	485	388
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.99	0.99	1.00	1.00
Uniform Delay (d), s/veh	9.0	4.6	52.9	0.0	48.0	51.7
Incr Delay (d2), s/veh	0.1	0.0	1.9	0.1	0.2	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	0.3	1.4	0.0	0.9	3.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.1	4.6	54.8	0.1	48.2	56.5
LnGrp LOS	A	A	D	A	D	E
Approach Vol, veh/h	3225			1132	162	
Approach Delay, s/veh	9.0			5.1	54.8	
Approach LOS	A			A	D	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.6	90.9			100.5	17.5
Change Period (Y+Rc), s	4.4	5.3			5.3	4.9
Max Green Setting (Gmax), s	7.6	63.7			75.7	32.1
Max Q Clear Time (g_c+I1), s	5.4	35.2			2.0	12.4
Green Ext Time (p_c), s	0.0	28.3			22.9	0.2

Intersection Summary	
HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	3019	1	8	666	99	1	0	1	5	0	5
Future Volume (veh/h)	15	3019	1	8	666	99	1	0	1	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	0.98		0.97	0.98		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	3145	1	8	694	103	1	0	1	5	0	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	25	4151	1	60	4607	666	62	11	28	111	0	55
Arrive On Green	0.02	1.00	1.00	0.03	0.83	0.83	0.04	0.00	0.04	0.04	0.00	0.04
Sat Flow, veh/h	1781	5147	2	1781	5573	806	463	308	771	1381	0	1545
Grp Volume(v), veh/h	16	2030	1116	8	584	213	2	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	1826	1781	1570	1668	1542	0	0	1381	0	1545
Q Serve(g_s), s	1.1	0.0	0.0	0.5	2.9	3.0	0.0	0.0	0.0	0.2	0.0	0.4
Cycle Q Clear(g_c), s	1.1	0.0	0.0	0.5	2.9	3.0	0.1	0.0	0.0	0.4	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.48	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	25	2680	1472	60	3894	1379	101	0	0	111	0	55
V/C Ratio(X)	0.65	0.76	0.76	0.13	0.15	0.15	0.02	0.00	0.00	0.05	0.00	0.09
Avail Cap(c_a), veh/h	80	2680	1472	60	3894	1379	444	0	0	436	0	419
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	0.99	0.99	0.99	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.6	0.0	0.0	55.3	2.0	2.0	54.9	0.0	0.0	55.0	0.0	55.0
Incr Delay (d2), s/veh	6.7	1.3	2.4	0.4	0.1	0.2	0.0	0.0	0.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.5	1.0	0.2	0.5	0.6	0.1	0.0	0.0	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.3	1.3	2.4	55.7	2.1	2.3	54.9	0.0	0.0	55.1	0.0	55.3
LnGrp LOS	E	A	A	E	A	A	D	A	A	E	A	E
Approach Vol, veh/h		3162			805			2			10	
Approach Delay, s/veh		2.0			2.7			54.9			55.2	
Approach LOS		A			A			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	100.5		9.1	6.0	102.8		9.1				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.0	67.4		32.0	5.3	66.1		32.0				
Max Q Clear Time (g_c+I1), s	2.5	2.0		2.4	3.1	5.0		2.1				
Green Ext Time (p_c), s	0.0	64.3		0.0	0.0	13.4		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	2.3
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3005	11	26	863	0	27
Future Volume (veh/h)	3005	11	26	863	0	27
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.93	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1870	1826	1900	1900
Adj Flow Rate, veh/h	3098	11	27	890	0	28
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	5	2	5	0	0
Cap, veh/h	3865	14	41	4185	0	38
Arrive On Green	0.75	0.75	0.02	0.84	0.00	0.02
Sat Flow, veh/h	5290	18	1781	5149	0	1538
Grp Volume(v), veh/h	2007	1102	27	890	0	29
Grp Sat Flow(s),veh/h/ln	1662	1821	1781	1662	0	1593
Q Serve(g_s), s	26.5	26.7	1.1	2.5	0.0	1.3
Cycle Q Clear(g_c), s	26.5	26.7	1.1	2.5	0.0	1.3
Prop In Lane		0.01	1.00		0.00	0.97
Lane Grp Cap(c), veh/h	2506	1373	41	4185	0	39
V/C Ratio(X)	0.80	0.80	0.65	0.21	0.00	0.74
Avail Cap(c_a), veh/h	2511	1376	111	4387	0	410
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.4	5.4	34.2	1.1	0.0	34.2
Incr Delay (d2), s/veh	2.5	4.5	6.2	0.1	0.0	23.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	5.3	0.5	0.0	0.0	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.9	9.9	40.5	1.2	0.0	57.9
LnGrp LOS	A	A	D	A	A	E
Approach Vol, veh/h	3109			917	29	
Approach Delay, s/veh	8.6			2.4	57.9	
Approach LOS	A			A	E	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.0	58.5				64.5	6.1
Change Period (Y+Rc), s	4.4	5.2				5.2	4.4
Max Green Setting (Gmax), s	4.4	53.4				62.2	18.2
Max Q Clear Time (g_c+I1), s	3.1	28.7				4.5	3.3
Green Ext Time (p_c), s	0.0	24.6				19.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	39.3

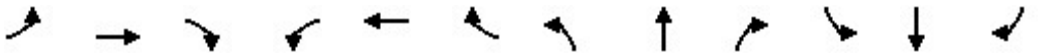
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	258	0	0	1422	708
Future Vol, veh/h	0	258	0	0	1422	708
Conflicting Peds, #/hr	0	0	5	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	274	0	0	1513	753

Major/Minor	Minor2			Major2	
Conflicting Flow All	1895	1138		-	0
Stage 1	1895	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	107	~ 168		-	-
Stage 1	66	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	106	~ 167		-	-
Mov Cap-2 Maneuver	106	-		-	-
Stage 1	66	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	$ 363.5	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	167	-	-
HCM Lane V/C Ratio	-	1.644	-	-
HCM Control Delay (s)	0	$ 363.5	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	18.9	-	-

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



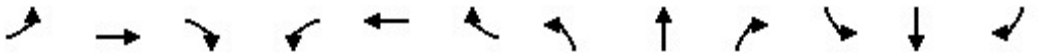
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	650	45	55	614	214	39	39	30	188	39	150
Future Volume (veh/h)	99	650	45	55	614	214	39	39	30	188	39	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	101	663	46	56	627	218	40	40	31	192	40	153
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	129	2171	658	72	2009	610	365	391	326	546	681	602
Arrive On Green	0.02	0.14	0.14	0.04	0.39	0.39	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1781	5106	1548	1781	5106	1550	792	1019	850	1319	1777	1571
Grp Volume(v), veh/h	101	663	46	56	627	218	55	0	56	192	40	153
Grp Sat Flow(s),veh/h/ln	1781	1702	1548	1781	1702	1550	1121	0	1540	1319	1777	1571
Q Serve(g_s), s	5.8	11.9	2.6	3.2	8.7	10.1	1.9	0.0	2.4	11.1	1.4	6.8
Cycle Q Clear(g_c), s	5.8	11.9	2.6	3.2	8.7	10.1	8.7	0.0	2.4	13.5	1.4	6.8
Prop In Lane	1.00		1.00	1.00		1.00	0.73		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	129	2171	658	72	2009	610	491	0	590	546	681	602
V/C Ratio(X)	0.79	0.31	0.07	0.78	0.31	0.36	0.11	0.00	0.10	0.35	0.06	0.25
Avail Cap(c_a), veh/h	272	2171	658	185	2009	610	491	0	590	546	681	602
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.95	0.95	0.95	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.0	30.3	26.3	48.5	21.4	21.8	22.6	0.0	20.1	24.4	19.8	21.5
Incr Delay (d2), s/veh	3.7	0.3	0.2	6.2	0.4	1.6	0.5	0.0	0.3	1.1	0.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	5.3	1.0	1.5	3.3	3.7	1.0	0.0	0.9	3.6	0.6	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	30.7	26.5	54.7	21.8	23.4	23.1	0.0	20.4	25.6	19.9	22.1
LnGrp LOS	D	C	C	D	C	C	C	A	C	C	B	C
Approach Vol, veh/h		810			901			111			385	
Approach Delay, s/veh		33.2			24.2			21.8			23.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	49.5		44.0	11.8	46.2		44.0				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	10.6	* 37		39.1	15.6	31.9		39.1				
Max Q Clear Time (g_c+I1), s	5.2	13.9		15.5	7.8	12.1		10.7				
Green Ext Time (p_c), s	0.0	7.3		4.3	0.1	9.8		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		27.3	
HCM 6th LOS		C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	428	0	0	493	322	0	0	0	357	0	36
Future Volume (veh/h)	25	428	0	0	493	322	0	0	0	357	0	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	470	0	0	542	0	0	0	0	429	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	37	2567	0	2	2339		0	2	2	571	303	0
Arrive On Green	0.02	0.72	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3523	1870	0
Grp Volume(v), veh/h	27	470	0	0	542	0	0	0	0	429	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1762	1870	0
Q Serve(g_s), s	1.5	4.3	0.0	0.0	12.8	0.0	0.0	0.0	0.0	11.9	0.0	0.0
Cycle Q Clear(g_c), s	1.5	4.3	0.0	0.0	12.8	0.0	0.0	0.0	0.0	11.9	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	37	2567	0	2	2339		0	2	2	571	303	0
V/C Ratio(X)	0.72	0.18	0.00	0.00	0.23		0.00	0.00	0.00	0.75	0.00	0.00
Avail Cap(c_a), veh/h	176	2567	0	176	2339		0	182	154	1281	680	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.89	0.00	0.00	0.00	0.00	0.79	0.00	0.00
Uniform Delay (d), s/veh	49.6	4.5	0.0	0.0	18.7	0.0	0.0	0.0	0.0	40.8	0.0	0.0
Incr Delay (d2), s/veh	9.4	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.2	0.0	0.0	5.9	0.0	0.0	0.0	0.0	5.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.0	4.7	0.0	0.0	18.9	0.0	0.0	0.0	0.0	41.4	0.0	0.0
LnGrp LOS	E	A	A	A	B		A	A	A	D	A	A
Approach Vol, veh/h		497			542	A		0			429	
Approach Delay, s/veh		7.6			18.9			0.0			41.4	
Approach LOS		A			B						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	79.6		22.4	6.5	73.0		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.1	* 25		37.1	10.1	23.8		9.9				
Max Q Clear Time (g_c+I1), s	0.0	6.3		13.9	3.5	14.8		0.0				
Green Ext Time (p_c), s	0.0	6.4		0.8	0.0	3.6		0.0				

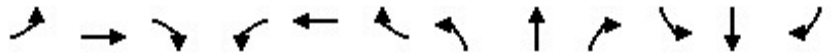
Intersection Summary		
HCM 6th Ctrl Delay		21.6
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



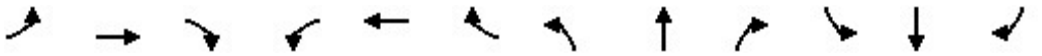
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	266	152	96	282	136	172	721	114	149	796	110
Future Volume (veh/h)	247	266	152	96	282	136	172	721	114	149	796	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	257	277	158	100	294	142	179	751	119	155	829	115
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	284	494	272	124	471	300	237	1463	232	211	1667	727
Arrive On Green	0.16	0.23	0.23	0.07	0.13	0.13	0.07	0.48	0.48	0.06	0.47	0.47
Sat Flow, veh/h	1781	2183	1201	1781	3554	1535	3456	3068	486	3456	3554	1550
Grp Volume(v), veh/h	257	224	211	100	294	142	179	435	435	155	829	115
Grp Sat Flow(s),veh/h/ln	1781	1777	1607	1781	1777	1535	1728	1777	1777	1728	1777	1550
Q Serve(g_s), s	16.4	12.9	13.6	6.4	9.1	6.2	5.9	19.7	19.7	5.1	18.7	2.6
Cycle Q Clear(g_c), s	16.4	12.9	13.6	6.4	9.1	6.2	5.9	19.7	19.7	5.1	18.7	2.6
Prop In Lane	1.00		0.75	1.00		1.00	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	284	402	363	124	471	300	237	847	847	211	1667	727
V/C Ratio(X)	0.91	0.56	0.58	0.80	0.62	0.47	0.76	0.51	0.51	0.74	0.50	0.16
Avail Cap(c_a), veh/h	316	554	502	201	888	480	435	847	847	232	1667	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.9	39.7	40.0	53.2	47.6	20.1	53.1	21.0	21.0	53.5	21.3	5.0
Incr Delay (d2), s/veh	25.1	0.4	0.5	4.4	0.5	0.4	1.9	2.2	2.2	8.6	1.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	5.7	5.4	3.0	4.1	2.6	2.6	8.6	8.6	2.5	7.9	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.0	40.2	40.5	57.6	48.1	20.5	54.9	23.3	23.3	62.1	22.4	5.4
LnGrp LOS	E	D	D	E	D	C	D	C	C	E	C	A
Approach Vol, veh/h		692			536			1049			1099	
Approach Delay, s/veh		52.5			42.6			28.7			26.2	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	60.6	12.5	31.4	12.3	59.7	23.7	20.3
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	7.8	* 40	13.1	36.2	14.6	32.8	20.6	* 29
Max Q Clear Time (g_c+I1), s	11.1	21.7	8.4	15.6	7.9	20.7	18.4	11.1
Green Ext Time (p_c), s	0.0	2.0	0.0	1.0	0.1	2.1	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	35.0
HCM 6th LOS	C

Notes

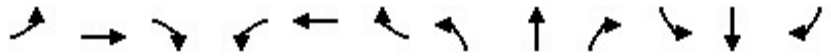
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	543	149	237	232	74	171	188	577	124	241	81
Future Volume (veh/h)	74	543	149	237	232	74	171	188	577	124	241	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.92	1.00		0.83
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	584	160	255	249	80	184	202	620	133	259	87
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	946	595	323	565	461	214	1234	653	162	1129	417
Arrive On Green	0.06	0.27	0.27	0.09	0.30	0.30	0.12	0.35	0.35	0.09	0.32	0.32
Sat Flow, veh/h	1781	3554	1520	3456	1870	1526	1781	3554	1456	1781	3554	1312
Grp Volume(v), veh/h	80	584	160	255	249	80	184	202	620	133	259	87
Grp Sat Flow(s),veh/h/ln	1781	1777	1520	1728	1870	1526	1781	1777	1456	1781	1777	1312
Q Serve(g_s), s	5.1	16.7	8.3	8.3	12.4	4.5	11.7	4.5	40.1	8.5	6.2	5.6
Cycle Q Clear(g_c), s	5.1	16.7	8.3	8.3	12.4	4.5	11.7	4.5	40.1	8.5	6.2	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	946	595	323	565	461	214	1234	653	162	1129	417
V/C Ratio(X)	0.78	0.62	0.27	0.79	0.44	0.17	0.86	0.16	0.95	0.82	0.23	0.21
Avail Cap(c_a), veh/h	462	1230	717	897	647	528	462	1234	653	462	1230	454
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.7	37.2	24.3	51.3	32.5	29.7	49.9	26.1	31.5	51.6	29.0	28.8
Incr Delay (d2), s/veh	4.8	0.8	0.3	1.7	0.3	0.1	3.9	0.1	23.3	4.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	7.3	3.1	3.7	5.6	1.7	5.4	1.9	20.5	4.0	2.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.5	38.0	24.6	53.0	32.8	29.8	53.8	26.2	54.8	55.6	29.1	28.9
LnGrp LOS	E	D	C	D	C	C	D	C	D	E	C	C
Approach Vol, veh/h		824			584			1006			479	
Approach Delay, s/veh		37.4			41.2			48.9			36.4	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	36.7	19.3	43.4	12.1	40.8	15.9	46.8
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	10.3	18.7	13.7	8.2	7.1	14.4	10.5	42.1
Green Ext Time (p_c), s	0.4	5.5	0.2	1.4	0.1	1.2	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	42.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	0	128	61	0	74	29	665	25	68	552	17
Future Volume (veh/h)	83	0	128	61	0	74	29	665	25	68	552	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	0.99		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	94	0	145	69	0	84	33	756	28	77	627	19
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	235	41	264	516	0	540	53	1730	64	98	1874	57
Arrive On Green	0.30	0.00	0.30	0.30	0.00	0.30	0.03	0.34	0.34	0.06	0.37	0.37
Sat Flow, veh/h	443	137	894	1238	0	1532	1781	5052	187	1781	5091	154
Grp Volume(v), veh/h	239	0	0	69	0	84	33	509	275	77	419	227
Grp Sat Flow(s),veh/h/ln	1474	0	0	1238	0	1532	1781	1702	1834	1781	1702	1841
Q Serve(g_s), s	3.2	0.0	0.0	0.0	0.0	1.8	0.9	5.5	5.6	2.0	4.2	4.3
Cycle Q Clear(g_c), s	6.2	0.0	0.0	2.0	0.0	1.8	0.9	5.5	5.6	2.0	4.2	4.3
Prop In Lane	0.39		0.61	1.00		1.00	1.00		0.10	1.00		0.08
Lane Grp Cap(c), veh/h	540	0	0	516	0	540	53	1166	628	98	1253	678
V/C Ratio(X)	0.44	0.00	0.00	0.13	0.00	0.16	0.62	0.44	0.44	0.78	0.33	0.34
Avail Cap(c_a), veh/h	1310	0	0	1177	0	1366	1115	4262	2297	1115	4262	2305
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.0	0.0	0.0	12.6	0.0	10.7	23.0	12.2	12.2	22.4	10.9	10.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.0	4.4	0.3	0.6	5.0	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	0.5	0.0	0.5	0.4	1.8	2.0	0.9	1.3	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.2	0.0	0.0	12.6	0.0	10.7	27.4	12.5	12.8	27.4	11.1	11.3
LnGrp LOS	B	A	A	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		239			153			817			723	
Approach Delay, s/veh		14.2			11.6			13.2			12.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.0	21.8		19.1	5.8	23.0		19.1
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	4.0	7.6		8.2	2.9	6.3		4.0
Green Ext Time (p_c), s	0.1	8.5		1.1	0.0	5.7		0.4

Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	24	211	255	65	200	223	600	24	33	1284	74
Future Volume (veh/h)	164	24	211	255	65	200	223	600	24	33	1284	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.84	1.00		0.87	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	173	25	222	268	68	211	235	632	25	35	1352	78
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	195	332	237	289	430	316	260	1738	757	45	1279	74
Arrive On Green	0.11	0.18	0.18	0.16	0.23	0.23	0.15	0.49	0.49	0.03	0.37	0.37
Sat Flow, veh/h	1781	1870	1333	1781	1870	1374	1781	3554	1547	1781	3414	197
Grp Volume(v), veh/h	173	25	222	268	68	211	235	632	25	35	702	728
Grp Sat Flow(s),veh/h/ln	1781	1870	1333	1781	1870	1374	1781	1777	1547	1781	1777	1834
Q Serve(g_s), s	15.3	1.8	26.3	23.8	4.7	22.4	20.8	17.7	1.3	3.1	60.0	60.0
Cycle Q Clear(g_c), s	15.3	1.8	26.3	23.8	4.7	22.4	20.8	17.7	1.3	3.1	60.0	60.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	195	332	237	289	430	316	260	1738	757	45	666	687
V/C Ratio(X)	0.89	0.08	0.94	0.93	0.16	0.67	0.90	0.36	0.03	0.77	1.05	1.06
Avail Cap(c_a), veh/h	334	350	250	334	430	316	334	1738	757	334	666	687
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.3	54.9	65.0	66.2	49.3	56.1	67.3	25.4	21.3	77.6	50.1	50.1
Incr Delay (d2), s/veh	7.3	0.0	38.5	27.8	0.1	4.3	24.5	0.2	0.0	9.9	50.2	51.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.9	11.5	13.1	2.2	8.2	11.3	7.7	0.5	1.6	35.8	37.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.6	54.9	103.5	94.0	49.3	60.4	91.7	25.6	21.3	87.5	100.3	101.2
LnGrp LOS	E	D	F	F	D	E	F	C	C	F	F	F
Approach Vol, veh/h		420			547			892			1465	
Approach Delay, s/veh		89.9			75.5			42.9			100.4	
Approach LOS		F			E			D			F	

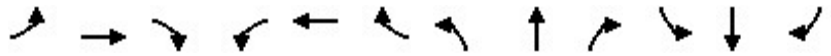
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	87.0	30.3	33.3	27.8	68.7	21.9	41.7
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	5.1	19.7	25.8	28.3	22.8	62.0	17.3	24.4
Green Ext Time (p_c), s	0.0	6.4	0.2	0.1	0.6	0.0	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	79.6
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



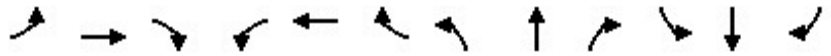
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	456	33	235	93	0	0	0	0	551	83	36
Future Volume (veh/h)	0	456	33	235	93	0	0	0	0	551	83	36
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	490	35	253	100	0				656	0	39
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	380	759	335	399	763	0				878	0	728
Arrive On Green	0.00	0.21	0.21	0.22	0.22	0.00				0.25	0.00	0.25
Sat Flow, veh/h	1781	3554	1570	1781	3572	0				3563	0	1583
Grp Volume(v), veh/h	0	490	35	253	100	0				656	0	39
Grp Sat Flow(s),veh/h/ln	1781	1777	1570	1781	1702	0				1781	0	1583
Q Serve(g_s), s	0.0	5.8	0.8	5.9	1.1	0.0				7.8	0.0	0.6
Cycle Q Clear(g_c), s	0.0	5.8	0.8	5.9	1.1	0.0				7.8	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	380	759	335	399	763	0				878	0	728
V/C Ratio(X)	0.00	0.65	0.10	0.63	0.13	0.00				0.75	0.00	0.05
Avail Cap(c_a), veh/h	2329	4646	2053	2329	4450	0				2717	0	1546
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.5	14.5	16.1	14.2	0.0				16.0	0.0	6.9
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.9	0.1	0.0				0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.9	0.2	2.1	0.3	0.0				2.8	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.8	14.6	18.0	14.3	0.0				16.5	0.0	6.9
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		525			353						695	
Approach Delay, s/veh		16.7			16.9						15.9	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		13.8		17.5		14.6
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		7.8		9.8		7.9
Green Ext Time (p_c), s		2.0		1.4		2.4

Intersection Summary	
HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	974	0	0	304	273	28	14	93	36	0	254
Future Volume (veh/h)	96	974	0	0	304	273	28	14	93	36	0	254
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	1070	0	0	334	300	31	15	102	40	0	279
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	141	1501	0	0	493	435	203	23	159	48	0	335
Arrive On Green	0.08	0.42	0.00	0.00	0.28	0.28	0.11	0.11	0.11	0.24	0.00	0.24
Sat Flow, veh/h	1781	3647	0	0	1881	1576	1781	205	1393	198	0	1382
Grp Volume(v), veh/h	105	1070	0	0	332	302	31	0	117	319	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1587	1781	0	1598	1580	0	0
Q Serve(g_s), s	3.9	16.7	0.0	0.0	11.1	11.4	1.1	0.0	4.7	12.8	0.0	0.0
Cycle Q Clear(g_c), s	3.9	16.7	0.0	0.0	11.1	11.4	1.1	0.0	4.7	12.8	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.99	1.00		0.87	0.13		0.87
Lane Grp Cap(c), veh/h	141	1501	0	0	490	438	203	0	182	383	0	0
V/C Ratio(X)	0.74	0.71	0.00	0.00	0.68	0.69	0.15	0.00	0.64	0.83	0.00	0.00
Avail Cap(c_a), veh/h	798	3185	0	0	1593	1422	1064	0	955	944	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	30.2	16.0	0.0	0.0	21.6	21.7	26.7	0.0	28.4	24.1	0.0	0.0
Incr Delay (d2), s/veh	9.0	0.2	0.0	0.0	2.0	2.3	0.1	0.0	1.4	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	5.5	0.0	0.0	4.3	4.0	0.4	0.0	1.8	4.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	16.2	0.0	0.0	23.6	24.0	26.9	0.0	29.8	25.9	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	C	C	A	A
Approach Vol, veh/h		1175			634			148			319	
Approach Delay, s/veh		18.3			23.8			29.2			25.9	
Approach LOS		B			C			C			C	

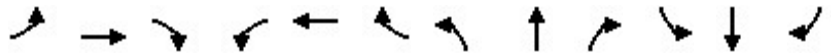
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		32.7		20.2	9.8	22.9		14.0				
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4				
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s		18.7		14.8	5.9	13.4		6.7				
Green Ext Time (p_c), s		5.2		1.5	0.3	5.1		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		21.6
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



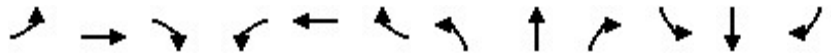
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	871	235	259	416	0	0	0	0	899	413	182
Future Volume (veh/h)	0	871	235	259	416	0	0	0	0	899	413	182
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	917	247	273	438	0				946	435	192
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1476	645	358	2031	0				1111	583	492
Arrive On Green	0.00	0.42	0.42	0.14	0.76	0.00				0.31	0.31	0.31
Sat Flow, veh/h	0	3647	1553	3456	3647	0				3563	1870	1576
Grp Volume(v), veh/h	0	917	247	273	438	0				946	435	192
Grp Sat Flow(s),veh/h/ln	0	1777	1553	1728	1777	0				1781	1870	1576
Q Serve(g_s), s	0.0	17.1	9.3	6.4	3.0	0.0				20.9	17.5	8.0
Cycle Q Clear(g_c), s	0.0	17.1	9.3	6.4	3.0	0.0				20.9	17.5	8.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1476	645	358	2031	0				1111	583	492
V/C Ratio(X)	0.00	0.62	0.38	0.76	0.22	0.00				0.85	0.75	0.39
Avail Cap(c_a), veh/h	0	1476	645	703	2031	0				1361	715	602
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.76	0.76	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	19.3	17.1	35.2	4.7	0.0				27.1	25.9	22.6
Incr Delay (d2), s/veh	0.0	1.5	1.3	1.2	0.2	0.0				3.8	2.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.5	3.2	2.5	0.9	0.0				9.1	7.9	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.9	18.4	36.4	4.9	0.0				30.9	28.4	22.8
LnGrp LOS	A	C	B	D	A	A				C	C	C
Approach Vol, veh/h		1164			711						1573	
Approach Delay, s/veh		20.3			17.0						29.2	
Approach LOS		C			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.1	39.8		31.1		52.9
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.4	19.1		22.9		5.0
Green Ext Time (p_c), s	0.3	1.1		3.3		3.2

Intersection Summary	
HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

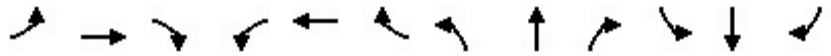


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	324	1430	0	0	545	479	124	268	40	0	0	0
Future Volume (veh/h)	324	1430	0	0	545	479	124	268	40	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	341	1505	0	0	574	504	131	282	42			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1183	2612	0	0	1189	530	211	496	74			
Arrive On Green	0.68	1.00	0.00	0.00	0.33	0.33	0.15	0.15	0.15			
Sat Flow, veh/h	3456	3647	0	0	3647	1585	1422	3345	496			
Grp Volume(v), veh/h	341	1505	0	0	574	504	166	140	149			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	1799	1702	1762			
Q Serve(g_s), s	3.3	0.0	0.0	0.0	10.8	26.1	7.3	6.4	6.6			
Cycle Q Clear(g_c), s	3.3	0.0	0.0	0.0	10.8	26.1	7.3	6.4	6.6			
Prop In Lane	1.00		0.00	0.00		1.00	0.79		0.28			
Lane Grp Cap(c), veh/h	1183	2612	0	0	1189	530	267	252	261			
V/C Ratio(X)	0.29	0.58	0.00	0.00	0.48	0.95	0.62	0.56	0.57			
Avail Cap(c_a), veh/h	1183	2612	0	0	1189	530	602	569	589			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.53	0.53	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	9.2	0.0	0.0	0.0	22.2	27.3	33.6	33.2	33.3			
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.0	1.4	28.6	0.9	0.7	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.0	0.2	0.0	0.0	4.3	13.0	3.2	2.6	2.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.3	0.5	0.0	0.0	23.6	55.8	34.4	33.9	34.0			
LnGrp LOS	A	A	A	A	C	E	C	C	C			
Approach Vol, veh/h		1846			1078			455				
Approach Delay, s/veh		2.1			38.7			34.1				
Approach LOS		A			D			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		66.6			33.6	33.0		17.4				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			5.3	28.1		9.3				
Green Ext Time (p_c), s		18.6			0.7	0.0		1.7				

Intersection Summary	
HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Notes

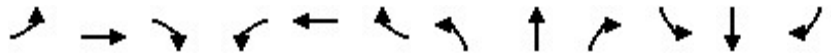
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	23	46	23	1551	25	0	0	0
Future Volume (veh/h)	0	0	0	0	23	46	23	1551	25	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.99			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	24	48	24	1633	26			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	31	62	95	3604	57			
Arrive On Green				0.00	0.06	0.06	0.72	0.72	0.72			
Sat Flow, veh/h				0	557	1113	28	4990	79			
Grp Volume(v), veh/h				0	0	72	615	511	557			
Grp Sat Flow(s),veh/h/ln				0	0	1670	1861	1549	1687			
Q Serve(g_s), s				0.0	0.0	2.1	0.0	6.8	6.8			
Cycle Q Clear(g_c), s				0.0	0.0	2.1	6.8	6.8	6.8			
Prop In Lane				0.00		0.67	0.04		0.05			
Lane Grp Cap(c), veh/h				0	0	93	1419	1119	1218			
V/C Ratio(X)				0.00	0.00	0.77	0.43	0.46	0.46			
Avail Cap(c_a), veh/h				0	0	1337	2303	1859	2025			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	23.3	2.9	2.9	2.9			
Incr Delay (d2), s/veh				0.0	0.0	5.1	0.3	0.4	0.4			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.9	1.0	0.9	0.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	28.4	3.2	3.3	3.3			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					72			1683				
Approach Delay, s/veh					28.4			3.3				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	41.7							8.3				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	8.8							4.1				
Green Ext Time (p_c), s	27.3							0.3				

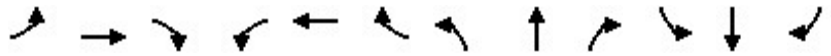
Intersection Summary												
HCM 6th Ctrl Delay			4.3									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	258	137	299	395	85	208	403	72	159	1044	75
Future Volume (veh/h)	101	258	137	299	395	85	208	403	72	159	1044	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	274	146	318	420	90	221	429	77	169	1111	80
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	132	335	283	344	445	95	248	1606	281	196	1645	118
Arrive On Green	0.07	0.18	0.18	0.19	0.30	0.30	0.14	0.37	0.37	0.11	0.34	0.34
Sat Flow, veh/h	1781	1870	1580	1781	1492	320	1781	4368	764	1781	4859	350
Grp Volume(v), veh/h	107	274	146	318	0	510	221	332	174	169	778	413
Grp Sat Flow(s),veh/h/ln	1781	1870	1580	1781	0	1812	1781	1702	1728	1781	1702	1805
Q Serve(g_s), s	7.5	17.9	10.6	22.3	0.0	34.9	15.5	8.7	9.0	11.9	24.9	25.0
Cycle Q Clear(g_c), s	7.5	17.9	10.6	22.3	0.0	34.9	15.5	8.7	9.0	11.9	24.9	25.0
Prop In Lane	1.00		1.00	1.00		0.18	1.00		0.44	1.00		0.19
Lane Grp Cap(c), veh/h	132	335	283	344	0	541	248	1252	636	196	1152	611
V/C Ratio(X)	0.81	0.82	0.52	0.92	0.00	0.94	0.89	0.27	0.27	0.86	0.68	0.68
Avail Cap(c_a), veh/h	420	588	497	420	0	570	420	1606	815	420	1606	852
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	50.2	47.2	50.4	0.0	43.6	53.8	28.2	28.3	55.6	36.1	36.1
Incr Delay (d2), s/veh	4.4	1.9	0.5	21.5	0.0	23.8	6.6	0.2	0.4	4.3	1.2	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	8.6	4.3	12.1	0.0	19.3	7.3	3.6	3.8	5.5	10.4	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.4	52.0	47.7	71.9	0.0	67.4	60.4	28.4	28.7	59.9	37.3	38.4
LnGrp LOS	E	D	D	E	A	E	E	C	C	E	D	D
Approach Vol, veh/h		527			828			727			1360	
Approach Delay, s/veh		53.0			69.1			38.2			40.4	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.4	52.1	29.0	27.7	22.1	48.4	13.8	42.9
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	13.9	11.0	24.3	19.9	17.5	27.0	9.5	36.9
Green Ext Time (p_c), s	0.2	6.5	0.3	1.3	0.2	16.1	0.1	1.0

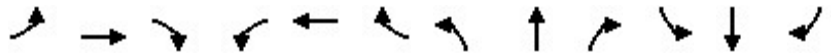
Intersection Summary	
HCM 6th Ctrl Delay	48.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	275	304	83	214	0	0	0	0	225	2409	402
Future Volume (veh/h)	0	275	304	83	214	0	0	0	0	225	2409	402
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	296	327	89	230	0				242	2590	432
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	513	434	151	507	0				1063	2651	419
Arrive On Green	0.00	0.27	0.27	0.27	0.27	0.00				0.60	0.60	0.60
Sat Flow, veh/h	0	1870	1582	332	1935	0				1781	4445	703
Grp Volume(v), veh/h	0	296	327	133	186	0				242	1950	1072
Grp Sat Flow(s),veh/h/ln	0	1870	1582	565	1617	0				1781	1702	1743
Q Serve(g_s), s	0.0	13.7	19.0	11.3	9.5	0.0				6.4	54.4	60.0
Cycle Q Clear(g_c), s	0.0	13.7	19.0	25.1	9.5	0.0				6.4	54.4	60.0
Prop In Lane	0.00		1.00	0.67		0.00				1.00		0.40
Lane Grp Cap(c), veh/h	0	513	434	215	443	0				1063	2031	1040
V/C Ratio(X)	0.00	0.58	0.75	0.62	0.42	0.00				0.23	0.96	1.03
Avail Cap(c_a), veh/h	0	558	472	238	482	0				1063	2031	1040
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	31.5	33.4	39.6	29.9	0.0				9.5	19.2	20.3
Incr Delay (d2), s/veh	0.0	0.7	5.3	3.5	0.5	0.0				0.2	12.2	36.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.3	7.9	3.4	3.7	0.0				2.4	22.6	32.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	32.1	38.7	43.2	30.4	0.0				9.7	31.3	56.3
LnGrp LOS	A	C	D	D	C	A				A	C	F
Approach Vol, veh/h		623			319						3264	
Approach Delay, s/veh		35.6			35.7						37.9	
Approach LOS		D			D						D	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		34.3		66.3		34.3
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		21.0		62.0		27.1
Green Ext Time (p_c), s		1.4		0.0		0.5

Intersection Summary		
HCM 6th Ctrl Delay		37.4
HCM 6th LOS		D



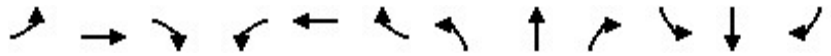
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	217	47	250	0	23	13	274	1588	47	0	0	0
Future Volume (veh/h)	217	47	250	0	23	13	274	1588	47	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	228	49	263	0	24	14	288	1672	49			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	426	66	1267	0	305	178	938	1857	54			
Arrive On Green	0.28	0.28	0.28	0.00	0.28	0.28	0.53	0.53	0.53			
Sat Flow, veh/h	1114	240	1571	0	1108	646	1781	3524	103			
Grp Volume(v), veh/h	277	0	263	0	0	38	288	840	881			
Grp Sat Flow(s),veh/h/ln	1354	0	1571	0	0	1754	1781	1777	1850			
Q Serve(g_s), s	9.7	0.0	0.0	0.0	0.0	0.9	5.0	23.4	23.7			
Cycle Q Clear(g_c), s	10.6	0.0	0.0	0.0	0.0	0.9	5.0	23.4	23.7			
Prop In Lane	0.82		1.00	0.00		0.37	1.00		0.06			
Lane Grp Cap(c), veh/h	492	0	1267	0	0	483	938	936	975			
V/C Ratio(X)	0.56	0.00	0.21	0.00	0.00	0.08	0.31	0.90	0.90			
Avail Cap(c_a), veh/h	879	0	1691	0	0	956	954	952	991			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	18.7	0.0	1.3	0.0	0.0	14.8	7.4	11.7	11.8			
Incr Delay (d2), s/veh	1.0	0.0	0.1	0.0	0.0	0.0	0.2	11.1	11.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.1	0.0	4.0	0.0	0.0	0.3	1.5	9.8	10.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.7	0.0	1.4	0.0	0.0	14.8	7.5	22.8	23.1			
LnGrp LOS	B	A	A	A	A	B	A	C	C			
Approach Vol, veh/h		540			38			2009				
Approach Delay, s/veh		10.8			14.8			20.7				
Approach LOS		B			B			C				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	33.5	21.6	21.6
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	25.7	12.6	2.9
Green Ext Time (p_c), s	3.3	2.5	0.1

Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	6	28	147	3	10	4	614	202	216	1387	9
Future Volume (veh/h)	5	6	28	147	3	10	4	614	202	216	1387	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	7	33	171	3	12	5	714	235	251	1613	10
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	432	66	311	408	76	303	9	2111	651	374	2704	17
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.01	0.41	0.41	0.11	0.52	0.52
Sat Flow, veh/h	1385	283	1332	1354	324	1297	1781	5106	1575	3456	5236	32
Grp Volume(v), veh/h	6	0	40	171	0	15	5	714	235	251	1049	574
Grp Sat Flow(s),veh/h/ln	1385	0	1614	1354	0	1621	1781	1702	1575	1728	1702	1864
Q Serve(g_s), s	0.2	0.0	1.2	6.9	0.0	0.4	0.2	5.8	6.3	4.3	13.1	13.1
Cycle Q Clear(g_c), s	0.6	0.0	1.2	8.1	0.0	0.4	0.2	5.8	6.3	4.3	13.1	13.1
Prop In Lane	1.00		0.82	1.00		0.80	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	432	0	377	408	0	379	9	2111	651	374	1758	963
V/C Ratio(X)	0.01	0.00	0.11	0.42	0.00	0.04	0.53	0.34	0.36	0.67	0.60	0.60
Avail Cap(c_a), veh/h	1017	0	1060	981	0	1064	877	5028	1551	1701	3352	1836
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	0.0	18.3	21.5	0.0	18.1	30.2	12.2	12.3	26.1	10.3	10.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	15.8	0.2	0.6	0.8	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.4	2.1	0.0	0.2	0.1	1.9	2.0	1.7	3.9	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	0.0	18.4	21.8	0.0	18.1	46.0	12.4	12.9	26.9	10.6	10.9
LnGrp LOS	B	A	B	C	A	B	D	B	B	C	B	B
Approach Vol, veh/h		46			186			954			1874	
Approach Delay, s/veh		18.4			21.5			12.7			12.9	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.0	30.9		19.0	4.7	37.2		19.0
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.6	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	16.3	8.3		3.2	2.2	15.1		10.1
Green Ext Time (p_c), s	0.4	12.7		0.1	0.0	16.3		0.3

Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

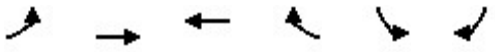
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4161	12	0	2235	0	1
Future Vol, veh/h	4161	12	0	2235	0	1
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	5	2	2	5	2	2
Mvmt Flow	4246	12	0	2281	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	2130
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	35
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	35
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	110.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	35	-	-	-
HCM Lane V/C Ratio	0.029	-	-	-
HCM Control Delay (s)	110.9	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1531	2675	2345	137	87	17
Future Volume (veh/h)	1531	2675	2345	137	87	17
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1595	2786	2443	0	91	18
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	955	4210	2647		118	105
Arrive On Green	0.28	0.84	0.53	0.00	0.07	0.07
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1595	2786	2443	0	91	18
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	32.6	23.2	53.2	0.0	5.9	1.3
Cycle Q Clear(g_c), s	32.6	23.2	53.2	0.0	5.9	1.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	955	4210	2647		118	105
V/C Ratio(X)	1.67	0.66	0.92		0.77	0.17
Avail Cap(c_a), veh/h	955	4210	2647		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.42	0.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	3.2	25.4	0.0	54.2	52.0
Incr Delay (d2), s/veh	306.4	0.8	3.1	0.0	3.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	53.9	3.6	19.7	0.0	2.7	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	349.1	4.1	28.6	0.0	58.1	52.3
LnGrp LOS	F	A	C		E	D
Approach Vol, veh/h		4381	2443	A	109	
Approach Delay, s/veh		129.7	28.6		57.2	
Approach LOS		F	C		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		105.0		13.0	37.0	68.0
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	32.6	* 41
Max Q Clear Time (g_c+I1), s		25.2		7.9	34.6	55.2
Green Ext Time (p_c), s		51.7		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	92.9
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	312	1594	103	104	1016	113	107	314	146	206	793	634
Future Volume (veh/h)	312	1594	103	104	1016	113	107	314	146	206	793	634
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	363	1853	120	121	1181	131	124	365	170	240	922	737
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	382	1587	102	191	1184	131	148	490	214	244	1000	646
Arrive On Green	0.21	0.47	0.47	0.04	0.12	0.12	0.08	0.14	0.14	0.14	0.20	0.20
Sat Flow, veh/h	1781	3388	217	1781	3225	357	1781	3467	1515	1781	5106	1565
Grp Volume(v), veh/h	363	961	1012	121	649	663	124	358	177	240	922	737
Grp Sat Flow(s),veh/h/ln	1781	1777	1828	1781	1777	1805	1781	1702	1578	1781	1702	1565
Q Serve(g_s), s	28.2	65.6	65.6	9.4	51.1	51.4	9.6	14.1	15.2	18.8	24.8	27.4
Cycle Q Clear(g_c), s	28.2	65.6	65.6	9.4	51.1	51.4	9.6	14.1	15.2	18.8	24.8	27.4
Prop In Lane	1.00		0.12	1.00		0.20	1.00		0.96	1.00		1.00
Lane Grp Cap(c), veh/h	382	833	856	191	652	663	148	482	223	244	1000	646
V/C Ratio(X)	0.95	1.15	1.18	0.63	1.00	1.00	0.84	0.74	0.79	0.98	0.92	1.14
Avail Cap(c_a), veh/h	382	833	856	191	652	663	244	625	290	244	1000	646
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.84	0.84	0.84	0.98	0.98	0.98	0.82	0.82	0.82
Uniform Delay (d), s/veh	54.3	37.2	37.2	64.8	61.4	61.5	63.3	57.7	58.1	60.2	55.3	41.4
Incr Delay (d2), s/veh	33.5	83.0	93.6	12.7	31.2	32.0	5.5	3.6	11.1	47.0	11.7	78.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.9	46.3	50.2	5.1	30.1	30.8	4.6	6.3	6.7	11.6	11.6	35.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.8	120.2	130.8	77.6	92.6	93.5	68.8	61.3	69.2	107.3	67.0	119.7
LnGrp LOS	F	F	F	E	F	F	E	E	E	F	E	F
Approach Vol, veh/h		2336			1433			659			1899	
Approach Delay, s/veh		119.8			91.8			64.8			92.6	
Approach LOS		F			F			E			F	

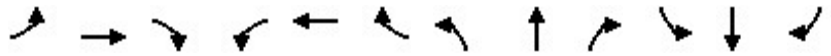
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.6	24.8	20.8	70.8	16.0	32.4	34.4	57.2
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	20.8	17.2	11.4	67.6	11.6	29.4	30.2	53.4
Green Ext Time (p_c), s	0.0	2.4	0.0	0.0	0.1	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	99.5
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1708	161	39	204	0	0	0	0	301	690	1057
Future Volume (veh/h)	0	1708	161	39	204	0	0	0	0	301	690	1057
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1817	171	41	217	0				320	734	1124
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1643	152	66	2021	0				542	1371	543
Arrive On Green	0.00	0.16	0.16	0.04	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3381	304	1781	3647	0				1567	3966	1570
Grp Volume(v), veh/h	0	969	1019	41	217	0				366	688	1124
Grp Sat Flow(s),veh/h/ln	0	1777	1814	1781	1777	0				1792	1870	1570
Q Serve(g_s), s	0.0	70.0	70.0	3.2	3.9	0.0				23.5	20.6	48.4
Cycle Q Clear(g_c), s	0.0	70.0	70.0	3.2	3.9	0.0				23.5	20.6	48.4
Prop In Lane	0.00		0.17	1.00		0.00				0.87		1.00
Lane Grp Cap(c), veh/h	0	888	907	66	2021	0				620	1293	543
V/C Ratio(X)	0.00	1.09	1.12	0.62	0.11	0.00				0.59	0.53	2.07
Avail Cap(c_a), veh/h	0	888	907	313	2021	0				620	1293	543
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.73	0.73	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	58.5	58.5	66.4	13.9	0.0				37.7	36.7	45.8
Incr Delay (d2), s/veh	0.0	42.7	57.3	2.6	0.1	0.0				4.1	1.6	488.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	44.0	48.6	1.5	1.6	0.0				11.2	9.9	92.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	101.1	115.7	69.0	14.0	0.0				41.8	38.3	534.1
LnGrp LOS	A	F	F	E	B	A				D	D	F
Approach Vol, veh/h		1988			258						2178	
Approach Delay, s/veh		108.6			22.7						294.7	
Approach LOS		F			C						F	

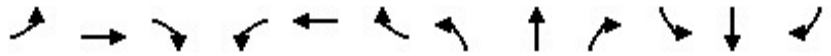
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.6	76.6		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	5.2	72.0		50.4		5.9
Green Ext Time (p_c), s	0.0	0.0		0.0		0.5

Intersection Summary	
HCM 6th Ctrl Delay	195.2
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1043	936	0	0	210	161	42	245	124	0	0	0
Future Volume (veh/h)	1043	936	0	0	210	161	42	245	124	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	1122	1006	0	0	226	173	45	263	133			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1572	1381	0	0	435	319	70	433	202			
Arrive On Green	0.45	0.74	0.00	0.00	0.22	0.22	0.14	0.14	0.14			
Sat Flow, veh/h	3456	1870	0	0	2050	1433	505	3117	1456			
Grp Volume(v), veh/h	1122	1006	0	0	204	195	164	144	133			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1612	1845	1777	1456			
Q Serve(g_s), s	21.0	24.3	0.0	0.0	8.1	8.5	6.7	6.1	6.9			
Cycle Q Clear(g_c), s	21.0	24.3	0.0	0.0	8.1	8.5	6.7	6.1	6.9			
Prop In Lane	1.00		0.00	0.00		0.89	0.27		1.00			
Lane Grp Cap(c), veh/h	1572	1381	0	0	395	359	257	247	202			
V/C Ratio(X)	0.71	0.73	0.00	0.00	0.52	0.54	0.64	0.58	0.66			
Avail Cap(c_a), veh/h	1572	1381	0	0	580	526	394	380	311			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	0.93	0.93	0.93			
Uniform Delay (d), s/veh	17.6	5.9	0.0	0.0	27.3	27.5	32.6	32.3	32.6			
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.0	0.4	0.5	0.9	0.8	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.3	5.5	0.0	0.0	3.3	3.1	3.0	2.6	2.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.7	6.2	0.0	0.0	27.7	28.0	33.5	33.0	33.9			
LnGrp LOS	B	A	A	A	C	C	C	C	C			
Approach Vol, veh/h		2128			399			441				
Approach Delay, s/veh		12.3			27.8			33.5				
Approach LOS		B			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		64.0			41.3	22.7		16.0				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		26.3			23.0	10.5		8.9				
Green Ext Time (p_c), s		5.3			0.0	1.3		1.0				

Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

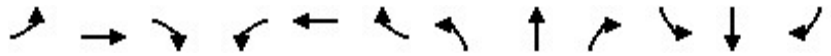
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	187	1555	898	0	0	2862
Future Volume (veh/h)	187	1555	898	0	0	2862
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	195	0	935	0	0	2981
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	227		3181	0	188	4922
Arrive On Green	0.13	0.00	0.64	0.00	0.00	0.78
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	195	0	935	0	0	2981
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	11.8	0.0	9.2	0.0	0.0	21.5
Cycle Q Clear(g_c), s	11.8	0.0	9.2	0.0	0.0	21.5
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	227		3181	0	188	4922
V/C Ratio(X)	0.86		0.29	0.00	0.00	0.61
Avail Cap(c_a), veh/h	486		3181	0	643	4922
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.00	0.73	0.00	0.00	0.65
Uniform Delay (d), s/veh	47.0	0.0	8.9	0.0	0.0	4.9
Incr Delay (d2), s/veh	1.9	0.0	0.1	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	2.9	0.0	0.0	4.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.0	0.0	8.9	0.0	0.0	5.3
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	195	A	935			2981
Approach Delay, s/veh	49.0		8.9			5.3
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	16.0	75.1				91.1	18.9
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	39.7	26.1				70.2	30.0
Max Q Clear Time (g_c+I1), s	10.8	11.2				23.5	13.8
Green Ext Time (p_c), s	0.0	7.0				43.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	177	1582	102	145	448	0	0	918	55
Future Volume (veh/h)	0	0	0	177	1582	102	145	448	0	0	918	55
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				186	1665	107	153	472	0	0	966	58
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				223	2126	140	181	1964	0	0	1107	66
Arrive On Green				0.15	0.15	0.15	0.20	0.77	0.00	0.00	0.23	0.23
Sat Flow, veh/h				479	4577	302	1781	5274	0	0	5085	295
Grp Volume(v), veh/h				717	600	641	153	472	0	0	668	356
Grp Sat Flow(s),veh/h/ln				1846	1702	1810	1781	1702	0	0	1702	1807
Q Serve(g_s), s				41.5	37.2	37.3	9.1	2.9	0.0	0.0	20.8	20.9
Cycle Q Clear(g_c), s				41.5	37.2	37.3	9.1	2.9	0.0	0.0	20.8	20.9
Prop In Lane				0.26		0.17	1.00		0.00	0.00		0.16
Lane Grp Cap(c), veh/h				858	791	841	181	1964	0	0	766	407
V/C Ratio(X)				0.84	0.76	0.76	0.85	0.24	0.00	0.00	0.87	0.87
Avail Cap(c_a), veh/h				858	791	841	236	2186	0	0	823	437
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.70	0.70	0.70	0.63	0.63	0.00	0.00	0.41	0.41
Uniform Delay (d), s/veh				42.5	40.7	40.7	43.0	8.1	0.0	0.0	41.1	41.1
Incr Delay (d2), s/veh				6.8	4.8	4.6	10.6	0.0	0.0	0.0	4.2	7.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				22.1	18.0	19.2	4.1	1.0	0.0	0.0	9.0	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				49.3	45.5	45.3	53.6	8.2	0.0	0.0	45.2	48.7
LnGrp LOS				D	D	D	D	A	A	A	D	D
Approach Vol, veh/h					1958			625			1024	
Approach Delay, s/veh					46.8			19.3			46.5	
Approach LOS					D			B			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	17.1	31.2	57.0	48.2
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	14.6	* 27	51.1	47.1
Max Q Clear Time (g_c+I1), s	11.1	22.9	43.5	4.9
Green Ext Time (p_c), s	0.1	1.9	5.7	3.9

Intersection Summary	
HCM 6th Ctrl Delay	42.0
HCM 6th LOS	D

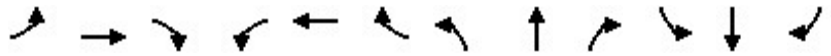
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	253	1820	0	0	0	0	0	517	77
Future Volume (veh/h)	0	0	0	253	1820	0	0	0	0	0	517	77
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				264	1896	0				0	539	80
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				404	3114	0				0	1063	155
Arrive On Green				0.22	0.22	0.00				0.00	0.24	0.24
Sat Flow, veh/h				602	4811	0				0	4650	653
Grp Volume(v), veh/h				807	1353	0				0	407	212
Grp Sat Flow(s),veh/h/ln				1840	1702	0				0	1702	1730
Q Serve(g_s), s				43.9	39.2	0.0				0.0	11.4	11.7
Cycle Q Clear(g_c), s				43.9	39.2	0.0				0.0	11.4	11.7
Prop In Lane				0.33		0.00				0.00		0.38
Lane Grp Cap(c), veh/h				1235	2284	0				0	808	410
V/C Ratio(X)				0.65	0.59	0.00				0.00	0.50	0.52
Avail Cap(c_a), veh/h				1235	2284	0				0	808	410
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				31.2	29.3	0.0				0.0	36.3	36.5
Incr Delay (d2), s/veh				2.7	1.1	0.0				0.0	2.2	4.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				22.5	18.1	0.0				0.0	5.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				33.9	30.5	0.0				0.0	38.6	41.1
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2160						619	
Approach Delay, s/veh					31.8						39.4	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				31.0		79.0						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				26.1		73.8						
Max Q Clear Time (g_c+I1), s				13.7		45.9						
Green Ext Time (p_c), s				0.9		3.7						

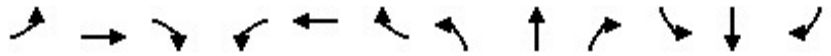
Intersection Summary												
HCM 6th Ctrl Delay			33.5									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2003	101	91	193	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2003	101	91	193	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2065	104	94	199	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3463	174	230	525	0			
Arrive On Green				0.00	0.23	0.23	0.07	0.07	0.00			
Sat Flow, veh/h				0	5148	250	1094	2592	0			
Grp Volume(v), veh/h				0	1409	760	156	137	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1825	1816	1777	0			
Q Serve(g_s), s				0.0	40.6	40.9	9.1	8.1	0.0			
Cycle Q Clear(g_c), s				0.0	40.6	40.9	9.1	8.1	0.0			
Prop In Lane				0.00		0.14	0.60		0.00			
Lane Grp Cap(c), veh/h				0	2367	1269	381	373	0			
V/C Ratio(X)				0.00	0.60	0.60	0.41	0.37	0.00			
Avail Cap(c_a), veh/h				0	2367	1269	381	373	0			
HCM Platoon Ratio				1.00	0.33	0.33	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	28.6	28.7	44.7	44.2	0.0			
Incr Delay (d2), s/veh				0.0	1.1	2.1	3.2	2.8	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	18.8	20.6	4.7	4.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	29.7	30.8	47.9	47.0	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2169			293				
Approach Delay, s/veh					30.1			47.5				
Approach LOS					C			D				

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.0		28.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						76.5		23.1				
Max Q Clear Time (g_c+I1), s						42.9		11.1				
Green Ext Time (p_c), s						22.6		1.3				

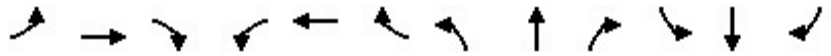
Intersection Summary	
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	252	2110	0	0	0	0	0	521	52
Future Volume (veh/h)	0	0	0	252	2110	0	0	0	0	0	521	52
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				268	2245	0				0	554	55
Peak Hour Factor				0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				342	3079	0				0	908	398
Arrive On Green				0.22	0.22	0.00				0.00	0.26	0.26
Sat Flow, veh/h				525	4892	0				0	3647	1559
Grp Volume(v), veh/h				942	1571	0				0	554	55
Grp Sat Flow(s),veh/h/ln				1844	1702	0				0	1777	1559
Q Serve(g_s), s				53.1	47.0	0.0				0.0	15.1	3.0
Cycle Q Clear(g_c), s				53.1	47.0	0.0				0.0	15.1	3.0
Prop In Lane				0.28		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1202	2219	0				0	908	398
V/C Ratio(X)				0.78	0.71	0.00				0.00	0.61	0.14
Avail Cap(c_a), veh/h				1202	2219	0				0	908	398
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				35.9	33.5	0.0				0.0	36.1	31.6
Incr Delay (d2), s/veh				5.2	1.9	0.0				0.0	3.1	0.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				27.9	22.0	0.0				0.0	7.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				41.0	35.4	0.0				0.0	39.2	32.3
LnGrp LOS				D	D	A				A	D	C
Approach Vol, veh/h					2513						609	
Approach Delay, s/veh					37.5						38.6	
Approach LOS					D						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				33.0		77.0						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				28.1		71.7						
Max Q Clear Time (g_c+I1), s				17.1		55.1						
Green Ext Time (p_c), s				3.1		14.6						

Intersection Summary												
HCM 6th Ctrl Delay			37.7									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2287	27	163	140	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2287	27	163	140	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2407	28	172	147	0			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3619	42	374	373	0			
Arrive On Green				0.00	0.70	0.70	0.07	0.07	0.00			
Sat Flow, veh/h				0	5371	60	1781	1870	0			
Grp Volume(v), veh/h				0	1573	862	172	147	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1859	1781	1777	0			
Q Serve(g_s), s				0.0	28.8	28.9	10.2	8.7	0.0			
Cycle Q Clear(g_c), s				0.0	28.8	28.9	10.2	8.7	0.0			
Prop In Lane				0.00		0.03	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2367	1293	374	373	0			
V/C Ratio(X)				0.00	0.66	0.67	0.46	0.39	0.00			
Avail Cap(c_a), veh/h				0	2367	1293	374	373	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	9.5	9.5	45.2	44.5	0.0			
Incr Delay (d2), s/veh				0.0	1.5	2.7	4.0	3.1	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	9.9	11.3	5.3	4.4	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	11.0	12.2	49.2	47.6	0.0			
LnGrp LOS				A	B	B	D	D	A			
Approach Vol, veh/h					2435			319				
Approach Delay, s/veh					11.4			48.5				
Approach LOS					B			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.0		28.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						76.5		23.1				
Max Q Clear Time (g_c+I1), s						30.9		12.2				
Green Ext Time (p_c), s						32.0		1.4				
Intersection Summary												
HCM 6th Ctrl Delay			15.7									
HCM 6th LOS			B									

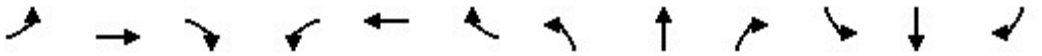
Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	178	656	3	105	0	0	0	25
Future Vol, veh/h	0	0	0	0	178	656	3	105	0	0	0	25
Conflicting Peds, #/hr	0	0	7	7	0	0	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	185	683	3	109	0	0	0	26

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	93	868	-	-	-	434
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	93	868	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	881	289	0	0	0	570
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	904	368	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	840	289	-	-	-	570
Mov Cap-2 Maneuver	-	-	-	840	289	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	863	368	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	24.8	11.6
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	289	-	-	570
HCM Lane V/C Ratio	0.378	-	-	0.046
HCM Control Delay (s)	24.8	-	-	11.6
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.7	-	-	0.1



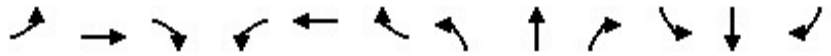
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	889	142	1680	1402	0
Future Volume (veh/h)	0	0	0	0	0	0	0	889	142	1680	1402	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.89	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	907	145	1714	1431	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1447	410	3127	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.29	0.29	0.42	0.64	0.00
Sat Flow, veh/h		0					0	5149	1413	5023	1826	0
Grp Volume(v), veh/h		0.0					0	907	145	1714	1431	0
Grp Sat Flow(s),veh/h/ln							0	1662	1413	1674	1826	0
Q Serve(g_s), s							0.0	17.4	8.9	28.4	65.7	0.0
Cycle Q Clear(g_c), s							0.0	17.4	8.9	28.4	65.7	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1447	410	3127	1740	0
V/C Ratio(X)							0.00	0.63	0.35	0.55	0.82	0.00
Avail Cap(c_a), veh/h							0	1447	410	3127	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	0.67	0.67	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.72	0.72	0.00
Uniform Delay (d), s/veh							0.0	33.9	30.9	20.4	12.8	0.0
Incr Delay (d2), s/veh							0.0	1.4	1.4	0.1	3.3	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	6.9	3.1	11.5	22.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	35.3	32.2	20.5	16.1	0.0
LnGrp LOS							A	D	C	C	B	A
Approach Vol, veh/h								1052			3145	
Approach Delay, s/veh								34.9			18.5	
Approach LOS								C			B	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	72.9	37.1				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	31.9	* 32				67.8						
Max Q Clear Time (g_c+I1), s	30.4	19.4				67.7						
Green Ext Time (p_c), s	1.1	8.2				0.1						

Intersection Summary		
HCM 6th Ctrl Delay		22.6
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



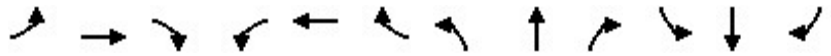
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	1759	76	0	0	0	0	490	241	216	918	0
Future Volume (veh/h)	58	1759	76	0	0	0	0	490	241	216	918	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.93	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	59	1795	78				0	500	246	220	937	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	83	2693	829				0	682	295	247	1936	0
Arrive On Green	0.17	0.17	0.17				0.00	0.20	0.20	0.28	0.76	0.00
Sat Flow, veh/h	158	5109	1573				0	3572	1474	1781	5274	0
Grp Volume(v), veh/h	696	1158	78				0	500	246	220	937	0
Grp Sat Flow(s),veh/h/ln	1862	1702	1573				0	1702	1474	1781	1702	0
Q Serve(g_s), s	38.8	34.8	4.6				0.0	15.1	17.6	13.0	7.7	0.0
Cycle Q Clear(g_c), s	38.8	34.8	4.6				0.0	15.1	17.6	13.0	7.7	0.0
Prop In Lane	0.08		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	982	1794	829				0	682	295	247	1936	0
V/C Ratio(X)	0.71	0.65	0.09				0.00	0.73	0.83	0.89	0.48	0.00
Avail Cap(c_a), veh/h	982	1794	829				0	777	336	431	2581	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.09	0.09	0.09				0.00	1.00	1.00	0.38	0.38	0.00
Uniform Delay (d), s/veh	37.5	35.9	23.4				0.0	41.2	42.2	38.9	9.2	0.0
Incr Delay (d2), s/veh	0.4	0.2	0.0				0.0	3.2	15.0	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	15.9	1.7				0.0	6.6	7.5	4.9	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.9	36.0	23.4				0.0	44.5	57.2	41.1	9.2	0.0
LnGrp LOS	D	D	C				A	D	E	D	A	A
Approach Vol, veh/h		1932						746			1157	
Approach Delay, s/veh		36.2						48.7			15.3	
Approach LOS		D						D			B	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	62.9	47.1	19.7	27.5
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	44.1	55.6	26.6	* 25
Max Q Clear Time (g_c+I1), s	40.8	9.7	15.0	19.6
Green Ext Time (p_c), s	3.1	6.0	0.2	2.4

Intersection Summary	
HCM 6th Ctrl Delay	32.3
HCM 6th LOS	C

Notes

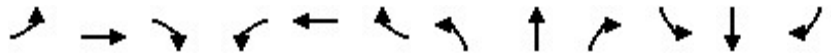
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



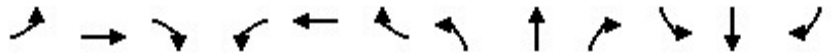
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2227	46	0	0	0	0	0	0	279	504	0
Future Volume (veh/h)	0	2227	46	0	0	0	0	0	0	279	504	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2447	51							307	554	0
Peak Hour Factor	0.91	0.91	0.91							0.91	0.91	0.91
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3092	64							537	1071	0
Arrive On Green	0.00	0.20	0.20							0.10	0.10	0.00
Sat Flow, veh/h	0	5314	107							1732	3624	0
Grp Volume(v), veh/h	0	1616	882							316	545	0
Grp Sat Flow(s),veh/h/ln	0	1702	1848							1784	1702	0
Q Serve(g_s), s	0.0	49.6	50.0							18.6	16.7	0.0
Cycle Q Clear(g_c), s	0.0	49.6	50.0							18.6	16.7	0.0
Prop In Lane	0.00		0.06							0.97		0.00
Lane Grp Cap(c), veh/h	0	2046	1111							553	1055	0
V/C Ratio(X)	0.00	0.79	0.79							0.57	0.52	0.00
Avail Cap(c_a), veh/h	0	2046	1111							553	1055	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	37.5	37.6							42.4	41.6	0.0
Incr Delay (d2), s/veh	0.0	3.2	5.9							4.3	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	23.5	26.5							9.6	7.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	40.7	43.5							46.7	43.4	0.0
LnGrp LOS	A	D	D							D	D	A
Approach Vol, veh/h		2498									861	
Approach Delay, s/veh		41.7									44.6	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	71.0	39.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	66.1	34.1
Max Q Clear Time (g_c+I1), s	52.0	20.6
Green Ext Time (p_c), s	7.5	2.2

Intersection Summary	
HCM 6th Ctrl Delay	42.4
HCM 6th LOS	D



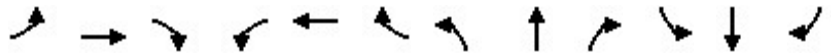
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	2772	0	0	0	0	0	202	259	0	0	0
Future Volume (veh/h)	69	2772	0	0	0	0	0	202	259	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.94			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	76	3046	0				0	222	285			
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	79	3374	0				0	454	382			
Arrive On Green	0.22	0.22	0.00				0.00	0.26	0.26			
Sat Flow, veh/h	121	5316	0				0	1870	1496			
Grp Volume(v), veh/h	1175	1947	0				0	222	285			
Grp Sat Flow(s),veh/h/ln	1864	1702	0				0	1777	1496			
Q Serve(g_s), s	68.6	60.8	0.0				0.0	11.7	19.3			
Cycle Q Clear(g_c), s	68.6	60.8	0.0				0.0	11.7	19.3			
Prop In Lane	0.06		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1222	2231	0				0	454	382			
V/C Ratio(X)	0.96	0.87	0.00				0.00	0.49	0.75			
Avail Cap(c_a), veh/h	1222	2231	0				0	454	382			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	41.7	38.7	0.0				0.0	34.8	37.7			
Incr Delay (d2), s/veh	18.1	5.1	0.0				0.0	3.7	12.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	40.3	29.2	0.0				0.0	5.6	8.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.8	43.7	0.0				0.0	38.6	50.1			
LnGrp LOS	E	D	A				A	D	D			
Approach Vol, veh/h		3122						507				
Approach Delay, s/veh		49.8						45.1				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		77.0						33.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		72.1						28.1				
Max Q Clear Time (g_c+I1), s		70.6						21.3				
Green Ext Time (p_c), s		1.5						1.9				
Intersection Summary												
HCM 6th Ctrl Delay			49.1									
HCM 6th LOS			D									



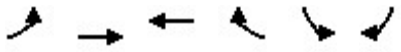
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3307	75	0	0	0	0	0	0	345	409	0
Future Volume (veh/h)	0	3307	75	0	0	0	0	0	0	345	409	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	3595	82							375	445	0
Peak Hour Factor	0.92	0.92	0.92							0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3413	77							439	875	0
Arrive On Green	0.00	0.22	0.22							0.08	0.08	0.00
Sat Flow, veh/h	0	5304	116							1781	3647	0
Grp Volume(v), veh/h	0	2373	1304							375	445	0
Grp Sat Flow(s),veh/h/ln	0	1702	1848							1781	1777	0
Q Serve(g_s), s	0.0	73.1	73.1							22.9	13.2	0.0
Cycle Q Clear(g_c), s	0.0	73.1	73.1							22.9	13.2	0.0
Prop In Lane	0.00		0.06							1.00		0.00
Lane Grp Cap(c), veh/h	0	2262	1228							439	875	0
V/C Ratio(X)	0.00	1.05	1.06							0.85	0.51	0.00
Avail Cap(c_a), veh/h	0	2262	1228							439	875	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	42.9	42.9							48.6	44.1	0.0
Incr Delay (d2), s/veh	0.0	33.3	43.9							18.7	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	43.6	51.0							13.2	6.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	76.3	86.8							67.3	46.2	0.0
LnGrp LOS	A	F	F							E	D	A
Approach Vol, veh/h		3677									820	
Approach Delay, s/veh		80.0									55.9	
Approach LOS		F									E	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	78.0	32.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	73.1	27.1
Max Q Clear Time (g_c+I1), s	75.1	24.9
Green Ext Time (p_c), s	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	75.6
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	3230	0	0	0	0	0	150	34	0	0	0
Future Volume (veh/h)	164	3230	0	0	0	0	0	150	34	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	193	3800	0				0	176	40			
Peak Hour Factor	0.85	0.85	0.85				0.85	0.85	0.85			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	175	3695	0				0	507	113			
Arrive On Green	0.24	0.24	0.00				0.00	0.18	0.18			
Sat Flow, veh/h	239	5192	0				0	2983	642			
Grp Volume(v), veh/h	1503	2490	0				0	107	109			
Grp Sat Flow(s),veh/h/ln	1858	1702	0				0	1777	1755			
Q Serve(g_s), s	80.9	80.3	0.0				0.0	5.8	6.0			
Cycle Q Clear(g_c), s	80.9	80.3	0.0				0.0	5.8	6.0			
Prop In Lane	0.13		0.00				0.00		0.37			
Lane Grp Cap(c), veh/h	1367	2504	0				0	312	308			
V/C Ratio(X)	1.10	0.99	0.00				0.00	0.34	0.36			
Avail Cap(c_a), veh/h	1367	2504	0				0	312	308			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	41.7	41.4	0.0				0.0	39.8	39.9			
Incr Delay (d2), s/veh	56.5	16.7	0.0				0.0	3.0	3.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	61.5	42.2	0.0				0.0	2.8	2.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.1	58.2	0.0				0.0	42.8	43.1			
LnGrp LOS	F	E	A				A	D	D			
Approach Vol, veh/h		3993						216				
Approach Delay, s/veh		73.2						42.9				
Approach LOS		E						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		85.8						24.2				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		80.9						19.3				
Max Q Clear Time (g_c+I1), s		82.9						8.0				
Green Ext Time (p_c), s		0.0						0.9				
Intersection Summary												
HCM 6th Ctrl Delay			71.7									
HCM 6th LOS			E									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	14	1419	1146	5	118	177
Future Volume (veh/h)	14	1419	1146	5	118	177
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	15	1542	1246	5	128	192
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	23	3834	3683	15	485	222
Arrive On Green	0.01	0.77	1.00	1.00	0.14	0.14
Sat Flow, veh/h	1781	5149	5289	21	3456	1585
Grp Volume(v), veh/h	15	1542	808	443	128	192
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1822	1728	1585
Q Serve(g_s), s	1.0	12.2	0.0	0.0	3.9	14.0
Cycle Q Clear(g_c), s	1.0	12.2	0.0	0.0	3.9	14.0
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	23	3834	2388	1309	485	222
V/C Ratio(X)	0.64	0.40	0.34	0.34	0.26	0.86
Avail Cap(c_a), veh/h	130	3834	2388	1309	1116	512
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.90	0.90	1.00	1.00
Uniform Delay (d), s/veh	57.9	4.6	0.0	0.0	45.3	49.6
Incr Delay (d2), s/veh	9.1	0.3	0.3	0.6	0.1	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.1	0.1	0.2	1.7	11.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.1	4.8	0.3	0.6	45.4	53.5
LnGrp LOS	E	A	A	A	D	D
Approach Vol, veh/h		1557	1251		320	
Approach Delay, s/veh		5.4	0.4		50.3	
Approach LOS		A	A		D	

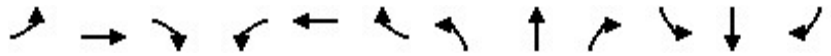
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		96.5		21.5	6.0	90.6
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 69		38.1	8.6	56.2
Max Q Clear Time (g_c+I1), s		14.2		16.0	3.0	2.0
Green Ext Time (p_c), s		38.5		0.6	0.0	27.1

Intersection Summary		
HCM 6th Ctrl Delay		8.0
HCM 6th LOS		A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	1374	19	16	1087	9	0	11	26	70	0	30
Future Volume (veh/h)	124	1374	19	16	1087	9	0	11	26	70	0	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	143	1579	22	18	1249	0	0	13	30	80	0	34
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	684	3563	50	60	1702		58	16	37	213	0	97
Arrive On Green	0.77	1.00	1.00	0.03	0.34	0.00	0.00	0.03	0.03	0.06	0.00	0.06
Sat Flow, veh/h	1781	5066	71	1781	4985	1585	1781	499	1152	3456	0	1577
Grp Volume(v), veh/h	143	1036	565	18	1249	0	0	0	43	80	0	34
Grp Sat Flow(s),veh/h/ln	1781	1662	1813	1781	1662	1585	1781	0	1651	1728	0	1577
Q Serve(g_s), s	2.6	0.0	0.0	1.2	26.0	0.0	0.0	0.0	3.1	2.6	0.0	2.4
Cycle Q Clear(g_c), s	2.6	0.0	0.0	1.2	26.0	0.0	0.0	0.0	3.1	2.6	0.0	2.4
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	684	2337	1275	60	1702		58	0	54	213	0	97
V/C Ratio(X)	0.21	0.44	0.44	0.30	0.73		0.00	0.00	0.80	0.38	0.00	0.35
Avail Cap(c_a), veh/h	684	2337	1275	85	1702		107	0	99	996	0	454
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.8	0.0	0.0	55.6	34.1	0.0	0.0	0.0	56.7	53.2	0.0	53.1
Incr Delay (d2), s/veh	0.1	0.6	1.0	1.0	2.8	0.0	0.0	0.0	9.9	0.4	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.2	0.4	0.5	10.5	0.0	0.0	0.0	1.4	1.2	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.8	0.6	1.0	56.6	37.0	0.0	0.0	0.0	66.6	53.6	0.0	53.9
LnGrp LOS	A	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		1744			1267	A		43			114	
Approach Delay, s/veh		1.4			37.3			66.6			53.7	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	88.7		12.2	51.0	46.1		8.7
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	5.6	51.4		34.0	16.6	* 40		7.1
Max Q Clear Time (g_c+I1), s	3.2	2.0		4.6	4.6	28.0		5.1
Green Ext Time (p_c), s	0.0	29.5		0.3	0.1	8.8		0.0

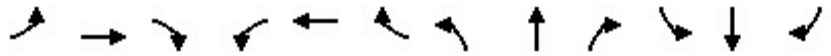
Intersection Summary	
HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	221	1402	305	763	1023	0	277	36	697	0	28	168
Future Volume (veh/h)	221	1402	305	763	1023	0	277	36	697	0	28	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	238	1508	328	820	1100	0	298	39	0	0	30	181
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	639	2446	947	603	1874	0	369	200		0	111	150
Arrive On Green	0.36	0.49	0.49	0.17	0.30	0.00	0.11	0.11	0.00	0.00	0.06	0.06
Sat Flow, veh/h	1781	4985	1584	3456	6537	0	3456	1870	1585	0	1870	2536
Grp Volume(v), veh/h	238	1508	328	820	1100	0	298	39	0	0	30	181
Grp Sat Flow(s),veh/h/ln	1781	1662	1584	1728	1570	0	1728	1870	1585	0	1870	1268
Q Serve(g_s), s	11.7	26.1	12.4	20.6	17.6	0.0	9.9	2.2	0.0	0.0	1.8	7.0
Cycle Q Clear(g_c), s	11.7	26.1	12.4	20.6	17.6	0.0	9.9	2.2	0.0	0.0	1.8	7.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	639	2446	947	603	1874	0	369	200		0	111	150
V/C Ratio(X)	0.37	0.62	0.35	1.36	0.59	0.00	0.81	0.20		0.00	0.27	1.20
Avail Cap(c_a), veh/h	639	2446	947	603	1874	0	1084	586		0	111	150
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.00	0.61	0.61	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	21.9	12.1	48.7	35.2	0.0	51.5	48.1	0.0	0.0	53.1	55.5
Incr Delay (d2), s/veh	0.1	1.2	1.0	162.7	0.1	0.0	1.0	0.1	0.0	0.0	1.3	138.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	9.7	5.7	22.2	6.5	0.0	4.3	1.0	0.0	0.0	0.9	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.2	23.1	13.1	211.4	35.3	0.0	52.5	48.2	0.0	0.0	54.4	193.8
LnGrp LOS	C	C	B	F	D	A	D	D		A	D	F
Approach Vol, veh/h		2074			1920			337	A		211	
Approach Delay, s/veh		22.1			110.5			52.0			174.0	
Approach LOS		C			F			D			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	25.0	63.6		11.9	48.0	40.6		17.5
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	20.6	33.5		7.0	19.2	* 35		37.0
Max Q Clear Time (g_c+I1), s	22.6	28.1		9.0	13.7	19.6		11.9
Green Ext Time (p_c), s	0.0	5.0		0.0	0.2	11.1		0.7

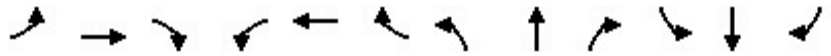
Intersection Summary	
HCM 6th Ctrl Delay	68.8
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



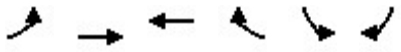
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	0	41	5	0	511	22	391	13	750	410	64
Future Volume (veh/h)	80	0	41	5	0	511	22	391	13	750	410	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.96	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	29	44	0	0	549	23	416	14	798	436	68
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	26	40	0	371	606	58	604	20	816	1841	285
Arrive On Green	0.04	0.04	0.04	0.00	0.00	0.20	0.03	0.17	0.17	0.46	0.60	0.60
Sat Flow, veh/h	1781	641	973	0	1870	3054	1781	3503	118	1781	3078	477
Grp Volume(v), veh/h	64	0	73	0	0	549	23	211	219	798	250	254
Grp Sat Flow(s),veh/h/ln	1781	0	1615	0	1870	1527	1781	1777	1844	1781	1777	1778
Q Serve(g_s), s	4.4	0.0	5.0	0.0	0.0	21.6	1.6	13.7	13.7	54.0	8.1	8.2
Cycle Q Clear(g_c), s	4.4	0.0	5.0	0.0	0.0	21.6	1.6	13.7	13.7	54.0	8.1	8.2
Prop In Lane	1.00		0.60	0.00		1.00	1.00		0.06	1.00		0.27
Lane Grp Cap(c), veh/h	72	0	66	0	371	606	58	307	318	816	1063	1063
V/C Ratio(X)	0.88	0.00	1.11	0.00	0.00	0.91	0.40	0.69	0.69	0.98	0.24	0.24
Avail Cap(c_a), veh/h	72	0	66	0	441	721	87	405	420	826	1143	1143
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.6	0.0	58.9	0.0	0.0	48.1	58.2	47.7	47.7	32.7	11.6	11.6
Incr Delay (d2), s/veh	66.5	0.0	144.6	0.0	0.0	12.4	1.6	2.5	2.4	25.6	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	4.7	0.0	0.0	9.3	0.7	6.2	6.5	28.0	3.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	125.1	0.0	203.5	0.0	0.0	60.5	59.9	50.2	50.2	58.3	11.6	11.7
LnGrp LOS	F	A	F	A	A	E	E	D	D	E	B	B
Approach Vol, veh/h		137			549			453			1302	
Approach Delay, s/veh		166.9			60.5			50.7			40.3	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	80.3	25.2		9.0	8.0	77.5		28.4
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	57.3	28.0		5.0	6.0	79.0		29.0
Max Q Clear Time (g_c+I1), s	56.0	15.7		7.0	3.6	10.2		23.6
Green Ext Time (p_c), s	0.2	1.6		0.0	0.0	2.6		0.8

Intersection Summary	
HCM 6th Ctrl Delay	53.8
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	262	17	9	158	177	281
Future Volume (veh/h)	262	17	9	158	177	281
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	302	0	10	0	195	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	867	455	661		348	
Arrive On Green	0.24	0.00	0.35	0.00	0.10	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	302	0	10	0	195	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	2.8	0.0	0.1	0.0	2.1	0.0
Cycle Q Clear(g_c), s	2.8	0.0	0.1	0.0	2.1	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	867	455	661		348	
V/C Ratio(X)	0.35	0.00	0.02		0.56	
Avail Cap(c_a), veh/h	989	519	661		1133	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	12.4	0.0	8.3	0.0	17.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.0	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.6	0.0	8.4	0.0	18.4	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		302	10	A	195	A
Approach Delay, s/veh		12.6	8.4		18.4	
Approach LOS		B	A		B	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	13.6		8.0		18.0
Change Period (Y+Rc), s	4.0		4.0		4.0
Max Green Setting (Gmax), s	11.0		13.0		14.0
Max Q Clear Time (g_c+I1), s	4.8		4.1		2.1
Green Ext Time (p_c), s	0.6		0.4		0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

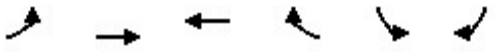
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	196	164	10	1	1
Future Vol, veh/h	9	196	164	10	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	228	191	12	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	203	0	-	0	331	102
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1366	-	-	-	638	933
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	878	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1366	-	-	-	633	933
Mov Cap-2 Maneuver	-	-	-	-	633	-
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	878	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1366	-	-	-	754
HCM Lane V/C Ratio	0.008	-	-	-	0.003
HCM Control Delay (s)	7.7	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑	↑↑↑↑		↑	
Traffic Volume (veh/h)	0	2822	3024	0	0	0
Future Volume (veh/h)	0	2822	3024	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1900
Adj Flow Rate, veh/h	0	3067	3287	0	1412	1416
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	0
Cap, veh/h	0	2574	2574	0	9999	9999
Arrive On Green	0.00	0.40	0.40	0.00	0.40	0.40
Sat Flow, veh/h	0	6958	6958	2516	6934	6530
Grp Volume(v), veh/h	0	3067	3287	0	1412	1416
Grp Sat Flow(s),veh/h/ln	0	1609	1609	0	1781	1610
Q Serve(g_s), s	0.0	18.0	18.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	18.0	18.0	0.0	0.0	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2574	2574	1006	6773	3060
V/C Ratio(X)	0.00	1.19	1.28	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	2574	2574	1006	6773	3060
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	13.5	13.5	0.0	8.1	8.1
Incr Delay (d2), s/veh	0.0	90.4	127.9	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	20.4	27.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	103.9	141.4	0.0	8.1	8.1
LnGrp LOS	A	F	F	A	A	A
Approach Vol, veh/h		3067	3287	1077	1255	04
Approach Delay, s/veh		103.9	141.4		8.1	
Approach LOS		F	F		A	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	20.0	2.0	20.0
Green Ext Time (p_c), s	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

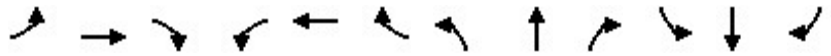
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	4086	58	114	1409	46	169
Future Volume (veh/h)	4086	58	114	1409	46	169
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	4394	62	123	1515	49	182
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	2	2	5	2	2
Cap, veh/h	4339	1093	141	4829	258	207
Arrive On Green	0.69	0.69	0.08	1.00	0.14	0.14
Sat Flow, veh/h	6537	1583	3456	6537	1781	1427
Grp Volume(v), veh/h	4394	62	123	1515	49	182
Grp Sat Flow(s),veh/h/ln	1570	1583	1728	1570	1781	1427
Q Serve(g_s), s	81.5	1.5	4.2	0.0	2.9	14.8
Cycle Q Clear(g_c), s	81.5	1.5	4.2	0.0	2.9	14.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	4339	1093	141	4829	258	207
V/C Ratio(X)	1.01	0.06	0.87	0.31	0.19	0.88
Avail Cap(c_a), veh/h	4339	1093	141	4829	483	387
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.98	0.98	1.00	1.00
Uniform Delay (d), s/veh	18.2	5.9	53.9	0.0	44.4	49.5
Incr Delay (d2), s/veh	7.9	0.0	39.7	0.2	0.1	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.5	0.4	2.5	0.1	1.3	5.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.1	5.9	93.6	0.2	44.5	54.2
LnGrp LOS	F	A	F	A	D	D
Approach Vol, veh/h	4456			1638	231	
Approach Delay, s/veh	25.8			7.2	52.2	
Approach LOS	C			A	D	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.2	86.8			96.0	22.0
Change Period (Y+Rc), s	4.4	5.3			5.3	4.9
Max Green Setting (Gmax), s	4.8	66.6			75.8	32.0
Max Q Clear Time (g_c+I1), s	6.2	83.5			2.0	16.8
Green Ext Time (p_c), s	0.0	0.0			41.7	0.3

Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	4148	0	11	1184	60	0	0	0	5	0	5
Future Volume (veh/h)	9	4148	0	11	1184	60	0	0	0	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	4413	0	12	1260	64	0	0	0	5	0	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	17	4067	0	60	5184	263	0	49	0	107	0	41
Arrive On Green	0.02	1.00	0.00	0.03	0.84	0.84	0.00	0.00	0.00	0.03	0.00	0.03
Sat Flow, veh/h	1781	5149	0	1781	6168	313	0	1870	0	1741	0	1557
Grp Volume(v), veh/h	10	4413	0	12	962	362	0	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1770	0	1870	0	1741	0	1557
Q Serve(g_s), s	0.7	0.0	0.0	0.8	4.8	4.8	0.0	0.0	0.0	0.3	0.0	0.4
Cycle Q Clear(g_c), s	0.7	0.0	0.0	0.8	4.8	4.8	0.0	0.0	0.0	0.3	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.18	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	4067	0	60	3959	1487	0	49	0	107	0	41
V/C Ratio(X)	0.59	1.08	0.00	0.20	0.24	0.24	0.00	0.00	0.00	0.05	0.00	0.12
Avail Cap(c_a), veh/h	60	4067	0	60	3959	1487	0	507	0	533	0	422
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.00	0.96	0.96	0.96	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.7	0.0	0.0	55.4	1.9	1.9	0.0	0.0	0.0	56.1	0.0	56.1
Incr Delay (d2), s/veh	1.1	38.7	0.0	0.6	0.1	0.4	0.0	0.0	0.0	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	14.6	0.0	0.3	0.7	0.9	0.0	0.0	0.0	0.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.8	38.7	0.0	56.0	2.0	2.3	0.0	0.0	0.0	56.2	0.0	56.6
LnGrp LOS	E	F	A	E	A	A	A	A	A	E	A	E
Approach Vol, veh/h		4423			1336			0			10	
Approach Delay, s/veh		38.8			2.6			0.0			56.4	
Approach LOS		D			A						E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	101.6		8.0	5.5	104.5		8.0
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	4.0	67.4		32.0	4.0	67.4		32.0
Max Q Clear Time (g_c+I1), s	2.8	2.0		2.4	2.7	6.8		0.0
Green Ext Time (p_c), s	0.0	65.1		0.0	0.0	27.4		0.0

Intersection Summary	
HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	4127	1	15	1328	0	18
Future Volume (veh/h)	4127	1	15	1328	0	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	0.80
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1870	1826	1900	1900
Adj Flow Rate, veh/h	4299	1	16	1383	0	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	2	5	0	0
Cap, veh/h	4086	1	23	4175	0	117
Arrive On Green	0.79	0.79	0.01	0.84	0.00	0.10
Sat Flow, veh/h	5312	1	1781	5149	0	1223
Grp Volume(v), veh/h	2775	1525	16	1383	0	20
Grp Sat Flow(s),veh/h/ln	1662	1826	1781	1662	0	1287
Q Serve(g_s), s	113.9	113.9	1.3	9.0	0.0	2.0
Cycle Q Clear(g_c), s	113.9	113.9	1.3	9.0	0.0	2.0
Prop In Lane		0.00	1.00		0.00	0.95
Lane Grp Cap(c), veh/h	2638	1449	23	4175	0	123
V/C Ratio(X)	1.05	1.05	0.68	0.33	0.00	0.16
Avail Cap(c_a), veh/h	2638	1449	50	4248	0	162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.8	14.8	70.5	2.6	0.0	59.6
Incr Delay (d2), s/veh	33.2	38.7	12.3	0.2	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	42.0	48.3	0.7	1.9	0.0	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.0	53.5	82.8	2.8	0.0	60.2
LnGrp LOS	F	F	F	A	A	E
Approach Vol, veh/h	4300			1399	20	
Approach Delay, s/veh	49.9			3.7	60.2	
Approach LOS	D			A	E	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.3	119.1			125.4	18.1
Change Period (Y+Rc), s	4.4	5.2			5.2	4.4
Max Green Setting (Gmax), s	4.9	113.9			122.3	18.1
Max Q Clear Time (g_c+I1), s	3.3	115.9			11.0	4.0
Green Ext Time (p_c), s	0.0	0.0			48.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	38.7
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	209.4

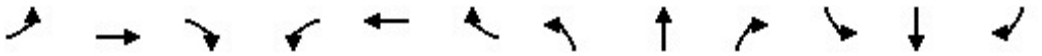
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	403	0	0	2376	437
Future Vol, veh/h	0	403	0	0	2376	437
Conflicting Peds, #/hr	0	3	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	429	0	0	2528	465

Major/Minor	Minor2			Major2	
Conflicting Flow All	2761	1500		-	0
Stage 1	2761	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	36	~ 95		-	-
Stage 1	18	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	36	~ 95		-	-
Mov Cap-2 Maneuver	36	-		-	-
Stage 1	18	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	$ 1671	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	95	-	-
HCM Lane V/C Ratio	-	4.513	-	-
HCM Control Delay (s)	0	$ 1671	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	45.3	-	-

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



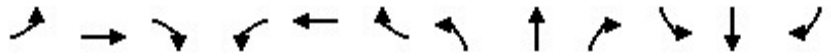
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	967	27	20	901	351	33	57	39	239	26	154
Future Volume (veh/h)	107	967	27	20	901	351	33	57	39	239	26	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.99		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	1087	30	22	1012	394	37	64	44	269	29	173
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	1659	511	434	2536	783	201	347	256	384	519	456
Arrive On Green	0.03	0.11	0.11	0.24	0.50	0.50	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1781	5106	1573	1781	5106	1577	529	1188	877	1270	1777	1561
Grp Volume(v), veh/h	120	1087	30	22	1012	394	69	0	76	269	29	173
Grp Sat Flow(s),veh/h/ln	1781	1702	1573	1781	1702	1577	1080	0	1514	1270	1777	1561
Q Serve(g_s), s	8.0	24.5	2.1	1.1	14.9	20.1	2.5	0.0	4.5	24.0	1.4	10.6
Cycle Q Clear(g_c), s	8.0	24.5	2.1	1.1	14.9	20.1	13.1	0.0	4.5	28.5	1.4	10.6
Prop In Lane	1.00		1.00	1.00		1.00	0.54		0.58	1.00		1.00
Lane Grp Cap(c), veh/h	147	1659	511	434	2536	783	362	0	443	384	519	456
V/C Ratio(X)	0.81	0.66	0.06	0.05	0.40	0.50	0.19	0.00	0.17	0.70	0.06	0.38
Avail Cap(c_a), veh/h	261	2183	673	434	2536	783	504	0	594	511	697	613
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.94	0.94	0.94	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.4	47.1	37.1	34.7	19.0	20.3	34.7	0.0	31.6	42.3	30.6	33.8
Incr Delay (d2), s/veh	3.8	1.9	0.2	0.0	0.4	2.2	0.1	0.0	0.1	6.8	0.1	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	11.4	0.8	0.5	5.7	7.4	1.7	0.0	1.7	8.2	0.6	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.3	49.0	37.3	34.8	19.4	22.4	34.8	0.0	31.7	49.1	30.7	35.3
LnGrp LOS	E	D	D	C	B	C	C	A	C	D	C	D
Approach Vol, veh/h		1237			1428			145			471	
Approach Delay, s/veh		49.9			20.5			33.2			42.9	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	35.4	44.7		40.0	14.3	65.7		40.0				
Change Period (Y+Rc), s	6.1	* 5.7		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	6.6	* 51		47.1	17.6	39.9		47.1				
Max Q Clear Time (g_c+I1), s	3.1	26.5		30.5	10.0	22.1		15.1				
Green Ext Time (p_c), s	0.0	12.4		4.5	0.1	13.7		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		35.4
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	620	1	0	562	531	1	0	0	469	0	33
Future Volume (veh/h)	50	620	1	0	562	531	1	0	0	469	0	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	681	1	0	618	0	1	0	0	549	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	1013	1	728	2015		52	0	46	671	352	0
Arrive On Green	0.04	0.19	0.19	0.00	0.19	0.00	0.03	0.00	0.00	0.19	0.00	0.00
Sat Flow, veh/h	1781	5265	8	1781	3554	1585	1781	0	1585	3563	1870	0
Grp Volume(v), veh/h	55	440	242	0	618	0	1	0	0	549	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1869	1781	1777	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	3.7	14.4	14.4	0.0	18.0	0.0	0.1	0.0	0.0	17.7	0.0	0.0
Cycle Q Clear(g_c), s	3.7	14.4	14.4	0.0	18.0	0.0	0.1	0.0	0.0	17.7	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	71	655	360	728	2015		52	0	46	671	352	0
V/C Ratio(X)	0.78	0.67	0.67	0.00	0.31		0.02	0.00	0.00	0.82	0.00	0.00
Avail Cap(c_a), veh/h	98	814	447	728	2015		445	0	396	1098	577	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.91	0.00	1.00	0.00	0.00	0.87	0.00	0.00
Uniform Delay (d), s/veh	57.1	44.9	44.9	0.0	28.4	0.0	56.6	0.0	0.0	46.7	0.0	0.0
Incr Delay (d2), s/veh	14.9	5.4	9.6	0.0	0.4	0.0	0.1	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	6.4	7.5	0.0	8.6	0.0	0.0	0.0	0.0	7.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.0	50.4	54.6	0.0	28.8	0.0	56.7	0.0	0.0	47.6	0.0	0.0
LnGrp LOS	E	D	D	A	C		E	A	A	D	A	A
Approach Vol, veh/h		737			618	A		1			549	
Approach Delay, s/veh		53.4			28.8			56.7			47.6	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.9	28.2		28.5	9.2	74.0		8.4				
Change Period (Y+Rc), s	5.9	* 5.1		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	4.6	* 29		37.0	6.6	25.3		30.0				
Max Q Clear Time (g_c+I1), s	10.0	16.4		19.7	5.7	20.0		2.1				
Green Ext Time (p_c), s	0.0	6.7		1.0	0.0	2.7		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	43.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

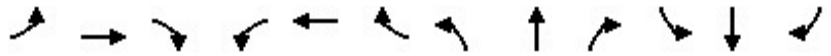
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	253	127	90	469	183	198	883	90	120	818	184
Future Volume (veh/h)	284	253	127	90	469	183	198	883	90	120	818	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	302	269	135	96	499	195	211	939	96	128	870	196
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	323	666	324	117	604	341	257	1520	155	172	1573	697
Arrive On Green	0.18	0.29	0.29	0.07	0.17	0.17	0.07	0.47	0.47	0.05	0.44	0.44
Sat Flow, veh/h	1781	2304	1120	1781	3554	1543	3456	3253	333	3456	3554	1575
Grp Volume(v), veh/h	302	205	199	96	499	195	211	513	522	128	870	196
Grp Sat Flow(s),veh/h/ln	1781	1777	1648	1781	1777	1543	1728	1777	1808	1728	1777	1575
Q Serve(g_s), s	25.1	13.9	14.6	8.0	20.3	10.9	9.0	32.4	32.4	5.5	27.1	6.5
Cycle Q Clear(g_c), s	25.1	13.9	14.6	8.0	20.3	10.9	9.0	32.4	32.4	5.5	27.1	6.5
Prop In Lane	1.00		0.68	1.00		1.00	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	323	513	476	117	604	341	257	830	845	172	1573	697
V/C Ratio(X)	0.94	0.40	0.42	0.82	0.83	0.57	0.82	0.62	0.62	0.74	0.55	0.28
Avail Cap(c_a), veh/h	387	570	528	181	734	398	544	830	845	203	1573	697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.6	42.9	43.1	69.2	60.1	25.7	68.4	29.9	29.9	70.3	30.9	8.0
Incr Delay (d2), s/veh	25.7	0.2	0.2	8.4	5.1	0.5	2.5	3.4	3.4	9.1	1.4	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.7	6.2	6.1	3.9	9.6	4.1	4.1	14.7	15.0	2.7	12.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.3	43.1	43.3	77.6	65.2	26.2	70.9	33.4	33.3	79.5	32.3	9.0
LnGrp LOS	F	D	D	E	E	C	E	C	C	E	C	A
Approach Vol, veh/h		706			790			1246			1194	
Approach Delay, s/veh		61.6			57.1			39.7			33.5	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	75.4	14.2	48.5	15.5	71.7	32.4	30.4
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	8.8	* 59	15.2	48.1	23.6	43.8	32.6	* 31
Max Q Clear Time (g_c+I1), s	7.5	34.4	10.0	16.6	11.0	29.1	27.1	22.3
Green Ext Time (p_c), s	0.0	2.5	0.0	0.9	0.1	2.4	0.1	1.1

Intersection Summary	
HCM 6th Ctrl Delay	45.2
HCM 6th LOS	D

Notes

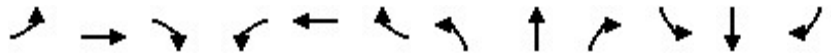
User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	138	63	351	517	61	199	307	62	60	291	93
Future Volume (veh/h)	101	138	63	351	517	61	199	307	62	60	291	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	109	148	68	377	556	66	214	330	67	65	313	100
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	138	833	369	415	639	76	251	924	405	84	642	193
Arrive On Green	0.08	0.23	0.23	0.23	0.39	0.39	0.14	0.26	0.26	0.05	0.17	0.17
Sat Flow, veh/h	1781	3554	1575	1781	1640	195	1781	3554	1559	1781	3863	1159
Grp Volume(v), veh/h	109	148	68	377	0	622	214	330	67	65	273	140
Grp Sat Flow(s),veh/h/ln	1781	1777	1575	1781	0	1834	1781	1777	1559	1781	1702	1618
Q Serve(g_s), s	5.1	2.8	2.9	17.3	0.0	26.4	9.9	6.4	2.8	3.0	6.1	6.6
Cycle Q Clear(g_c), s	5.1	2.8	2.9	17.3	0.0	26.4	9.9	6.4	2.8	3.0	6.1	6.6
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		0.72
Lane Grp Cap(c), veh/h	138	833	369	415	0	715	251	924	405	84	566	269
V/C Ratio(X)	0.79	0.18	0.18	0.91	0.00	0.87	0.85	0.36	0.17	0.78	0.48	0.52
Avail Cap(c_a), veh/h	186	1393	617	499	0	1042	288	1456	639	209	1245	592
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	25.7	25.8	31.4	0.0	23.7	35.3	25.4	24.1	39.7	31.8	32.0
Incr Delay (d2), s/veh	10.4	0.0	0.1	16.8	0.0	5.6	17.4	0.4	0.4	5.7	1.1	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	1.2	1.1	9.2	0.0	12.0	5.3	2.6	1.1	1.4	2.5	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.6	25.8	25.9	48.2	0.0	29.4	52.8	25.8	24.4	45.4	33.0	34.8
LnGrp LOS	D	C	C	D	A	C	D	C	C	D	C	C
Approach Vol, veh/h		325			999			611			478	
Approach Delay, s/veh		33.4			36.5			35.1			35.2	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	27.2	24.0	24.6	16.3	19.3	10.9	37.7
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	4.0	34.5	23.6	33.0	13.6	30.8	8.8	47.8
Max Q Clear Time (g_c+I1), s	5.0	8.4	19.3	4.9	11.9	8.6	7.1	28.4
Green Ext Time (p_c), s	0.0	4.1	0.3	0.8	0.1	4.2	0.0	4.4

Intersection Summary	
HCM 6th Ctrl Delay	35.5
HCM 6th LOS	D



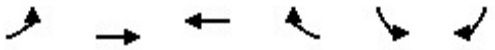
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	48	39	281	6	7	43	516	403	103	635	20
Future Volume (veh/h)	27	48	39	281	6	7	43	516	403	103	635	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	53	43	309	7	8	47	567	443	113	698	22
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	545	301	244	471	251	287	63	1309	573	145	2103	66
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.04	0.37	0.37	0.08	0.41	0.41
Sat Flow, veh/h	1395	954	774	1297	795	909	1781	3554	1556	1781	5080	160
Grp Volume(v), veh/h	30	0	96	309	0	15	47	567	443	113	467	253
Grp Sat Flow(s),veh/h/ln	1395	0	1728	1297	0	1704	1781	1777	1556	1781	1702	1836
Q Serve(g_s), s	1.0	0.0	2.6	14.4	0.0	0.4	1.7	7.6	16.0	3.9	5.9	5.9
Cycle Q Clear(g_c), s	1.3	0.0	2.6	16.9	0.0	0.4	1.7	7.6	16.0	3.9	5.9	5.9
Prop In Lane	1.00		0.45	1.00		0.53	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	545	0	546	471	0	538	63	1309	573	145	1409	760
V/C Ratio(X)	0.06	0.00	0.18	0.66	0.00	0.03	0.74	0.43	0.77	0.78	0.33	0.33
Avail Cap(c_a), veh/h	804	0	866	695	0	832	180	1523	667	213	1486	801
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.5	0.0	15.7	21.9	0.0	15.0	30.3	15.1	17.7	28.6	12.6	12.6
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.6	0.0	0.0	6.3	0.4	5.9	5.7	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.0	4.2	0.0	0.1	0.8	2.8	5.9	1.8	2.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	0.0	15.8	22.5	0.0	15.0	36.6	15.5	23.6	34.3	12.8	12.9
LnGrp LOS	B	A	B	C	A	B	D	B	C	C	B	B
Approach Vol, veh/h		126			324			1057			833	
Approach Delay, s/veh		15.7			22.1			19.8			15.7	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.6	29.1		24.8	6.7	32.0		24.8
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	7.6	* 27		* 32	6.4	27.7		* 31
Max Q Clear Time (g_c+I1), s	5.9	18.0		4.6	3.7	7.9		18.9
Green Ext Time (p_c), s	0.0	5.4		0.4	0.0	4.4		0.5

Intersection Summary	
HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1356	1670	2633	56	0	83
Future Volume (veh/h)	1356	1670	2633	56	0	83
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1541	1898	2992	0	0	94
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	1326	3051	2921		100	507
Arrive On Green	0.26	0.88	0.59	0.00	0.00	0.06
Sat Flow, veh/h	5023	3561	5149	1585	1781	1585
Grp Volume(v), veh/h	1541	1898	2992	0	0	94
Grp Sat Flow(s),veh/h/ln	1674	1735	1662	1585	1781	1585
Q Serve(g_s), s	39.6	21.9	87.9	0.0	0.0	6.4
Cycle Q Clear(g_c), s	39.6	21.9	87.9	0.0	0.0	6.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1326	3051	2921		100	507
V/C Ratio(X)	1.16	0.62	1.02		0.00	0.19
Avail Cap(c_a), veh/h	1326	3051	2921		202	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.00	0.00	1.00
Uniform Delay (d), s/veh	55.2	2.4	31.0	0.0	0.0	36.9
Incr Delay (d2), s/veh	81.6	1.0	12.9	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.3	3.5	35.7	0.0	0.0	6.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	136.8	3.4	43.9	0.0	0.0	37.0
LnGrp LOS	F	A	F		A	D
Approach Vol, veh/h		3439	2992	A	94	
Approach Delay, s/veh		63.2	43.9		37.0	
Approach LOS		E	D		D	

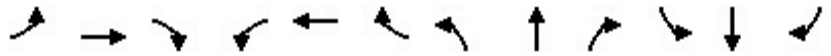
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		137.2		12.8	44.0	93.2
Change Period (Y+Rc), s		5.3		4.4	4.4	* 5.3
Max Green Setting (Gmax), s		123.3		17.0	39.6	* 80
Max Q Clear Time (g_c+I1), s		23.9		8.4	41.6	89.9
Green Ext Time (p_c), s		84.3		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	604	894	75	77	1096	39	141	262	70	43	152	737
Future Volume (veh/h)	604	894	75	77	1096	39	141	262	70	43	152	737
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.95	1.00		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	649	961	81	83	1178	42	152	282	75	46	163	792
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	663	1995	168	170	1771	63	166	514	413	59	763	1072
Arrive On Green	0.19	0.60	0.60	0.10	0.51	0.51	0.09	0.27	0.27	0.03	0.21	0.21
Sat Flow, veh/h	3456	3313	279	1781	3500	125	1781	1870	1504	1781	3554	2500
Grp Volume(v), veh/h	649	515	527	83	598	622	152	282	75	46	163	792
Grp Sat Flow(s),veh/h/ln	1728	1777	1815	1781	1777	1848	1781	1870	1504	1781	1777	1250
Q Serve(g_s), s	25.2	21.9	21.9	6.0	33.8	33.9	11.4	17.4	5.1	3.5	5.1	29.0
Cycle Q Clear(g_c), s	25.2	21.9	21.9	6.0	33.8	33.9	11.4	17.4	5.1	3.5	5.1	29.0
Prop In Lane	1.00		0.15	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	663	1070	1093	170	899	935	166	514	413	59	763	1072
V/C Ratio(X)	0.98	0.48	0.48	0.49	0.67	0.67	0.91	0.55	0.18	0.78	0.21	0.74
Avail Cap(c_a), veh/h	663	1070	1093	170	899	935	166	514	413	120	763	1072
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.78	0.78	0.78	0.98	0.98	0.98	0.89	0.89	0.89
Uniform Delay (d), s/veh	54.3	15.0	15.0	57.9	24.8	24.8	60.7	41.8	37.4	64.8	43.6	34.7
Incr Delay (d2), s/veh	29.6	1.6	1.5	7.6	3.0	2.9	44.3	1.3	0.2	7.0	0.2	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.5	8.9	9.0	3.0	14.4	15.0	7.2	8.2	1.9	1.7	2.3	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.9	16.6	16.6	65.5	27.9	27.8	105.0	43.1	37.6	71.8	43.8	37.4
LnGrp LOS	F	B	B	E	C	C	F	D	D	E	D	D
Approach Vol, veh/h		1691			1303			509			1001	
Approach Delay, s/veh		42.4			30.2			60.8			40.0	
Approach LOS		D			C			E			D	

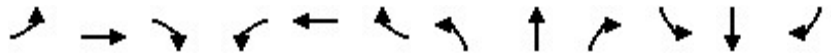
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	42.1	17.3	87.7	17.0	34.0	30.3	74.7
Change Period (Y+Rc), s	4.4	* 5	4.4	* 5.8	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	9.1	* 33	12.9	* 62	12.6	29.0	25.9	47.9
Max Q Clear Time (g_c+I1), s	5.5	19.4	8.0	23.9	13.4	31.0	27.2	35.9
Green Ext Time (p_c), s	0.0	1.7	0.0	11.2	0.0	0.0	0.0	5.4

Intersection Summary	
HCM 6th Ctrl Delay	40.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



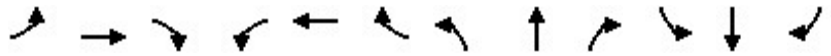
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	908	75	30	183	0	0	0	0	188	223	1054
Future Volume (veh/h)	0	908	75	30	183	0	0	0	0	188	223	1054
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1020	84	34	206	0				211	251	1184
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1374	113	776	3136	0				382	1267	1237
Arrive On Green	0.00	0.41	0.41	0.44	0.88	0.00				0.46	0.46	0.46
Sat Flow, veh/h	0	3413	273	1781	3647	0				835	2770	2706
Grp Volume(v), veh/h	0	546	558	34	206	0				462	0	1184
Grp Sat Flow(s),veh/h/ln	0	1777	1816	1781	1777	0				1829	1777	1353
Q Serve(g_s), s	0.0	39.0	39.0	1.6	1.1	0.0				27.5	0.0	63.3
Cycle Q Clear(g_c), s	0.0	39.0	39.0	1.6	1.1	0.0				27.5	0.0	63.3
Prop In Lane	0.00		0.15	1.00		0.00				0.46		1.00
Lane Grp Cap(c), veh/h	0	736	752	776	3136	0				836	813	1237
V/C Ratio(X)	0.00	0.74	0.74	0.04	0.07	0.00				0.55	0.00	0.96
Avail Cap(c_a), veh/h	0	736	752	776	3136	0				836	813	1237
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.75	0.75	0.50	0.50	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	37.2	37.2	24.3	1.1	0.0				29.6	0.0	39.3
Incr Delay (d2), s/veh	0.0	5.1	5.0	0.0	0.0	0.0				2.6	0.0	17.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.6	18.0	0.7	0.2	0.0				12.9	0.0	23.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	42.2	42.1	24.3	1.1	0.0				32.2	0.0	56.4
LnGrp LOS	A	D	D	C	A	A				C	A	E
Approach Vol, veh/h		1104			240						1646	
Approach Delay, s/veh		42.2			4.4						49.6	
Approach LOS		D			A						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.6	67.0		74.0		140.6
Change Period (Y+Rc), s	6.6	* 4.9		5.4		6.6
Max Green Setting (Gmax), s	7.0	* 62		68.6		69.4
Max Q Clear Time (g_c+I1), s	3.6	41.0		65.3		3.1
Green Ext Time (p_c), s	0.0	2.2		1.3		0.4

Intersection Summary	
HCM 6th Ctrl Delay	43.2
HCM 6th LOS	D

Notes

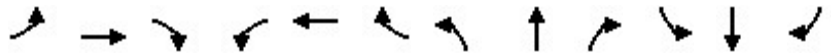
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



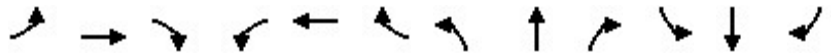
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1966	73	0	0	0	0	0	0	203	351	0
Future Volume (veh/h)	0	1966	73	0	0	0	0	0	0	203	351	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2006	74							207	358	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3221	119							487	972	0
Arrive On Green	0.00	0.21	0.21							0.09	0.09	0.00
Sat Flow, veh/h	0	5222	186							1781	3647	0
Grp Volume(v), veh/h	0	1350	730							207	358	0
Grp Sat Flow(s),veh/h/ln	0	1702	1836							1781	1777	0
Q Serve(g_s), s	0.0	39.6	39.8							12.1	10.4	0.0
Cycle Q Clear(g_c), s	0.0	39.6	39.8							12.1	10.4	0.0
Prop In Lane	0.00		0.10							1.00		0.00
Lane Grp Cap(c), veh/h	0	2169	1170							487	972	0
V/C Ratio(X)	0.00	0.62	0.62							0.42	0.37	0.00
Avail Cap(c_a), veh/h	0	2169	1170							487	972	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	31.4	31.5							41.8	41.1	0.0
Incr Delay (d2), s/veh	0.0	1.4	2.5							2.7	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.4	20.3							6.2	5.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	32.8	34.0							44.5	42.2	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		2080									565	
Approach Delay, s/veh		33.2									43.0	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	75.0	35.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	70.1	30.1
Max Q Clear Time (g_c+I1), s	41.8	14.1
Green Ext Time (p_c), s	19.2	2.8

Intersection Summary	
HCM 6th Ctrl Delay	35.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	1822	0	0	0	0	0	92	37	0	0	0
Future Volume (veh/h)	169	1822	0	0	0	0	0	92	37	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	184	1980	0				0	100	40			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	294	3388	0				0	528	201			
Arrive On Green	0.23	0.23	0.00				0.00	0.21	0.21			
Sat Flow, veh/h	420	5002	0				0	2610	958			
Grp Volume(v), veh/h	810	1354	0				0	69	71			
Grp Sat Flow(s),veh/h/ln	1849	1702	0				0	1777	1698			
Q Serve(g_s), s	43.3	38.7	0.0				0.0	3.5	3.8			
Cycle Q Clear(g_c), s	43.3	38.7	0.0				0.0	3.5	3.8			
Prop In Lane	0.23		0.00				0.00		0.56			
Lane Grp Cap(c), veh/h	1296	2386	0				0	373	357			
V/C Ratio(X)	0.63	0.57	0.00				0.00	0.19	0.20			
Avail Cap(c_a), veh/h	1296	2386	0				0	373	357			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	29.3	27.5	0.0				0.0	35.7	35.8			
Incr Delay (d2), s/veh	2.3	1.0	0.0				0.0	1.1	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	22.2	17.9	0.0				0.0	1.7	1.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.6	28.5	0.0				0.0	36.8	37.1			
LnGrp LOS	C	C	A				A	D	D			
Approach Vol, veh/h		2164						140				
Approach Delay, s/veh		29.7						36.9				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		82.0						28.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		77.1						23.1				
Max Q Clear Time (g_c+I1), s		45.3						5.8				
Green Ext Time (p_c), s		21.7						0.7				
Intersection Summary												
HCM 6th Ctrl Delay			30.1									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	860	207	591	1408	0	178	37	379	0	28	145
Future Volume (veh/h)	235	860	207	591	1408	0	178	37	379	0	28	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		1.00	1.00		1.00	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	242	887	213	609	1452	0	184	38	0	0	29	149
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	269	1263	576	1348	3160	0	426	231		0	111	153
Arrive On Green	0.15	0.25	0.25	0.39	0.50	0.00	0.12	0.12	0.00	0.00	0.06	0.06
Sat Flow, veh/h	1781	4985	1503	3456	6537	0	3456	1870	1585	0	1870	2578
Grp Volume(v), veh/h	242	887	213	609	1452	0	184	38	0	0	29	149
Grp Sat Flow(s),veh/h/ln	1781	1662	1503	1728	1570	0	1728	1870	1585	0	1870	1289
Q Serve(g_s), s	16.0	19.4	12.4	15.7	17.9	0.0	5.9	2.2	0.0	0.0	1.8	6.9
Cycle Q Clear(g_c), s	16.0	19.4	12.4	15.7	17.9	0.0	5.9	2.2	0.0	0.0	1.8	6.9
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	269	1263	576	1348	3160	0	426	231		0	111	153
V/C Ratio(X)	0.90	0.70	0.37	0.45	0.46	0.00	0.43	0.16		0.00	0.26	0.98
Avail Cap(c_a), veh/h	321	1263	576	1348	3160	0	1066	577		0	111	153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.00	0.91	0.91	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	40.7	27.2	27.1	19.3	0.0	48.7	47.1	0.0	0.0	53.9	56.4
Incr Delay (d2), s/veh	22.0	3.3	1.8	0.0	0.0	0.0	0.2	0.1	0.0	0.0	1.2	65.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	8.1	5.6	6.2	6.2	0.0	2.6	1.0	0.0	0.0	0.9	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.1	44.0	29.0	27.1	19.3	0.0	48.9	47.2	0.0	0.0	55.2	122.1
LnGrp LOS	E	D	C	C	B	A	D	D		A	E	F
Approach Vol, veh/h		1342			2061			222	A		178	
Approach Delay, s/veh		46.7			21.6			48.6			111.2	
Approach LOS		D			C			D			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.2	36.1		12.0	22.5	65.8		19.7
Change Period (Y+Rc), s	5.4	* 5.7		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	25.6	* 30		7.1	21.6	34.7		37.0
Max Q Clear Time (g_c+I1), s	17.7	21.4		8.9	18.0	19.9		7.9
Green Ext Time (p_c), s	0.8	6.1		0.0	0.1	12.5		0.4

Intersection Summary	
HCM 6th Ctrl Delay	36.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

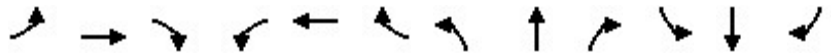
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	480	0	0	1432	844
Future Volume (veh/h)	0	480	0	0	1432	844
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				0.99
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	533			1591	938
Peak Hour Factor	0.90	0.90			0.90	0.90
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			2949	1365
Arrive On Green	0.00	0.00			0.87	0.87
Sat Flow, veh/h	0				3572	1576
Grp Volume(v), veh/h	0.0				1591	938
Grp Sat Flow(s),veh/h/ln					1702	1576
Q Serve(g_s), s					3.9	6.6
Cycle Q Clear(g_c), s					3.9	6.6
Prop In Lane						1.00
Lane Grp Cap(c), veh/h					2949	1365
V/C Ratio(X)					0.54	0.69
Avail Cap(c_a), veh/h					3303	1529
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.6	0.7
Incr Delay (d2), s/veh					0.2	1.1
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.1	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					0.7	1.9
LnGrp LOS					A	A
Approach Vol, veh/h					2529	
Approach Delay, s/veh					1.1	
Approach LOS					A	

Timer - Assigned Phs	6
Phs Duration (G+Y+Rc), s	33.7
Change Period (Y+Rc), s	4.5
Max Green Setting (Gmax), s	32.7
Max Q Clear Time (g_c+I1), s	8.6
Green Ext Time (p_c), s	20.6

Intersection Summary	
HCM 6th Ctrl Delay	1.1
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	202	85	323	479	83	189	296	120	54	286	84
Future Volume (veh/h)	113	202	85	323	479	83	189	296	120	54	286	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	122	217	91	347	515	89	203	318	129	58	308	90
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	890	393	385	591	102	240	958	418	74	697	191
Arrive On Green	0.09	0.25	0.25	0.22	0.38	0.38	0.13	0.27	0.27	0.04	0.18	0.18
Sat Flow, veh/h	1781	3554	1572	1781	1552	268	1781	3554	1550	1781	3938	1078
Grp Volume(v), veh/h	122	217	91	347	0	604	203	318	129	58	263	135
Grp Sat Flow(s),veh/h/ln	1781	1777	1572	1781	0	1820	1781	1777	1550	1781	1702	1613
Q Serve(g_s), s	5.8	4.2	3.9	16.2	0.0	26.3	9.5	6.1	5.7	2.8	5.9	6.4
Cycle Q Clear(g_c), s	5.8	4.2	3.9	16.2	0.0	26.3	9.5	6.1	5.7	2.8	5.9	6.4
Prop In Lane	1.00		1.00	1.00		0.15	1.00		1.00	1.00		0.67
Lane Grp Cap(c), veh/h	153	890	393	385	0	693	240	958	418	74	602	285
V/C Ratio(X)	0.80	0.24	0.23	0.90	0.00	0.87	0.85	0.33	0.31	0.78	0.44	0.47
Avail Cap(c_a), veh/h	204	1370	606	491	0	995	293	1448	632	198	1205	571
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.4	25.6	25.5	32.7	0.0	24.6	36.2	25.1	24.9	40.6	31.4	31.6
Incr Delay (d2), s/veh	10.8	0.1	0.1	14.6	0.0	6.1	14.9	0.4	0.8	6.4	0.9	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	1.8	1.5	8.4	0.0	12.1	5.0	2.5	0.1	1.3	2.4	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.2	25.7	25.7	47.3	0.0	30.7	51.1	25.5	25.7	47.1	32.3	33.8
LnGrp LOS	D	C	C	D	A	C	D	C	C	D	C	C
Approach Vol, veh/h		430			951			650			456	
Approach Delay, s/veh		32.3			36.7			33.5			34.6	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	28.4	22.9	26.3	15.9	20.4	11.8	37.5
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	3.5	34.9	23.6	33.0	14.1	30.3	9.8	46.8
Max Q Clear Time (g_c+I1), s	4.8	8.1	18.2	6.2	11.5	8.4	7.8	28.3
Green Ext Time (p_c), s	0.0	4.5	0.3	1.1	0.1	4.0	0.0	4.2

Intersection Summary	
HCM 6th Ctrl Delay	34.7
HCM 6th LOS	C

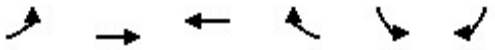
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	37	45	307	11	60	31	513	407	44	682	17
Future Volume (veh/h)	24	37	45	307	11	60	31	513	407	44	682	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	39	47	323	12	63	33	540	428	46	718	18
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	531	259	312	523	87	457	51	1276	557	65	1878	47
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.03	0.36	0.36	0.04	0.37	0.37
Sat Flow, veh/h	1319	770	928	1306	259	1358	1781	3554	1551	1781	5118	128
Grp Volume(v), veh/h	25	0	86	323	0	75	33	540	428	46	477	259
Grp Sat Flow(s),veh/h/ln	1319	0	1697	1306	0	1617	1781	1777	1551	1781	1702	1842
Q Serve(g_s), s	0.7	0.0	2.0	12.8	0.0	1.8	1.0	6.4	13.6	1.4	5.7	5.8
Cycle Q Clear(g_c), s	2.5	0.0	2.0	14.8	0.0	1.8	1.0	6.4	13.6	1.4	5.7	5.8
Prop In Lane	1.00		0.55	1.00		0.84	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	531	0	571	523	0	544	51	1276	557	65	1249	676
V/C Ratio(X)	0.05	0.00	0.15	0.62	0.00	0.14	0.65	0.42	0.77	0.71	0.38	0.38
Avail Cap(c_a), veh/h	840	0	969	810	0	900	128	1327	579	128	1249	676
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	12.9	18.1	0.0	12.8	26.8	13.5	15.8	26.5	13.0	13.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	5.0	0.4	6.8	5.1	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.7	3.6	0.0	0.6	0.5	2.2	5.1	0.6	1.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.7	0.0	12.9	18.5	0.0	12.9	31.7	13.9	22.6	31.7	13.2	13.3
LnGrp LOS	B	A	B	B	A	B	C	B	C	C	B	B
Approach Vol, veh/h		111			398			1001			782	
Approach Delay, s/veh		13.1			17.4			18.2			14.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.4	25.7		23.5	6.0	26.1		23.5
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	4.6	* 21		* 32	4.0	20.1		* 31
Max Q Clear Time (g_c+I1), s	3.4	15.6		4.5	3.0	7.8		16.8
Green Ext Time (p_c), s	0.0	3.3		0.3	0.0	3.7		0.8

Intersection Summary	
HCM 6th Ctrl Delay	16.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1484	1658	2197	61	0	60
Future Volume (veh/h)	1484	1658	2197	61	0	60
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1562	1745	2313	0	0	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	1594	3114	2747		67	563
Arrive On Green	0.32	0.90	0.55	0.00	0.00	0.04
Sat Flow, veh/h	5023	3561	5149	1585	1781	1585
Grp Volume(v), veh/h	1562	1745	2313	0	0	63
Grp Sat Flow(s),veh/h/ln	1674	1735	1662	1585	1781	1585
Q Serve(g_s), s	46.2	15.5	58.3	0.0	0.0	4.0
Cycle Q Clear(g_c), s	46.2	15.5	58.3	0.0	0.0	4.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1594	3114	2747		67	563
V/C Ratio(X)	0.98	0.56	0.84		0.00	0.11
Avail Cap(c_a), veh/h	1594	3114	2747		202	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.44	0.00	0.00	1.00
Uniform Delay (d), s/veh	50.7	1.6	28.2	0.0	0.0	32.5
Incr Delay (d2), s/veh	17.8	0.7	1.5	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.4	1.6	22.2	0.0	0.0	4.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	68.6	2.3	29.7	0.0	0.0	32.6
LnGrp LOS	E	A	C		A	C
Approach Vol, veh/h		3307	2313	A	63	
Approach Delay, s/veh		33.6	29.7		32.6	
Approach LOS		C	C		C	

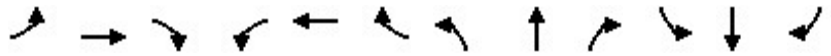
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		140.0		10.0	52.0	88.0
Change Period (Y+Rc), s		5.3		4.4	4.4	* 5.3
Max Green Setting (Gmax), s		123.3		17.0	47.6	* 72
Max Q Clear Time (g_c+I1), s		17.5		6.0	48.2	60.3
Green Ext Time (p_c), s		81.4		0.1	0.0	11.1

Intersection Summary		
HCM 6th Ctrl Delay		32.0
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	558	968	79	101	1021	64	102	273	74	75	148	752
Future Volume (veh/h)	558	968	79	101	1021	64	102	273	74	75	148	752
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.94	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	569	988	81	103	1042	65	104	279	76	77	151	767
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	596	1304	107	174	1103	69	112	352	281	229	899	1133
Arrive On Green	0.17	0.39	0.39	0.10	0.33	0.33	0.06	0.19	0.19	0.13	0.25	0.25
Sat Flow, veh/h	3456	3324	272	1781	3393	212	1781	1870	1491	1781	3554	2576
Grp Volume(v), veh/h	569	528	541	103	546	561	104	279	76	77	151	767
Grp Sat Flow(s),veh/h/ln	1728	1777	1820	1781	1777	1828	1781	1870	1491	1781	1777	1288
Q Serve(g_s), s	17.1	27.0	27.0	5.8	31.4	31.4	6.1	14.9	4.6	4.1	3.5	16.9
Cycle Q Clear(g_c), s	17.1	27.0	27.0	5.8	31.4	31.4	6.1	14.9	4.6	4.1	3.5	16.9
Prop In Lane	1.00		0.15	1.00		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	596	697	714	174	578	594	112	352	281	229	899	1133
V/C Ratio(X)	0.96	0.76	0.76	0.59	0.94	0.94	0.93	0.79	0.27	0.34	0.17	0.68
Avail Cap(c_a), veh/h	596	697	714	174	578	594	112	456	363	229	981	1192
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.78	0.78	0.78	0.99	0.99	0.99	0.88	0.88	0.88
Uniform Delay (d), s/veh	43.0	27.6	27.6	45.4	34.5	34.5	49.0	40.7	36.5	41.7	30.6	11.6
Incr Delay (d2), s/veh	26.1	7.5	7.4	11.1	22.0	21.6	61.7	7.4	0.6	0.3	0.1	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	12.3	12.5	3.0	16.4	16.8	4.6	7.5	1.7	1.8	1.5	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.1	35.1	35.0	56.5	56.5	56.1	110.7	48.0	37.0	42.0	30.7	13.1
LnGrp LOS	E	D	C	E	E	E	F	D	D	D	C	B
Approach Vol, veh/h		1638			1210			459			995	
Approach Delay, s/veh		46.9			56.3			60.4			18.0	
Approach LOS		D			E			E			B	

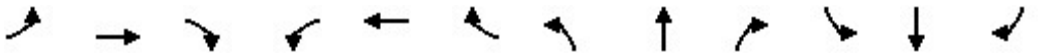
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.9	24.7	16.0	46.4	11.0	31.6	22.5	39.9
Change Period (Y+Rc), s	4.4	4.9	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	10.1	25.6	9.2	* 41	6.6	29.0	18.1	31.7
Max Q Clear Time (g_c+I1), s	16.1	16.9	7.8	29.0	8.1	18.9	19.1	33.4
Green Ext Time (p_c), s	0.0	1.3	0.0	6.6	0.0	4.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	44.3
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



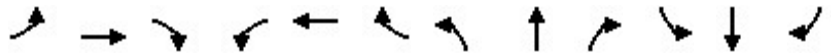
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	939	100	38	163	0	0	0	0	136	170	1027
Future Volume (veh/h)	0	939	100	38	163	0	0	0	0	136	170	1027
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1021	109	41	177	0				148	185	1116
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1308	140	64	1668	0				366	1259	1219
Arrive On Green	0.00	0.40	0.40	0.04	0.47	0.00				0.45	0.45	0.45
Sat Flow, veh/h	0	3331	345	1781	3647	0				813	2793	2705
Grp Volume(v), veh/h	0	560	570	41	177	0				333	0	1116
Grp Sat Flow(s),veh/h/ln	0	1777	1806	1781	1777	0				1830	1777	1353
Q Serve(g_s), s	0.0	41.2	41.2	3.4	4.2	0.0				18.3	0.0	57.9
Cycle Q Clear(g_c), s	0.0	41.2	41.2	3.4	4.2	0.0				18.3	0.0	57.9
Prop In Lane	0.00		0.19	1.00		0.00				0.44		1.00
Lane Grp Cap(c), veh/h	0	718	730	64	1668	0				825	801	1219
V/C Ratio(X)	0.00	0.78	0.78	0.64	0.11	0.00				0.40	0.00	0.92
Avail Cap(c_a), veh/h	0	718	730	90	1668	0				825	801	1219
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.73	0.73	0.60	0.60	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	38.9	38.9	71.3	22.2	0.0				27.7	0.0	38.5
Incr Delay (d2), s/veh	0.0	6.1	6.1	2.3	0.1	0.0				1.5	0.0	12.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.8	19.1	1.6	1.8	0.0				8.6	0.0	21.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	45.0	45.0	73.7	22.3	0.0				29.1	0.0	50.6
LnGrp LOS	A	D	D	E	C	A				C	A	D
Approach Vol, veh/h		1130			218						1449	
Approach Delay, s/veh		45.0			32.0						45.7	
Approach LOS		D			C						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.8	67.2		73.0		77.0
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	7.6	* 60		67.6		70.4
Max Q Clear Time (g_c+I1), s	5.4	43.2		59.9		6.2
Green Ext Time (p_c), s	0.0	2.2		1.8		0.4

Intersection Summary		
HCM 6th Ctrl Delay		44.4
HCM 6th LOS		D

Notes

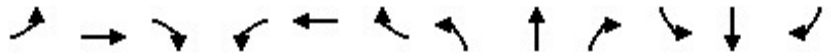
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



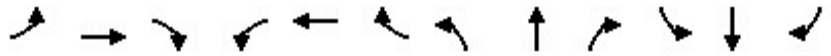
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2166	87	0	0	0	0	0	0	146	236	0
Future Volume (veh/h)	0	2166	87	0	0	0	0	0	0	146	236	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2210	89							149	241	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3436	138							406	811	0
Arrive On Green	0.00	0.23	0.23							0.08	0.08	0.00
Sat Flow, veh/h	0	5201	202							1781	3647	0
Grp Volume(v), veh/h	0	1491	808							149	241	0
Grp Sat Flow(s),veh/h/ln	0	1702	1830							1781	1777	0
Q Serve(g_s), s	0.0	43.6	44.0							8.7	7.1	0.0
Cycle Q Clear(g_c), s	0.0	43.6	44.0							8.7	7.1	0.0
Prop In Lane	0.00		0.11							1.00		0.00
Lane Grp Cap(c), veh/h	0	2324	1249							406	811	0
V/C Ratio(X)	0.00	0.64	0.65							0.37	0.30	0.00
Avail Cap(c_a), veh/h	0	2324	1249							406	811	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	30.4	30.6							43.3	42.5	0.0
Incr Delay (d2), s/veh	0.0	1.4	2.6							2.5	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	20.2	22.4							4.4	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.8	33.2							45.8	43.5	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		2299									390	
Approach Delay, s/veh		32.3									44.4	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	80.0	30.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	75.1	25.1
Max Q Clear Time (g_c+I1), s	46.0	10.7
Green Ext Time (p_c), s	21.7	1.7

Intersection Summary	
HCM 6th Ctrl Delay	34.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	2006	0	0	0	0	0	75	29	0	0	0
Future Volume (veh/h)	126	2006	0	0	0	0	0	75	29	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	133	2112	0				0	79	31			
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	208	3526	0				0	509	190			
Arrive On Green	0.23	0.23	0.00				0.00	0.20	0.20			
Sat Flow, veh/h	293	5135	0				0	2627	944			
Grp Volume(v), veh/h	842	1403	0				0	54	56			
Grp Sat Flow(s),veh/h/ln	1856	1702	0				0	1777	1700			
Q Serve(g_s), s	45.0	40.2	0.0				0.0	2.8	3.0			
Cycle Q Clear(g_c), s	45.0	40.2	0.0				0.0	2.8	3.0			
Prop In Lane	0.16		0.00				0.00		0.56			
Lane Grp Cap(c), veh/h	1318	2417	0				0	357	342			
V/C Ratio(X)	0.64	0.58	0.00				0.00	0.15	0.16			
Avail Cap(c_a), veh/h	1318	2417	0				0	357	342			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	29.4	27.6	0.0				0.0	36.2	36.3			
Incr Delay (d2), s/veh	2.4	1.0	0.0				0.0	0.9	1.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	23.2	18.6	0.0				0.0	1.3	1.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.8	28.6	0.0				0.0	37.1	37.3			
LnGrp LOS	C	C	A				A	D	D			
Approach Vol, veh/h		2245						110				
Approach Delay, s/veh		29.8						37.2				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		83.0						27.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		78.1						22.1				
Max Q Clear Time (g_c+I1), s		47.0						5.0				
Green Ext Time (p_c), s		22.3						0.5				
Intersection Summary												
HCM 6th Ctrl Delay			30.2									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	262	849	185	460	1225	0	168	43	362	0	32	182
Future Volume (veh/h)	262	849	185	460	1225	0	168	43	362	0	32	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		1.00	1.00		1.00	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	291	943	206	511	1361	0	187	48	0	0	36	202
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	318	1429	552	1404	3300	0	254	138		0	111	154
Arrive On Green	0.18	0.29	0.29	0.41	0.53	0.00	0.07	0.07	0.00	0.00	0.06	0.06
Sat Flow, veh/h	1781	4985	1519	3456	6537	0	3456	1870	1585	0	1870	2606
Grp Volume(v), veh/h	291	943	206	511	1361	0	187	48	0	0	36	202
Grp Sat Flow(s),veh/h/ln	1781	1662	1519	1728	1570	0	1728	1870	1585	0	1870	1303
Q Serve(g_s), s	19.2	20.0	12.0	12.4	15.8	0.0	6.4	2.9	0.0	0.0	2.2	7.1
Cycle Q Clear(g_c), s	19.2	20.0	12.0	12.4	15.8	0.0	6.4	2.9	0.0	0.0	2.2	7.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	318	1429	552	1404	3300	0	254	138		0	111	154
V/C Ratio(X)	0.91	0.66	0.37	0.36	0.41	0.00	0.74	0.35		0.00	0.33	1.31
Avail Cap(c_a), veh/h	380	1429	552	1404	3300	0	1066	577		0	111	154
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.00	0.92	0.92	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	48.4	37.7	28.4	24.8	17.3	0.0	54.4	52.8	0.0	0.0	54.2	56.5
Incr Delay (d2), s/veh	22.0	2.4	1.9	0.0	0.0	0.0	1.4	0.5	0.0	0.0	1.7	178.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	8.2	5.1	4.9	5.3	0.0	2.8	1.4	0.0	0.0	1.1	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.4	40.1	30.3	24.8	17.3	0.0	55.9	53.4	0.0	0.0	55.8	234.7
LnGrp LOS	E	D	C	C	B	A	E	D		A	E	F
Approach Vol, veh/h		1440			1872			235	A		238	
Approach Delay, s/veh		44.8			19.3			55.4			207.6	
Approach LOS		D			B			E			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.2	40.1		12.0	25.8	68.4		13.7
Change Period (Y+Rc), s	5.4	* 5.7		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	21.6	* 34		7.1	25.6	30.7		37.0
Max Q Clear Time (g_c+I1), s	14.4	22.0		9.1	21.2	17.8		8.4
Green Ext Time (p_c), s	0.7	8.2		0.0	0.2	10.8		0.5

Intersection Summary	
HCM 6th Ctrl Delay	43.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	600	0	0	1212	828
Future Volume (veh/h)	0	600	0	0	1212	828
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	638			1289	881
Peak Hour Factor	0.94	0.94			0.94	0.94
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			2901	1347
Arrive On Green	0.00	0.00			0.85	0.85
Sat Flow, veh/h	0				3572	1580
Grp Volume(v), veh/h	0.0				1289	881
Grp Sat Flow(s),veh/h/ln					1702	1580
Q Serve(g_s), s					2.7	5.7
Cycle Q Clear(g_c), s					2.7	5.7
Prop In Lane						1.00
Lane Grp Cap(c), veh/h					2901	1347
V/C Ratio(X)					0.44	0.65
Avail Cap(c_a), veh/h					3524	1636
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.5	0.8
Incr Delay (d2), s/veh					0.1	0.7
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.0	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					0.6	1.4
LnGrp LOS					A	A
Approach Vol, veh/h					2170	
Approach Delay, s/veh					1.0	
Approach LOS					A	

Timer - Assigned Phs	6
Phs Duration (G+Y+Rc), s	30.4
Change Period (Y+Rc), s	4.5
Max Green Setting (Gmax), s	31.5
Max Q Clear Time (g_c+I1), s	7.7
Green Ext Time (p_c), s	18.3

Intersection Summary	
HCM 6th Ctrl Delay	1.0
HCM 6th LOS	A

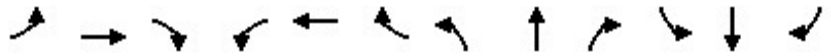
Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	254	134	289	394	85	191	399	72	159	1040	74
Future Volume (veh/h)	98	254	134	289	394	85	191	399	72	159	1040	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	270	143	307	419	90	203	424	77	169	1106	79
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	810	360	289	473	101	197	1059	470	203	1465	105
Arrive On Green	0.07	0.23	0.23	0.16	0.32	0.32	0.11	0.30	0.30	0.11	0.30	0.30
Sat Flow, veh/h	1781	3554	1581	1781	1492	320	1781	3554	1579	1781	4862	347
Grp Volume(v), veh/h	104	270	143	307	0	509	203	424	77	169	774	411
Grp Sat Flow(s),veh/h/ln	1781	1777	1581	1781	0	1812	1781	1777	1579	1781	1702	1805
Q Serve(g_s), s	5.5	6.1	7.4	15.6	0.0	25.6	10.6	9.1	3.5	8.9	19.7	19.8
Cycle Q Clear(g_c), s	5.5	6.1	7.4	15.6	0.0	25.6	10.6	9.1	3.5	8.9	19.7	19.8
Prop In Lane	1.00		1.00	1.00		0.18	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	131	810	360	289	0	574	197	1059	470	203	1026	544
V/C Ratio(X)	0.79	0.33	0.40	1.06	0.00	0.89	1.03	0.40	0.16	0.83	0.75	0.76
Avail Cap(c_a), veh/h	182	1221	543	289	0	732	197	1059	470	345	1127	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.8	31.0	31.5	40.2	0.0	31.2	42.7	26.9	24.9	41.7	30.3	30.3
Incr Delay (d2), s/veh	10.1	0.1	0.3	70.0	0.0	10.6	73.0	0.5	0.3	3.4	3.2	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	2.6	2.8	12.4	0.0	12.7	8.5	3.8	1.3	4.0	8.2	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.9	31.1	31.7	110.2	0.0	41.8	115.7	27.3	25.2	45.1	33.6	36.3
LnGrp LOS	D	C	C	F	A	D	F	C	C	D	C	D
Approach Vol, veh/h		517			816			704			1354	
Approach Delay, s/veh		35.8			67.5			52.6			35.8	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.3	33.9	20.0	26.8	15.0	34.2	11.5	35.3
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	10.9	23.8	15.6	33.0	10.6	31.8	9.8	38.8
Max Q Clear Time (g_c+I1), s	11.6	11.1	17.6	9.4	12.6	21.8	7.5	27.6
Green Ext Time (p_c), s	0.1	3.8	0.0	1.5	0.0	7.0	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	46.9
HCM 6th LOS	D



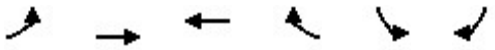
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	6	28	269	3	10	4	593	478	216	1370	9
Future Volume (veh/h)	5	6	28	269	3	10	4	593	478	216	1370	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	7	33	313	3	12	5	690	556	251	1593	10
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	473	81	380	449	93	370	9	1343	595	281	2777	17
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.01	0.38	0.38	0.16	0.53	0.53
Sat Flow, veh/h	1387	283	1334	1357	325	1299	1781	3554	1574	1781	5235	33
Grp Volume(v), veh/h	6	0	40	313	0	15	5	690	556	251	1036	567
Grp Sat Flow(s),veh/h/ln	1387	0	1617	1357	0	1624	1781	1777	1574	1781	1702	1864
Q Serve(g_s), s	0.3	0.0	1.5	18.3	0.0	0.6	0.2	12.5	28.2	11.5	17.1	17.1
Cycle Q Clear(g_c), s	0.8	0.0	1.5	19.8	0.0	0.6	0.2	12.5	28.2	11.5	17.1	17.1
Prop In Lane	1.00		0.82	1.00		0.80	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	473	0	461	449	0	463	9	1343	595	281	1805	989
V/C Ratio(X)	0.01	0.00	0.09	0.70	0.00	0.03	0.53	0.51	0.93	0.89	0.57	0.57
Avail Cap(c_a), veh/h	608	0	619	568	0	605	86	1355	600	281	1805	989
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	21.8	29.0	0.0	21.4	41.2	20.0	24.9	34.3	13.2	13.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.6	0.0	0.0	16.5	0.6	22.4	27.6	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.6	6.0	0.0	0.2	0.1	4.9	13.4	6.9	5.9	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	0.0	21.8	30.6	0.0	21.4	57.7	20.5	47.2	61.9	13.6	14.0
LnGrp LOS	C	A	C	C	A	C	E	C	D	E	B	B
Approach Vol, veh/h		46			328			1251			1854	
Approach Delay, s/veh		21.8			30.2			32.5			20.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.5	37.1		28.5	4.8	49.8		28.5
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	13.1	* 32		* 32	4.0	40.1		* 31
Max Q Clear Time (g_c+I1), s	13.5	30.2		3.5	2.2	19.1		21.8
Green Ext Time (p_c), s	0.0	1.2		0.1	0.0	11.4		0.4

Intersection Summary	
HCM 6th Ctrl Delay	25.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1771	2357	2306	137	0	17
Future Volume (veh/h)	1771	2357	2306	137	0	17
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1845	2455	2402	0	0	18
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	1728	3196	2731		25	568
Arrive On Green	0.34	0.92	0.55	0.00	0.00	0.01
Sat Flow, veh/h	5023	3561	5149	1585	1781	1585
Grp Volume(v), veh/h	1845	2455	2402	0	0	18
Grp Sat Flow(s),veh/h/ln	1674	1735	1662	1585	1781	1585
Q Serve(g_s), s	51.6	28.6	63.1	0.0	0.0	1.1
Cycle Q Clear(g_c), s	51.6	28.6	63.1	0.0	0.0	1.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1728	3196	2731		25	568
V/C Ratio(X)	1.07	0.77	0.88		0.00	0.03
Avail Cap(c_a), veh/h	1728	3196	2731		202	725
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.44	0.00	0.00	1.00
Uniform Delay (d), s/veh	49.2	1.6	29.6	0.0	0.0	31.3
Incr Delay (d2), s/veh	42.3	1.8	2.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.6	0.8	24.2	0.0	0.0	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	91.5	3.4	31.6	0.0	0.0	31.3
LnGrp LOS	F	A	C		A	C
Approach Vol, veh/h		4300	2402	A	18	
Approach Delay, s/veh		41.2	31.6		31.3	
Approach LOS		D	C		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		143.5		6.5	56.0	87.5
Change Period (Y+Rc), s		5.3		4.4	4.4	* 5.3
Max Green Setting (Gmax), s		123.3		17.0	51.6	* 68
Max Q Clear Time (g_c+I1), s		30.6		3.1	53.6	65.1
Green Ext Time (p_c), s		90.2		0.0	0.0	2.4

Intersection Summary		
HCM 6th Ctrl Delay		37.8
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	582	1566	101	191	787	101	105	311	146	206	790	743
Future Volume (veh/h)	582	1566	101	191	787	101	105	311	146	206	790	743
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	677	1821	117	222	915	117	122	362	170	240	919	864
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1246	2152	137	186	1168	149	109	322	270	198	802	1629
Arrive On Green	0.36	0.63	0.63	0.10	0.37	0.37	0.06	0.17	0.17	0.11	0.23	0.23
Sat Flow, veh/h	3456	3390	215	1781	3168	405	1781	1870	1571	1781	3554	2759
Grp Volume(v), veh/h	677	944	994	222	513	519	122	362	170	240	919	864
Grp Sat Flow(s),veh/h/ln	1728	1777	1828	1781	1777	1797	1781	1870	1571	1781	1777	1379
Q Serve(g_s), s	21.8	58.0	60.9	14.6	35.9	35.9	8.6	24.1	13.9	15.6	31.6	5.9
Cycle Q Clear(g_c), s	21.8	58.0	60.9	14.6	35.9	35.9	8.6	24.1	13.9	15.6	31.6	5.9
Prop In Lane	1.00		0.12	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1246	1128	1161	186	655	662	109	322	270	198	802	1629
V/C Ratio(X)	0.54	0.84	0.86	1.20	0.78	0.78	1.11	1.12	0.63	1.21	1.15	0.53
Avail Cap(c_a), veh/h	1246	1128	1161	186	655	662	109	322	270	198	802	1629
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.77	0.77	0.77	0.98	0.98	0.98	0.76	0.76	0.76
Uniform Delay (d), s/veh	35.6	19.9	20.4	62.7	39.2	39.2	65.7	58.0	52.7	62.2	54.2	17.9
Incr Delay (d2), s/veh	0.5	7.4	8.2	121.0	7.1	7.1	119.4	87.6	4.7	124.3	77.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	24.2	26.3	12.8	16.6	16.8	7.5	19.1	5.8	13.9	22.6	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	27.4	28.6	183.7	46.4	46.3	185.1	145.5	57.4	186.5	131.2	18.3
LnGrp LOS	D	C	C	F	D	D	F	F	E	F	F	B
Approach Vol, veh/h		2615			1254			654			2023	
Approach Delay, s/veh		30.1			70.7			130.0			89.5	
Approach LOS		C			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.6	29.0	19.0	94.7	13.0	36.6	56.3	57.4
Change Period (Y+Rc), s	5.0	* 4.9	4.4	5.2	4.4	5.0	5.2	* 5.8
Max Green Setting (Gmax), s	15.6	* 24	14.6	66.8	8.6	31.0	29.2	* 52
Max Q Clear Time (g_c+I1), s	17.6	26.1	16.6	62.9	10.6	33.6	23.8	37.9
Green Ext Time (p_c), s	0.0	0.0	0.0	3.7	0.0	0.0	1.3	4.8

Intersection Summary	
HCM 6th Ctrl Delay	66.2
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

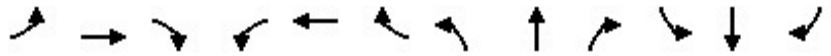
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1680	161	39	190	0	0	0	0	301	690	917
Future Volume (veh/h)	0	1680	161	39	190	0	0	0	0	301	690	917
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1787	171	41	202	0				320	734	976
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	2914	274	55	3369	0				368	917	982
Arrive On Green	0.00	0.89	0.89	0.03	0.95	0.00				0.36	0.36	0.36
Sat Flow, veh/h	0	3376	309	1781	3647	0				1030	2566	2747
Grp Volume(v), veh/h	0	954	1004	41	202	0				565	489	976
Grp Sat Flow(s),veh/h/ln	0	1777	1814	1781	1777	0				1819	1777	1373
Q Serve(g_s), s	0.0	19.5	20.8	3.4	0.5	0.0				43.5	36.6	53.1
Cycle Q Clear(g_c), s	0.0	19.5	20.8	3.4	0.5	0.0				43.5	36.6	53.1
Prop In Lane	0.00		0.17	1.00		0.00				0.57		1.00
Lane Grp Cap(c), veh/h	0	1578	1611	55	3369	0				650	635	982
V/C Ratio(X)	0.00	0.60	0.62	0.75	0.06	0.00				0.87	0.77	0.99
Avail Cap(c_a), veh/h	0	1578	1611	55	3369	0				650	635	982
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.49	0.49	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	2.0	2.1	72.1	0.2	0.0				44.9	42.7	48.1
Incr Delay (d2), s/veh	0.0	0.2	0.2	22.0	0.0	0.0				14.8	8.7	27.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.8	3.1	1.9	0.0	0.0				22.4	17.8	22.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	2.2	2.3	94.1	0.2	0.0				59.7	51.5	75.5
LnGrp LOS	A	A	A	F	A	A				E	D	E
Approach Vol, veh/h		1958			243						2030	
Approach Delay, s/veh		2.2			16.1						65.3	
Approach LOS		A			B						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.0	141.5		59.0		150.5
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	4.6	* 77		53.6		84.4
Max Q Clear Time (g_c+I1), s	5.4	22.8		55.1		2.5
Green Ext Time (p_c), s	0.0	5.7		0.0		0.4

Intersection Summary	
HCM 6th Ctrl Delay	33.3
HCM 6th LOS	C

Notes

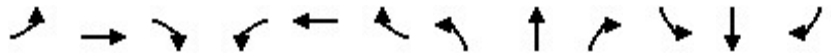
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



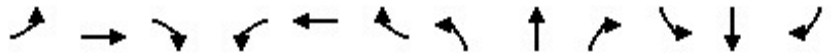
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2999	75	0	0	0	0	0	0	345	409	0
Future Volume (veh/h)	0	2999	75	0	0	0	0	0	0	345	409	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	3260	82							375	445	0
Peak Hour Factor	0.92	0.92	0.92							0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3497	87							406	811	0
Arrive On Green	0.00	0.23	0.23							0.08	0.08	0.00
Sat Flow, veh/h	0	5290	128							1781	3647	0
Grp Volume(v), veh/h	0	2157	1185							375	445	0
Grp Sat Flow(s),veh/h/ln	0	1702	1845							1781	1777	0
Q Serve(g_s), s	0.0	68.3	69.4							23.0	13.3	0.0
Cycle Q Clear(g_c), s	0.0	68.3	69.4							23.0	13.3	0.0
Prop In Lane	0.00		0.07							1.00		0.00
Lane Grp Cap(c), veh/h	0	2324	1260							406	811	0
V/C Ratio(X)	0.00	0.93	0.94							0.92	0.55	0.00
Avail Cap(c_a), veh/h	0	2324	1260							406	811	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	40.0	40.4							49.9	45.4	0.0
Incr Delay (d2), s/veh	0.0	8.0	14.6							28.9	2.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	33.6	39.3							14.3	6.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	48.0	55.0							78.8	48.1	0.0
LnGrp LOS	A	D	E							E	D	A
Approach Vol, veh/h		3342									820	
Approach Delay, s/veh		50.5									62.1	
Approach LOS		D									E	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	80.0	30.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	75.1	25.1
Max Q Clear Time (g_c+I1), s	71.4	25.0
Green Ext Time (p_c), s	3.6	0.0

Intersection Summary	
HCM 6th Ctrl Delay	52.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	2922	0	0	0	0	0	150	34	0	0	0
Future Volume (veh/h)	164	2922	0	0	0	0	0	150	34	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	193	3438	0				0	176	40			
Peak Hour Factor	0.85	0.85	0.85				0.85	0.85	0.85			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	193	3677	0				0	507	113			
Arrive On Green	0.24	0.24	0.00				0.00	0.18	0.18			
Sat Flow, veh/h	262	5167	0				0	2983	642			
Grp Volume(v), veh/h	1367	2264	0				0	107	109			
Grp Sat Flow(s),veh/h/ln	1857	1702	0				0	1777	1755			
Q Serve(g_s), s	80.9	71.0	0.0				0.0	5.8	6.0			
Cycle Q Clear(g_c), s	80.9	71.0	0.0				0.0	5.8	6.0			
Prop In Lane	0.14		0.00				0.00		0.37			
Lane Grp Cap(c), veh/h	1366	2504	0				0	312	308			
V/C Ratio(X)	1.00	0.90	0.00				0.00	0.34	0.36			
Avail Cap(c_a), veh/h	1366	2504	0				0	312	308			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	41.7	37.9	0.0				0.0	39.8	39.9			
Incr Delay (d2), s/veh	24.5	6.0	0.0				0.0	3.0	3.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	49.3	34.2	0.0				0.0	2.8	2.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.2	43.9	0.0				0.0	42.8	43.1			
LnGrp LOS	F	D	A				A	D	D			
Approach Vol, veh/h		3631						216				
Approach Delay, s/veh		52.3						42.9				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		85.8						24.2				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		80.9						19.3				
Max Q Clear Time (g_c+I1), s		82.9						8.0				
Green Ext Time (p_c), s		0.0						0.9				
Intersection Summary												
HCM 6th Ctrl Delay			51.7									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	1402	305	763	1023	0	277	36	695	0	28	164
Future Volume (veh/h)	216	1402	305	763	1023	0	277	36	695	0	28	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.89
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	232	1508	328	820	1100	0	298	39	0	0	30	176
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	256	1577	665	1316	3534	0	358	194		0	94	124
Arrive On Green	0.14	0.32	0.32	0.38	0.56	0.00	0.10	0.10	0.00	0.00	0.05	0.05
Sat Flow, veh/h	1781	4985	1584	3456	6537	0	3456	1870	1585	0	1870	2488
Grp Volume(v), veh/h	232	1508	328	820	1100	0	298	39	0	0	30	176
Grp Sat Flow(s),veh/h/ln	1781	1662	1584	1728	1570	0	1728	1870	1585	0	1870	1244
Q Serve(g_s), s	17.9	41.5	21.2	27.0	13.0	0.0	11.8	2.7	0.0	0.0	2.2	7.0
Cycle Q Clear(g_c), s	17.9	41.5	21.2	27.0	13.0	0.0	11.8	2.7	0.0	0.0	2.2	7.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	256	1577	665	1316	3534	0	358	194		0	94	124
V/C Ratio(X)	0.91	0.96	0.49	0.62	0.31	0.00	0.83	0.20		0.00	0.32	1.41
Avail Cap(c_a), veh/h	358	1577	665	1316	3534	0	913	494		0	94	124
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.00	0.61	0.61	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	59.0	46.9	29.7	35.2	16.2	0.0	61.6	57.5	0.0	0.0	64.2	66.5
Incr Delay (d2), s/veh	17.0	14.4	2.6	0.1	0.0	0.0	1.2	0.1	0.0	0.0	2.0	227.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	18.7	10.0	11.0	4.5	0.0	5.2	1.3	0.0	0.0	1.1	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.0	61.3	32.3	35.3	16.3	0.0	62.8	57.6	0.0	0.0	66.2	293.6
LnGrp LOS	E	E	C	D	B	A	E	E		A	E	F
Approach Vol, veh/h		2068			1920			337	A		206	
Approach Delay, s/veh		58.3			24.4			62.2			260.5	
Approach LOS		E			C			E			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.7	50.0		11.9	24.5	84.2		19.4
Change Period (Y+Rc), s	5.4	* 5.7		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	31.3	* 44		7.0	28.1	48.3		37.0
Max Q Clear Time (g_c+I1), s	29.0	43.5		9.0	19.9	15.0		13.8
Green Ext Time (p_c), s	0.6	0.8		0.0	0.2	19.1		0.6

Intersection Summary	
HCM 6th Ctrl Delay	53.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	679	0	0	2236	559
Future Volume (veh/h)	0	679	0	0	2236	559
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	722			2379	595
Peak Hour Factor	0.94	0.94			0.94	0.94
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			3803	879
Arrive On Green	0.00	0.00			0.92	0.92
Sat Flow, veh/h	0				4312	958
Grp Volume(v), veh/h	0.0				1919	1055
Grp Sat Flow(s),veh/h/ln					1702	1698
Q Serve(g_s), s					5.8	7.4
Cycle Q Clear(g_c), s					5.8	7.4
Prop In Lane						0.56
Lane Grp Cap(c), veh/h					3124	1558
V/C Ratio(X)					0.61	0.68
Avail Cap(c_a), veh/h					3503	1747
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.4	0.5
Incr Delay (d2), s/veh					0.3	0.9
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.1	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					0.7	1.4
LnGrp LOS					A	A
Approach Vol, veh/h					2974	
Approach Delay, s/veh					0.9	
Approach LOS					A	

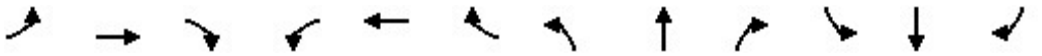
Timer - Assigned Phs	6
Phs Duration (G+Y+Rc), s	54.6
Change Period (Y+Rc), s	4.5
Max Green Setting (Gmax), s	56.2
Max Q Clear Time (g_c+I1), s	9.4
Green Ext Time (p_c), s	40.7

Intersection Summary	
HCM 6th Ctrl Delay	0.9
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

2035 Conditions



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	230	97	228	203	77	111	132	190	86	103	75
Future Volume (veh/h)	38	230	97	228	203	77	111	132	190	86	103	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	245	103	243	216	82	118	140	202	91	110	80
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	51	1291	663	329	804	632	150	769	483	118	705	304
Arrive On Green	0.03	0.36	0.36	0.10	0.43	0.43	0.08	0.22	0.22	0.07	0.20	0.20
Sat Flow, veh/h	1781	3554	1459	3456	1870	1470	1781	3554	1536	1781	3554	1533
Grp Volume(v), veh/h	40	245	103	243	216	82	118	140	202	91	110	80
Grp Sat Flow(s),veh/h/ln	1781	1777	1459	1728	1870	1470	1781	1777	1536	1781	1777	1533
Q Serve(g_s), s	2.0	4.3	3.8	6.2	6.7	3.0	5.9	2.9	9.4	4.5	2.3	4.0
Cycle Q Clear(g_c), s	2.0	4.3	3.8	6.2	6.7	3.0	5.9	2.9	9.4	4.5	2.3	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	51	1291	663	329	804	632	150	769	483	118	705	304
V/C Ratio(X)	0.79	0.19	0.16	0.74	0.27	0.13	0.79	0.18	0.42	0.77	0.16	0.26
Avail Cap(c_a), veh/h	592	1574	779	1148	828	651	592	1574	831	592	1574	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.6	19.7	14.8	39.8	16.6	15.5	40.6	28.9	24.6	41.5	29.9	30.6
Incr Delay (d2), s/veh	9.7	0.1	0.1	1.2	0.1	0.0	3.5	0.1	0.6	4.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.7	1.2	2.6	2.8	1.0	2.7	1.2	3.4	2.1	1.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	19.7	15.0	41.0	16.7	15.6	44.0	29.0	25.2	45.5	30.0	30.8
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		388			541			460			281	
Approach Delay, s/veh		21.9			27.4			31.2			35.2	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	38.7	13.0	24.6	8.0	44.7	11.4	26.3
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	8.2	6.3	7.9	6.0	4.0	8.7	6.5	11.4
Green Ext Time (p_c), s	0.4	2.5	0.1	0.6	0.0	1.1	0.1	1.6

Intersection Summary	
HCM 6th Ctrl Delay	28.5
HCM 6th LOS	C

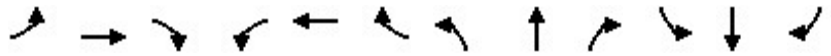
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	0	7	19	0	39	78	332	22	72	301	41
Future Volume (veh/h)	13	0	7	19	0	39	78	332	22	72	301	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	0	8	21	0	42	85	361	24	78	327	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	305	36	94	462	0	371	117	1565	103	110	1437	192
Arrive On Green	0.18	0.00	0.18	0.18	0.00	0.18	0.07	0.32	0.32	0.06	0.32	0.32
Sat Flow, veh/h	729	204	533	1397	0	1547	1781	4884	320	1781	4536	606
Grp Volume(v), veh/h	22	0	0	21	0	42	85	250	135	78	243	129
Grp Sat Flow(s),veh/h/ln	1467	0	0	1397	0	1547	1781	1702	1800	1781	1702	1738
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.7	1.6	1.8	1.8	1.4	1.7	1.8
Cycle Q Clear(g_c), s	0.4	0.0	0.0	0.3	0.0	0.7	1.6	1.8	1.8	1.4	1.7	1.8
Prop In Lane	0.64		0.36	1.00		1.00	1.00		0.18	1.00		0.35
Lane Grp Cap(c), veh/h	435	0	0	462	0	371	117	1091	577	110	1079	551
V/C Ratio(X)	0.05	0.00	0.00	0.05	0.00	0.11	0.73	0.23	0.23	0.71	0.23	0.23
Avail Cap(c_a), veh/h	1876	0	0	1872	0	1957	1605	6134	3243	1605	6134	3132
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.4	0.0	0.0	11.4	0.0	9.9	15.3	8.3	8.3	15.3	8.4	8.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.1	0.3	3.1	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.2	0.6	0.5	0.5	0.6	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	0.0	0.0	11.5	0.0	10.0	18.5	8.4	8.6	18.5	8.5	8.6
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		22			63			470			450	
Approach Delay, s/veh		11.5			10.5			10.3			10.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	16.1		10.8	6.6	16.0		10.8				
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	30.0	* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s	3.4	3.8		2.4	3.6	3.8		2.7				
Green Ext Time (p_c), s	0.1	3.7		0.1	0.1	3.1		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	14	40	44	56	10	470	637	117	37	439	215
Future Volume (veh/h)	22	14	40	44	56	10	470	637	117	37	439	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.73	1.00		0.73	1.00		0.94	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	15	43	47	60	11	505	685	126	40	472	231
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	451	279	61	455	283	434	1798	754	52	672	326
Arrive On Green	0.03	0.24	0.24	0.03	0.24	0.24	0.24	0.51	0.51	0.03	0.30	0.30
Sat Flow, veh/h	1781	1870	1159	1781	1870	1163	1781	3554	1490	1781	2244	1087
Grp Volume(v), veh/h	24	15	43	47	60	11	505	685	126	40	373	330
Grp Sat Flow(s),veh/h/ln	1781	1870	1159	1781	1870	1163	1781	1777	1490	1781	1777	1554
Q Serve(g_s), s	1.6	0.8	3.6	3.2	3.1	0.9	30.0	14.5	5.6	2.7	22.9	23.3
Cycle Q Clear(g_c), s	1.6	0.8	3.6	3.2	3.1	0.9	30.0	14.5	5.6	2.7	22.9	23.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.70
Lane Grp Cap(c), veh/h	57	451	279	61	455	283	434	1798	754	52	532	466
V/C Ratio(X)	0.42	0.03	0.15	0.77	0.13	0.04	1.16	0.38	0.17	0.78	0.70	0.71
Avail Cap(c_a), veh/h	434	455	282	434	455	283	434	1798	754	434	865	756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.5	35.8	36.9	59.0	36.5	35.6	46.6	18.6	16.4	59.5	38.3	38.4
Incr Delay (d2), s/veh	1.8	0.0	0.1	7.5	0.0	0.0	96.7	0.2	0.1	8.9	4.6	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.4	1.0	1.6	1.4	0.3	24.8	6.0	2.0	1.4	10.6	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.4	35.8	37.0	66.5	36.5	35.7	143.4	18.8	16.6	68.4	42.8	43.8
LnGrp LOS	E	D	D	E	D	D	F	B	B	E	D	D
Approach Vol, veh/h		82			118			1316			743	
Approach Delay, s/veh		43.6			48.4			66.4			44.6	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	71.1	8.6	34.6	34.4	45.6	8.4	34.9
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	14.7	16.5	5.2	5.6	32.0	25.3	3.6	5.1
Green Ext Time (p_c), s	0.0	7.8	0.0	0.1	0.0	11.6	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	57.5
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

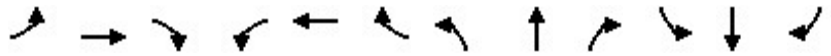
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	193	27	171	116	0	0	0	0	190	35	40
Future Volume (veh/h)	0	193	27	171	116	0	0	0	0	190	35	40
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	212	30	188	127	0				236	0	44
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	244	486	214	365	698	0				948	0	631
Arrive On Green	0.00	0.14	0.14	0.21	0.21	0.00				0.27	0.00	0.27
Sat Flow, veh/h	1781	3554	1562	1781	3572	0				3563	0	1557
Grp Volume(v), veh/h	0	212	30	188	127	0				236	0	44
Grp Sat Flow(s),veh/h/ln	1781	1777	1562	1781	1702	0				1781	0	1557
Q Serve(g_s), s	0.0	2.0	0.6	3.5	1.1	0.0				1.9	0.0	0.6
Cycle Q Clear(g_c), s	0.0	2.0	0.6	3.5	1.1	0.0				1.9	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	244	486	214	365	698	0				948	0	631
V/C Ratio(X)	0.00	0.44	0.14	0.51	0.18	0.00				0.25	0.00	0.07
Avail Cap(c_a), veh/h	2890	5765	2534	2890	5522	0				3371	0	1690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.7	14.1	13.1	12.1	0.0				10.7	0.0	6.8
Incr Delay (d2), s/veh	0.0	0.2	0.1	1.3	0.1	0.0				0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.2	1.1	0.3	0.0				0.6	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.9	14.2	14.3	12.3	0.0				10.7	0.0	6.8
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		242			315						280	
Approach Delay, s/veh		14.8			13.5						10.1	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		9.1		16.0		11.9
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		4.0		3.9		5.5
Green Ext Time (p_c), s		0.8		0.5		2.1

Intersection Summary	
HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	334	0	0	278	328	46	11	75	18	0	298
Future Volume (veh/h)	97	334	0	0	278	328	46	11	75	18	0	298
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	108	371	0	0	309	364	51	12	83	20	0	331
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	143	1615	0	0	562	496	176	20	136	23	0	384
Arrive On Green	0.08	0.45	0.00	0.00	0.32	0.32	0.10	0.10	0.10	0.26	0.00	0.26
Sat Flow, veh/h	1781	3647	0	0	1870	1570	1781	199	1375	90	0	1496
Grp Volume(v), veh/h	108	371	0	0	309	364	51	0	95	351	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1570	1781	0	1574	1586	0	0
Q Serve(g_s), s	4.6	5.0	0.0	0.0	11.2	16.1	2.1	0.0	4.5	16.5	0.0	0.0
Cycle Q Clear(g_c), s	4.6	5.0	0.0	0.0	11.2	16.1	2.1	0.0	4.5	16.5	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.87	0.06		0.94
Lane Grp Cap(c), veh/h	143	1615	0	0	562	496	176	0	155	407	0	0
V/C Ratio(X)	0.75	0.23	0.00	0.00	0.55	0.73	0.29	0.00	0.61	0.86	0.00	0.00
Avail Cap(c_a), veh/h	686	2736	0	0	1368	1209	914	0	808	814	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.1	12.9	0.0	0.0	22.1	23.7	32.6	0.0	33.7	27.6	0.0	0.0
Incr Delay (d2), s/veh	9.2	0.0	0.0	0.0	1.0	2.5	0.3	0.0	1.4	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	1.7	0.0	0.0	4.4	5.7	0.9	0.0	1.7	6.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.3	13.0	0.0	0.0	23.1	26.3	32.9	0.0	35.1	29.8	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	D	C	A	A
Approach Vol, veh/h		479			673			146			351	
Approach Delay, s/veh		20.0			24.8			34.4			29.8	
Approach LOS		C			C			C			C	

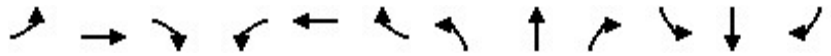
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		39.8		24.0	10.8	29.0		14.1				
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4				
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s		7.0		18.5	6.6	18.1		6.5				
Green Ext Time (p_c), s		1.5		1.6	0.3	5.5		0.4				

Intersection Summary		
HCM 6th Ctrl Delay	25.3	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



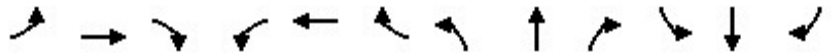
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	365	64	312	421	0	0	0	0	398	248	202
Future Volume (veh/h)	0	365	64	312	421	0	0	0	0	398	248	202
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	372	65	318	430	0				406	253	206
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1881	836	397	2476	0				665	349	289
Arrive On Green	0.00	0.53	0.53	0.23	1.00	0.00				0.19	0.19	0.19
Sat Flow, veh/h	0	3647	1579	3456	3647	0				3563	1870	1547
Grp Volume(v), veh/h	0	372	65	318	430	0				406	253	206
Grp Sat Flow(s),veh/h/ln	0	1777	1579	1728	1777	0				1781	1870	1547
Q Serve(g_s), s	0.0	4.6	1.7	7.3	0.0	0.0				8.8	10.7	10.5
Cycle Q Clear(g_c), s	0.0	4.6	1.7	7.3	0.0	0.0				8.8	10.7	10.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1881	836	397	2476	0				665	349	289
V/C Ratio(X)	0.00	0.20	0.08	0.80	0.17	0.00				0.61	0.72	0.71
Avail Cap(c_a), veh/h	0	1881	836	703	2476	0				1361	715	591
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.99	0.99	0.95	0.95	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.4	9.7	31.4	0.0	0.0				31.4	32.1	32.1
Incr Delay (d2), s/veh	0.0	0.2	0.2	1.4	0.1	0.0				0.3	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.6	0.5	2.6	0.0	0.0				3.7	4.8	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.6	9.9	32.8	0.1	0.0				31.7	33.2	33.3
LnGrp LOS	A	B	A	C	A	A				C	C	C
Approach Vol, veh/h		437			748						865	
Approach Delay, s/veh		10.5			14.0						32.5	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.1	49.4		20.6		63.4
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	9.3	6.6		12.7		2.0
Green Ext Time (p_c), s	0.4	2.4		2.1		3.1

Intersection Summary	
HCM 6th Ctrl Delay	21.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

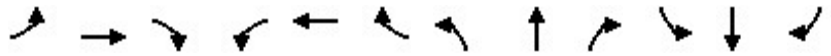


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	219	554	0	0	598	579	128	207	27	0	0	0
Future Volume (veh/h)	219	554	0	0	598	579	128	207	27	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	221	560	0	0	604	585	129	209	27			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1275	2707	0	0	1189	519	211	381	49			
Arrive On Green	0.74	1.00	0.00	0.00	0.33	0.33	0.12	0.12	0.12			
Sat Flow, veh/h	3456	3647	0	0	3647	1553	1737	3133	400			
Grp Volume(v), veh/h	221	560	0	0	604	585	132	112	121			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1553	1784	1702	1784			
Q Serve(g_s), s	1.6	0.0	0.0	0.0	11.4	28.1	5.9	5.2	5.3			
Cycle Q Clear(g_c), s	1.6	0.0	0.0	0.0	11.4	28.1	5.9	5.2	5.3			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		0.22			
Lane Grp Cap(c), veh/h	1275	2707	0	0	1189	519	217	207	217			
V/C Ratio(X)	0.17	0.21	0.00	0.00	0.51	1.13	0.61	0.54	0.56			
Avail Cap(c_a), veh/h	1275	2707	0	0	1189	519	597	569	597			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	7.2	0.0	0.0	0.0	22.4	28.0	35.0	34.7	34.8			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.6	79.0	1.0	0.8	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.0	0.0	4.6	20.7	2.6	2.2	2.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.2	0.2	0.0	0.0	24.0	107.0	36.1	35.5	35.6			
LnGrp LOS	A	A	A	A	C	F	D	D	D			
Approach Vol, veh/h		781			1189			365				
Approach Delay, s/veh		2.2			64.8			35.7				
Approach LOS		A			E			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.9			35.9	33.0		15.1				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			3.6	30.1		7.9				
Green Ext Time (p_c), s		4.6			0.5	0.0		1.3				

Intersection Summary	
HCM 6th Ctrl Delay	39.3
HCM 6th LOS	D

Notes

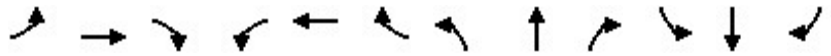
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	17	46	12	1006	20	0	0	0
Future Volume (veh/h)	0	0	0	0	17	46	12	1006	20	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	22	59	15	1290	26			
Peak Hour Factor				0.78	0.78	0.78	0.78	0.78	0.78			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	30	81	104	3254	65			
Arrive On Green				0.00	0.07	0.07	0.65	0.65	0.65			
Sat Flow, veh/h				0	447	1199	17	4979	100			
Grp Volume(v), veh/h				0	0	81	488	404	439			
Grp Sat Flow(s),veh/h/ln				0	0	1646	1865	1549	1681			
Q Serve(g_s), s				0.0	0.0	1.9	0.0	4.9	4.9			
Cycle Q Clear(g_c), s				0.0	0.0	1.9	4.9	4.9	4.9			
Prop In Lane				0.00		0.73	0.03		0.06			
Lane Grp Cap(c), veh/h				0	0	111	1312	1012	1099			
V/C Ratio(X)				0.00	0.00	0.73	0.37	0.40	0.40			
Avail Cap(c_a), veh/h				0	0	1654	2894	2335	2534			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	18.2	3.2	3.2	3.2			
Incr Delay (d2), s/veh				0.0	0.0	3.4	0.3	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.8	0.7	0.6	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	21.6	3.5	3.6	3.6			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					81			1331				
Approach Delay, s/veh					21.6			3.6				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	31.6							8.2				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	6.9							3.9				
Green Ext Time (p_c), s	19.1							0.3				

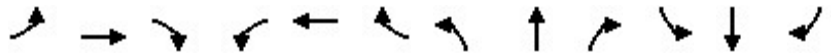
Intersection Summary												
HCM 6th Ctrl Delay			4.6									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	164	45	376	330	108	131	267	79	106	261	67
Future Volume (veh/h)	47	164	45	376	330	108	131	267	79	106	261	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	176	48	404	355	116	141	287	85	114	281	72
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	307	258	459	518	169	179	762	212	147	715	173
Arrive On Green	0.04	0.16	0.16	0.26	0.38	0.38	0.10	0.19	0.19	0.08	0.18	0.18
Sat Flow, veh/h	1781	1870	1571	1781	1348	441	1781	3941	1096	1781	4074	986
Grp Volume(v), veh/h	51	176	48	404	0	471	141	245	127	114	232	121
Grp Sat Flow(s),veh/h/ln	1781	1870	1571	1781	0	1789	1781	1702	1634	1781	1702	1656
Q Serve(g_s), s	1.8	5.5	1.7	13.7	0.0	13.8	4.9	3.9	4.3	3.9	3.8	4.1
Cycle Q Clear(g_c), s	1.8	5.5	1.7	13.7	0.0	13.8	4.9	3.9	4.3	3.9	3.8	4.1
Prop In Lane	1.00		1.00	1.00		0.25	1.00		0.67	1.00		0.60
Lane Grp Cap(c), veh/h	67	307	258	459	0	688	179	658	316	147	597	291
V/C Ratio(X)	0.76	0.57	0.19	0.88	0.00	0.68	0.79	0.37	0.40	0.77	0.39	0.42
Avail Cap(c_a), veh/h	255	981	824	781	0	1467	286	1364	654	430	1639	798
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	24.3	22.7	22.4	0.0	16.2	27.6	22.1	22.2	28.3	22.9	23.1
Incr Delay (d2), s/veh	6.6	0.6	0.1	3.0	0.0	1.2	2.9	0.7	1.5	3.2	0.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.4	0.6	5.8	0.0	5.4	2.1	1.5	1.6	1.7	1.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	24.9	22.8	25.4	0.0	17.4	30.5	22.7	23.7	31.5	23.7	24.8
LnGrp LOS	D	C	C	C	A	B	C	C	C	C	C	C
Approach Vol, veh/h		275			875			513			467	
Approach Delay, s/veh		26.7			21.1			25.1			25.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	17.5	20.6	15.2	10.7	16.3	6.8	29.1
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	5.2	25.2	27.6	33.0	10.1	30.3	9.0	51.6
Max Q Clear Time (g_c+I1), s	5.9	6.3	15.7	7.5	6.9	6.1	3.8	15.8
Green Ext Time (p_c), s	0.1	3.5	0.5	0.7	0.1	3.6	0.0	3.7

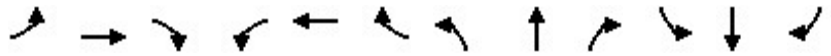
Intersection Summary	
HCM 6th Ctrl Delay	23.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	115	258	137	195	0	0	0	0	75	1644	596
Future Volume (veh/h)	0	115	258	137	195	0	0	0	0	75	1644	596
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	131	293	156	222	0				85	1868	677
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	475	403	274	449	0				988	2082	704
Arrive On Green	0.00	0.25	0.25	0.25	0.25	0.00				0.55	0.55	0.55
Sat Flow, veh/h	0	1870	1585	692	1850	0				1781	3755	1269
Grp Volume(v), veh/h	0	131	293	181	197	0				85	1681	864
Grp Sat Flow(s),veh/h/ln	0	1870	1585	840	1617	0				1781	1702	1620
Q Serve(g_s), s	0.0	3.8	11.5	10.9	7.0	0.0				1.5	29.5	34.6
Cycle Q Clear(g_c), s	0.0	3.8	11.5	14.7	7.0	0.0				1.5	29.5	34.6
Prop In Lane	0.00		1.00	0.86		0.00				1.00		0.78
Lane Grp Cap(c), veh/h	0	475	403	312	411	0				988	1888	898
V/C Ratio(X)	0.00	0.28	0.73	0.58	0.48	0.00				0.09	0.89	0.96
Avail Cap(c_a), veh/h	0	531	450	343	459	0				988	1888	898
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	20.3	23.2	25.8	21.5	0.0				7.1	13.3	14.5
Incr Delay (d2), s/veh	0.0	0.1	4.1	1.7	0.6	0.0				0.1	6.0	21.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.6	4.6	2.9	2.6	0.0				0.5	10.7	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.4	27.3	27.4	22.2	0.0				7.1	19.3	35.9
LnGrp LOS	A	C	C	C	C	A				A	B	D
Approach Vol, veh/h		424			378						2630	
Approach Delay, s/veh		25.2			24.7						24.3	
Approach LOS		C			C						C	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		24.0		44.0		24.0
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		19.3		37.7		19.3
Max Q Clear Time (g_c+I1), s		13.5		36.6		16.7
Green Ext Time (p_c), s		0.6		1.1		0.6

Intersection Summary	
HCM 6th Ctrl Delay	24.5
HCM 6th LOS	C



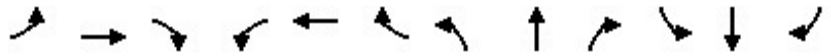
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	18	85	0	34	23	281	1064	23	0	0	0
Future Volume (veh/h)	93	18	85	0	34	23	281	1064	23	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	98	19	89	0	36	24	296	1120	24			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	346	51	1083	0	168	112	932	1859	40			
Arrive On Green	0.16	0.16	0.16	0.00	0.16	0.16	0.52	0.52	0.52			
Sat Flow, veh/h	956	314	1570	0	1038	692	1781	3555	76			
Grp Volume(v), veh/h	117	0	89	0	0	60	296	560	584			
Grp Sat Flow(s),veh/h/ln	1269	0	1570	0	0	1730	1781	1777	1854			
Q Serve(g_s), s	2.2	0.0	0.0	0.0	0.0	1.0	3.3	7.6	7.6			
Cycle Q Clear(g_c), s	3.2	0.0	0.0	0.0	0.0	1.0	3.3	7.6	7.6			
Prop In Lane	0.84		1.00	0.00		0.40	1.00		0.04			
Lane Grp Cap(c), veh/h	397	0	1083	0	0	280	932	929	970			
V/C Ratio(X)	0.29	0.00	0.08	0.00	0.00	0.21	0.32	0.60	0.60			
Avail Cap(c_a), veh/h	1089	0	1859	0	0	1060	1436	1433	1495			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	13.6	0.0	1.8	0.0	0.0	12.6	4.7	5.7	5.7			
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.1	0.2	0.6	0.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.0	0.0	0.3	0.7	1.6	1.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.1	0.0	1.9	0.0	0.0	12.7	4.9	6.4	6.4			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		206			60			1440				
Approach Delay, s/veh		8.8			12.7			6.1				
Approach LOS		A			B			A				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	22.6	12.0	12.0
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	27.9	* 23	21.2
Max Q Clear Time (g_c+I1), s	9.6	5.2	3.0
Green Ext Time (p_c), s	8.5	0.9	0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	25	27	20	7	9	31	438	205	122	637	6
Future Volume (veh/h)	3	25	27	20	7	9	31	438	205	122	637	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	27	30	22	8	10	34	481	225	134	700	7
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	420	164	182	385	153	191	54	2129	649	241	2378	24
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.03	0.42	0.42	0.07	0.46	0.46
Sat Flow, veh/h	1389	807	897	1341	754	943	1781	5106	1557	3456	5211	52
Grp Volume(v), veh/h	3	0	57	22	0	18	34	481	225	134	457	250
Grp Sat Flow(s),veh/h/ln	1389	0	1704	1341	0	1697	1781	1702	1557	1728	1702	1859
Q Serve(g_s), s	0.1	0.0	1.3	0.7	0.0	0.4	0.9	2.9	4.7	1.8	4.0	4.1
Cycle Q Clear(g_c), s	0.5	0.0	1.3	2.0	0.0	0.4	0.9	2.9	4.7	1.8	4.0	4.1
Prop In Lane	1.00		0.53	1.00		0.56	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	420	0	345	385	0	344	54	2129	649	241	1553	848
V/C Ratio(X)	0.01	0.00	0.17	0.06	0.00	0.05	0.63	0.23	0.35	0.56	0.29	0.29
Avail Cap(c_a), veh/h	1296	0	1421	1232	0	1415	1114	6388	1948	2162	4258	2326
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	0.0	15.8	16.6	0.0	15.4	23.0	9.0	9.5	21.6	8.2	8.2
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.0	4.4	0.1	0.6	0.7	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	0.2	0.0	0.1	0.4	0.8	1.3	0.7	1.1	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	0.0	15.9	16.6	0.0	15.4	27.4	9.1	10.1	22.3	8.3	8.4
LnGrp LOS	B	A	B	B	A	B	C	A	B	C	A	A
Approach Vol, veh/h		60			40			740			841	
Approach Delay, s/veh		15.8			16.1			10.2			10.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.7	25.7		14.5	5.9	27.6		14.5
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	3.3	6.7		3.3	2.9	6.1		4.0
Green Ext Time (p_c), s	0.2	8.4		0.2	0.0	5.1		0.1

Intersection Summary	
HCM 6th Ctrl Delay	10.7
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.2

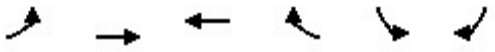
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3772	11	0	5344	4	0	0	5	0	0	2
Future Vol, veh/h	0	3772	11	0	5344	4	0	0	5	0	0	2
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	4145	12	0	5873	4	0	0	5	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	2079	-	-	2941
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	38	0	0	9
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	38	-	-	9
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	115.1	$ 504.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	38	-	-	-	-	9
HCM Lane V/C Ratio	0.145	-	-	-	-	0.244
HCM Control Delay (s)	115.1	-	-	-	-	$ 504.9
HCM Lane LOS	F	-	-	-	-	F
HCM 95th %tile Q(veh)	0.5	-	-	-	-	0.6

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	940	2280	3435	10	7	81
Future Volume (veh/h)	940	2280	3435	10	7	81
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1068	2591	3903	0	8	92
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	814	4180	2820		129	115
Arrive On Green	0.24	0.84	0.57	0.00	0.07	0.07
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1068	2591	3903	0	8	92
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	27.8	20.6	66.8	0.0	0.5	6.7
Cycle Q Clear(g_c), s	27.8	20.6	66.8	0.0	0.5	6.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	814	4180	2820		129	115
V/C Ratio(X)	1.31	0.62	1.38		0.06	0.80
Avail Cap(c_a), veh/h	814	4180	2820		479	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	3.2	25.6	0.0	51.0	53.9
Incr Delay (d2), s/veh	149.1	0.7	173.0	0.0	0.1	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.3	3.4	68.3	0.0	0.2	6.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	194.2	3.9	198.6	0.0	51.1	58.7
LnGrp LOS	F	A	F		D	E
Approach Vol, veh/h		3659	3903	A	100	
Approach Delay, s/veh		59.4	198.6		58.1	
Approach LOS		E	F		E	

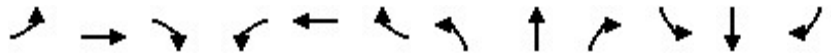
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		104.3		13.7	32.2	72.1
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		75.8		31.7	27.8	* 44
Max Q Clear Time (g_c+I1), s		22.6		8.7	29.8	68.8
Green Ext Time (p_c), s		52.2		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	130.3
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	306	756	26	52	1119	48	128	243	75	51	173	543
Future Volume (veh/h)	306	756	26	52	1119	48	128	243	75	51	173	543
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.94	1.00		0.88
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	329	813	28	56	1203	52	138	261	81	55	186	584
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	353	1641	57	200	1348	58	162	908	260	71	934	569
Arrive On Green	0.20	0.47	0.47	0.15	0.52	0.52	0.09	0.23	0.23	0.04	0.18	0.18
Sat Flow, veh/h	1781	3503	121	1781	3470	150	1781	3882	1112	1781	5106	1398
Grp Volume(v), veh/h	329	412	429	56	616	639	138	226	116	55	186	584
Grp Sat Flow(s),veh/h/ln	1781	1777	1846	1781	1777	1843	1781	1702	1589	1781	1702	1398
Q Serve(g_s), s	25.4	22.5	22.5	3.9	43.5	43.6	10.7	7.6	8.4	4.3	4.3	25.6
Cycle Q Clear(g_c), s	25.4	22.5	22.5	3.9	43.5	43.6	10.7	7.6	8.4	4.3	4.3	25.6
Prop In Lane	1.00		0.07	1.00		0.08	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	353	833	865	200	690	716	162	796	372	71	934	569
V/C Ratio(X)	0.93	0.50	0.50	0.28	0.89	0.89	0.85	0.28	0.31	0.78	0.20	1.03
Avail Cap(c_a), veh/h	382	833	865	200	690	716	244	796	372	244	934	569
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.80	0.80	0.80	0.99	0.99	0.99	0.99	0.99	0.99
Uniform Delay (d), s/veh	55.2	25.7	25.7	54.6	31.2	31.2	62.7	44.0	44.3	66.6	48.5	44.2
Incr Delay (d2), s/veh	28.6	2.1	2.0	2.8	13.5	13.2	10.9	0.2	0.5	6.5	0.2	44.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.0	9.8	10.2	1.9	19.0	19.7	5.3	3.3	3.4	2.1	1.9	26.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.9	27.8	27.8	57.4	44.7	44.4	73.7	44.2	44.8	73.1	48.7	88.5
LnGrp LOS	F	C	C	E	D	D	E	D	D	E	D	F
Approach Vol, veh/h		1170			1311			480			825	
Approach Delay, s/veh		43.6			45.1			52.8			78.5	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	37.7	21.5	70.8	17.1	30.6	32.1	60.2
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	16.3	10.4	5.9	24.5	12.7	27.6	27.4	45.6
Green Ext Time (p_c), s	0.0	2.0	0.0	8.4	0.1	0.0	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	52.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	771	84	34	169	0	0	0	0	196	264	1079
Future Volume (veh/h)	0	771	84	34	169	0	0	0	0	196	264	1079
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	866	94	38	190	0				220	297	1212
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1619	176	63	2021	0				616	1293	537
Arrive On Green	0.00	1.00	1.00	0.04	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3321	350	1781	3647	0				1781	3741	1553
Grp Volume(v), veh/h	0	477	483	38	190	0				220	297	1212
Grp Sat Flow(s),veh/h/ln	0	1777	1801	1781	1777	0				1781	1870	1553
Q Serve(g_s), s	0.0	0.0	0.0	2.9	3.4	0.0				12.9	7.9	48.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.9	3.4	0.0				12.9	7.9	48.4
Prop In Lane	0.00		0.19	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	891	904	63	2021	0				616	1293	537
V/C Ratio(X)	0.00	0.53	0.53	0.60	0.09	0.00				0.36	0.23	2.26
Avail Cap(c_a), veh/h	0	891	904	313	2021	0				616	1293	537
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.91	0.91	0.81	0.81	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	66.5	13.8	0.0				34.2	32.6	45.8
Incr Delay (d2), s/veh	0.0	2.1	2.1	2.7	0.1	0.0				1.6	0.4	571.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.5	1.4	1.4	0.0				6.0	3.7	104.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	2.1	2.1	69.3	13.8	0.0				35.8	33.0	617.4
LnGrp LOS	A	A	A	E	B	A				D	C	F
Approach Vol, veh/h		960			228						1729	
Approach Delay, s/veh		2.1			23.1						443.0	
Approach LOS		A			C						F	

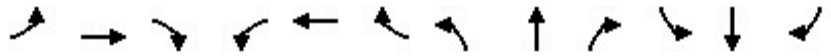
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.4	76.8		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	14.9	2.0		50.4		5.4
Green Ext Time (p_c), s	0.0	1.9		0.0		0.4

Intersection Summary		
HCM 6th Ctrl Delay		265.1
HCM 6th LOS		F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	599	376	0	0	177	158	44	107	39	0	0	0
Future Volume (veh/h)	599	376	0	0	177	158	44	107	39	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	637	400	0	0	188	168	47	114	41			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1523	1486	0	0	532	446	83	217	128			
Arrive On Green	0.44	0.79	0.00	0.00	0.29	0.29	0.08	0.08	0.08			
Sat Flow, veh/h	3456	1870	0	0	1916	1526	996	2602	1537			
Grp Volume(v), veh/h	637	400	0	0	183	173	86	75	41			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1571	1821	1777	1537			
Q Serve(g_s), s	10.1	4.5	0.0	0.0	6.5	7.0	3.6	3.2	2.0			
Cycle Q Clear(g_c), s	10.1	4.5	0.0	0.0	6.5	7.0	3.6	3.2	2.0			
Prop In Lane	1.00		0.00	0.00		0.97	0.55		1.00			
Lane Grp Cap(c), veh/h	1523	1486	0	0	519	459	152	148	128			
V/C Ratio(X)	0.42	0.27	0.00	0.00	0.35	0.38	0.57	0.51	0.32			
Avail Cap(c_a), veh/h	1523	1486	0	0	580	513	389	380	329			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.82	0.82	0.00	0.00	1.00	1.00	0.97	0.97	0.97			
Uniform Delay (d), s/veh	15.3	2.2	0.0	0.0	22.3	22.5	35.3	35.1	34.5			
Incr Delay (d2), s/veh	0.2	0.4	0.0	0.0	0.2	0.2	1.2	1.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.6	0.8	0.0	0.0	2.5	2.4	1.6	1.4	0.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	2.5	0.0	0.0	22.5	22.7	36.5	36.1	35.1			
LnGrp LOS	B	A	A	A	C	C	D	D	D			
Approach Vol, veh/h		1037			356			202				
Approach Delay, s/veh		10.5			22.6			36.0				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.4			40.2	28.3		11.6				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		6.5			12.1	9.0		5.6				
Green Ext Time (p_c), s		1.5			1.8	1.2		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

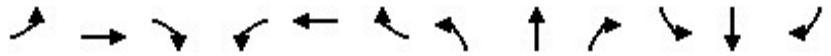
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	86	2210	907	0	0	2274
Future Volume (veh/h)	86	2210	907	0	0	2274
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	92	0	975	0	0	2445
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	152		3181	0	262	5185
Arrive On Green	0.09	0.00	0.64	0.00	0.00	0.83
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	92	0	975	0	0	2445
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	5.5	0.0	9.7	0.0	0.0	12.2
Cycle Q Clear(g_c), s	5.5	0.0	9.7	0.0	0.0	12.2
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	152		3181	0	262	5185
V/C Ratio(X)	0.60		0.31	0.00	0.00	0.47
Avail Cap(c_a), veh/h	486		3181	0	740	5185
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.30	0.00	0.09	0.00	0.00	0.73
Uniform Delay (d), s/veh	48.5	0.0	9.0	0.0	0.0	2.7
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	3.0	0.0	0.0	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.9	0.0	9.0	0.0	0.0	3.0
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	92	A	975			2445
Approach Delay, s/veh	48.9		9.0			3.0
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	20.6	75.1				95.7	14.3
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	15.7	20.1				70.2	30.0
Max Q Clear Time (g_c+I1), s	10.0	11.7				14.2	7.5
Green Ext Time (p_c), s	0.0	4.9				42.5	0.1

Intersection Summary	
HCM 6th Ctrl Delay	5.8
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



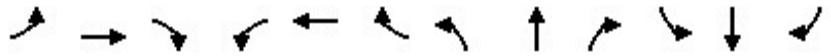
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	317	2241	182	105	260	0	0	199	25
Future Volume (veh/h)	0	0	0	317	2241	182	105	260	0	0	199	25
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.88
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				337	2384	194	112	277	0	0	212	27
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				352	2655	217	140	1422	0	0	643	78
Arrive On Green				0.20	0.20	0.20	0.16	0.56	0.00	0.00	0.14	0.14
Sat Flow, veh/h				583	4398	360	1781	5274	0	0	4708	548
Grp Volume(v), veh/h				1065	882	969	112	277	0	0	156	83
Grp Sat Flow(s),veh/h/ln				1841	1702	1797	1781	1702	0	0	1702	1683
Q Serve(g_s), s				62.9	55.0	57.7	6.7	3.0	0.0	0.0	4.5	4.9
Cycle Q Clear(g_c), s				62.9	55.0	57.7	6.7	3.0	0.0	0.0	4.5	4.9
Prop In Lane				0.32		0.20	1.00		0.00	0.00		0.33
Lane Grp Cap(c), veh/h				1111	1027	1085	140	1422	0	0	482	238
V/C Ratio(X)				0.96	0.86	0.89	0.80	0.19	0.00	0.00	0.32	0.35
Avail Cap(c_a), veh/h				1111	1027	1085	143	1476	0	0	529	262
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.20	0.20	0.20	0.71	0.71	0.00	0.00	0.93	0.93
Uniform Delay (d), s/veh				42.7	39.5	40.6	45.5	18.2	0.0	0.0	42.5	42.6
Incr Delay (d2), s/veh				5.7	2.1	2.6	18.2	0.1	0.0	0.0	0.2	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				32.7	25.6	28.5	3.4	1.1	0.0	0.0	1.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				48.3	41.5	43.2	63.7	18.3	0.0	0.0	42.7	43.2
LnGrp LOS				D	D	D	E	B	A	A	D	D
Approach Vol, veh/h					2915			389			239	
Approach Delay, s/veh					44.6			31.4			42.9	
Approach LOS					D			C			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	14.6	22.0	72.3	36.5
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	8.8	* 17	66.4	31.8
Max Q Clear Time (g_c+I1), s	8.7	6.9	64.9	5.0
Green Ext Time (p_c), s	0.0	0.7	1.4	2.0

Intersection Summary	
HCM 6th Ctrl Delay	43.0
HCM 6th LOS	D

Notes

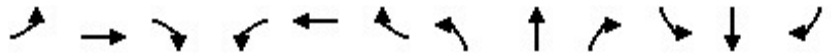
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	324	2934	0	0	0	0	0	198	75
Future Volume (veh/h)	0	0	0	324	2934	0	0	0	0	0	198	75
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				341	3088	0				0	208	79
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				357	3490	0				0	649	222
Arrive On Green				0.24	0.24	0.00				0.00	0.18	0.18
Sat Flow, veh/h				488	4931	0				0	3865	1264
Grp Volume(v), veh/h				1291	2138	0				0	190	97
Grp Sat Flow(s),veh/h/ln				1846	1702	0				0	1702	1557
Q Serve(g_s), s				75.8	66.1	0.0				0.0	5.4	6.0
Cycle Q Clear(g_c), s				75.8	66.1	0.0				0.0	5.4	6.0
Prop In Lane				0.26		0.00				0.00		0.81
Lane Grp Cap(c), veh/h				1353	2494	0				0	597	273
V/C Ratio(X)				0.95	0.86	0.00				0.00	0.32	0.36
Avail Cap(c_a), veh/h				1353	2494	0				0	597	273
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				39.9	36.2	0.0				0.0	39.6	39.9
Incr Delay (d2), s/veh				15.8	4.1	0.0				0.0	1.4	3.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				43.2	31.4	0.0				0.0	2.4	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				55.6	40.3	0.0				0.0	41.0	43.5
LnGrp LOS				E	D	A				A	D	D
Approach Vol, veh/h					3429						287	
Approach Delay, s/veh					46.1						41.8	
Approach LOS					D						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				24.2		85.8						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				19.3		80.6						
Max Q Clear Time (g_c+I1), s				8.0		77.8						
Green Ext Time (p_c), s				0.4		2.1						

Intersection Summary												
HCM 6th Ctrl Delay			45.7									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	3232	146	80	93	0	0	0	0
Future Volume (veh/h)	0	0	0	0	3232	146	80	93	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	3438	155	85	99	0			
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3665	163	270	350	0			
Arrive On Green				0.00	0.24	0.24	0.17	0.17	0.00			
Sat Flow, veh/h				0	5176	222	1555	2108	0			
Grp Volume(v), veh/h				0	2319	1274	98	86	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1825	1793	1777	0			
Q Serve(g_s), s				0.0	73.3	75.7	5.3	4.6	0.0			
Cycle Q Clear(g_c), s				0.0	73.3	75.7	5.3	4.6	0.0			
Prop In Lane				0.00		0.12	0.87		0.00			
Lane Grp Cap(c), veh/h				0	2491	1336	311	309	0			
V/C Ratio(X)				0.00	0.93	0.95	0.31	0.28	0.00			
Avail Cap(c_a), veh/h				0	2491	1336	311	309	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	39.0	39.9	39.7	39.5	0.0			
Incr Delay (d2), s/veh				0.0	7.8	15.8	2.6	2.2	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	35.9	42.6	2.6	2.2	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	46.8	55.7	42.4	41.7	0.0			
LnGrp LOS				A	D	E	D	D	A			
Approach Vol, veh/h					3593			184				
Approach Delay, s/veh					49.9			42.1				
Approach LOS					D			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						86.0		24.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.5		19.1				
Max Q Clear Time (g_c+I1), s						77.7		7.3				
Green Ext Time (p_c), s						2.8		0.7				
Intersection Summary												
HCM 6th Ctrl Delay			49.6									
HCM 6th LOS			D									

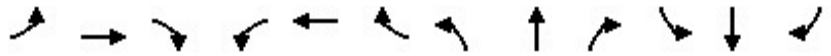
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	370	3479	0	0	0	0	0	212	50
Future Volume (veh/h)	0	0	0	370	3479	0	0	0	0	0	212	50
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				378	3550	0				0	216	51
Peak Hour Factor				0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				345	3497	0				0	624	264
Arrive On Green				0.24	0.24	0.00				0.00	0.18	0.18
Sat Flow, veh/h				472	4947	0				0	3647	1505
Grp Volume(v), veh/h				1479	2449	0				0	216	51
Grp Sat Flow(s),veh/h/ln				1847	1702	0				0	1777	1505
Q Serve(g_s), s				80.5	78.7	0.0				0.0	5.9	3.2
Cycle Q Clear(g_c), s				80.5	78.7	0.0				0.0	5.9	3.2
Prop In Lane				0.26		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1351	2491	0				0	624	264
V/C Ratio(X)				1.09	0.98	0.00				0.00	0.35	0.19
Avail Cap(c_a), veh/h				1351	2491	0				0	624	264
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				41.7	41.0	0.0				0.0	39.8	38.7
Incr Delay (d2), s/veh				54.4	14.5	0.0				0.0	1.5	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				60.0	40.7	0.0				0.0	2.7	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				96.2	55.5	0.0				0.0	41.3	40.3
LnGrp LOS				F	E	A				A	D	D
Approach Vol, veh/h					3928						267	
Approach Delay, s/veh					70.8						41.1	
Approach LOS					E						D	

Timer - Assigned Phs	4	6
Phs Duration (G+Y+Rc), s	24.2	85.8
Change Period (Y+Rc), s	4.9	5.3
Max Green Setting (Gmax), s	19.3	80.5
Max Q Clear Time (g_c+I1), s	7.9	82.5
Green Ext Time (p_c), s	1.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	68.9
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	3696	76	141	90	0	0	0	0
Future Volume (veh/h)	0	0	0	0	3696	76	141	90	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	3810	78	145	93	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3768	77	309	309	0			
Arrive On Green				0.00	0.73	0.73	0.17	0.17	0.00			
Sat Flow, veh/h				0	5317	105	1781	1870	0			
Grp Volume(v), veh/h				0	2509	1379	145	93	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1849	1781	1777	0			
Q Serve(g_s), s				0.0	80.5	80.5	8.1	5.0	0.0			
Cycle Q Clear(g_c), s				0.0	80.5	80.5	8.1	5.0	0.0			
Prop In Lane				0.00		0.06	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2491	1353	309	309	0			
V/C Ratio(X)				0.00	1.01	1.02	0.47	0.30	0.00			
Avail Cap(c_a), veh/h				0	2491	1353	309	309	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	14.7	14.8	40.9	39.6	0.0			
Incr Delay (d2), s/veh				0.0	19.8	29.3	5.0	2.5	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	31.5	37.8	4.0	2.4	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	34.6	44.1	45.9	42.1	0.0			
LnGrp LOS				A	F	F	D	D	A			
Approach Vol, veh/h					3888			238				
Approach Delay, s/veh					37.9			44.4				
Approach LOS					D			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						86.0		24.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.5		19.1				
Max Q Clear Time (g_c+I1), s						82.5		10.1				
Green Ext Time (p_c), s						0.0		0.9				

Intersection Summary	
HCM 6th Ctrl Delay	38.3
HCM 6th LOS	D

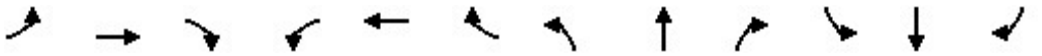
Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	170	476	2	104	0	0	0	18
Future Vol, veh/h	0	0	0	0	170	476	2	104	0	0	0	18
Conflicting Peds, #/hr	5	0	2	2	0	5	21	0	0	0	0	21
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	175	491	2	107	0	0	0	19

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	109	671	-	-	-	359
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	109	671	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	858	376	0	0	0	638
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	885	453	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	833	374	-	-	-	635
Mov Cap-2 Maneuver	-	-	-	833	374	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	859	451	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	18.4	10.8
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	374	-	-	635
HCM Lane V/C Ratio	0.287	-	-	0.029
HCM Control Delay (s)	18.4	-	-	10.8
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.2	-	-	0.1



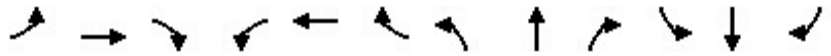
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	849	11	1759	723	0
Future Volume (veh/h)	0	0	0	0	0	0	0	849	11	1759	723	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	965	12	1999	822	0
Peak Hour Factor	0.88	0.88	0.88				0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1304	406	3271	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.26	0.26	0.65	0.95	0.00
Sat Flow, veh/h		0					0	5149	1552	5023	1826	0
Grp Volume(v), veh/h		0.0					0	965	12	1999	822	0
Grp Sat Flow(s),veh/h/ln							0	1662	1552	1674	1826	0
Q Serve(g_s), s							0.0	19.5	0.6	25.4	4.3	0.0
Cycle Q Clear(g_c), s							0.0	19.5	0.6	25.4	4.3	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1304	406	3271	1740	0
V/C Ratio(X)							0.00	0.74	0.03	0.61	0.47	0.00
Avail Cap(c_a), veh/h							0	1304	406	3271	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.87	0.87	0.00
Uniform Delay (d), s/veh							0.0	37.2	30.2	11.1	0.2	0.0
Incr Delay (d2), s/veh							0.0	3.0	0.1	0.3	0.8	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	7.9	0.2	7.9	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	40.2	30.3	11.4	1.0	0.0
LnGrp LOS							A	D	C	B	A	A
Approach Vol, veh/h								977			2821	
Approach Delay, s/veh								40.0			8.4	
Approach LOS								D			A	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	76.0	34.0				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	43.3	* 21				68.8						
Max Q Clear Time (g_c+I1), s	27.4	21.5				6.3						
Green Ext Time (p_c), s	8.3	0.0				9.4						

Intersection Summary		
HCM 6th Ctrl Delay		16.5
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



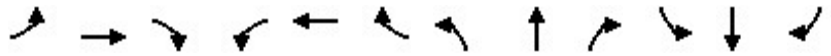
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	1401	78	0	0	0	0	323	141	62	358	0
Future Volume (veh/h)	107	1401	78	0	0	0	0	323	141	62	358	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.95	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	118	1540	86				0	355	155	68	393	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	231	3215	1016				0	547	221	98	1281	0
Arrive On Green	0.22	0.22	0.22				0.00	0.16	0.16	0.11	0.50	0.00
Sat Flow, veh/h	352	4905	1550				0	3685	1422	1781	5274	0
Grp Volume(v), veh/h	621	1037	86				0	343	167	68	393	0
Grp Sat Flow(s),veh/h/ln	1853	1702	1550				0	1702	1534	1781	1702	0
Q Serve(g_s), s	32.5	29.2	4.9				0.0	10.4	11.4	4.0	5.0	0.0
Cycle Q Clear(g_c), s	32.5	29.2	4.9				0.0	10.4	11.4	4.0	5.0	0.0
Prop In Lane	0.19		1.00				0.00		0.93	1.00		0.00
Lane Grp Cap(c), veh/h	1214	2231	1016				0	530	239	98	1281	0
V/C Ratio(X)	0.51	0.46	0.08				0.00	0.65	0.70	0.69	0.31	0.00
Avail Cap(c_a), veh/h	1214	2231	1016				0	715	322	204	1838	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.09	0.09	0.09				0.00	1.00	1.00	0.89	0.89	0.00
Uniform Delay (d), s/veh	27.6	26.3	16.8				0.0	43.6	44.0	48.0	21.8	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.0				0.0	1.5	4.6	2.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	13.3	1.7				0.0	4.4	4.6	1.8	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.7	26.4	16.8				0.0	45.1	48.6	50.9	21.9	0.0
LnGrp LOS	C	C	B				A	D	D	D	C	A
Approach Vol, veh/h		1744						510			461	
Approach Delay, s/veh		26.4						46.3			26.1	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	77.0	33.0	10.5	22.5
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	60.1	39.6	12.6	* 23
Max Q Clear Time (g_c+I1), s	34.5	7.0	6.0	13.4
Green Ext Time (p_c), s	18.7	2.1	0.0	2.5

Intersection Summary	
HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C

Notes

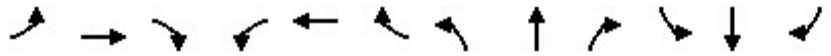
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



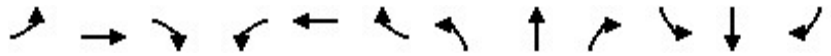
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1576	25	0	0	0	0	0	0	240	344	0
Future Volume (veh/h)	0	1576	25	0	0	0	0	0	0	240	344	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1695	27							258	370	0
Peak Hour Factor	0.93	0.93	0.93							0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3252	52							504	962	0
Arrive On Green	0.00	0.21	0.21							0.09	0.09	0.00
Sat Flow, veh/h	0	5344	82							1781	3572	0
Grp Volume(v), veh/h	0	1115	607							258	370	0
Grp Sat Flow(s),veh/h/ln	0	1702	1854							1781	1702	0
Q Serve(g_s), s	0.0	32.0	32.0							15.2	11.2	0.0
Cycle Q Clear(g_c), s	0.0	32.0	32.0							15.2	11.2	0.0
Prop In Lane	0.00		0.04							1.00		0.00
Lane Grp Cap(c), veh/h	0	2138	1165							504	962	0
V/C Ratio(X)	0.00	0.52	0.52							0.51	0.38	0.00
Avail Cap(c_a), veh/h	0	2138	1165							504	962	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	28.9	28.9							42.6	40.9	0.0
Incr Delay (d2), s/veh	0.0	0.9	1.7							3.7	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.8	16.4							7.8	5.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.8	30.6							46.3	42.0	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1722									628	
Approach Delay, s/veh		30.1									43.8	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	74.0	36.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	69.1	31.1
Max Q Clear Time (g_c+I1), s	34.0	17.2
Green Ext Time (p_c), s	5.6	1.5

Intersection Summary	
HCM 6th Ctrl Delay	33.7
HCM 6th LOS	C



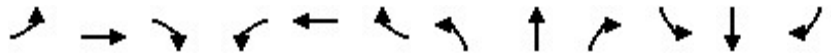
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	2255	0	0	0	0	0	92	223	0	0	0
Future Volume (veh/h)	57	2255	0	0	0	0	0	92	223	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	61	2425	0				0	99	240			
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	85	3607	0				0	373	305			
Arrive On Green	0.23	0.23	0.00				0.00	0.21	0.21			
Sat Flow, veh/h	122	5315	0				0	1870	1454			
Grp Volume(v), veh/h	935	1551	0				0	99	240			
Grp Sat Flow(s),veh/h/ln	1864	1702	0				0	1777	1454			
Q Serve(g_s), s	50.8	45.3	0.0				0.0	5.1	17.2			
Cycle Q Clear(g_c), s	50.8	45.3	0.0				0.0	5.1	17.2			
Prop In Lane	0.07		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1307	2386	0				0	373	305			
V/C Ratio(X)	0.72	0.65	0.00				0.00	0.27	0.79			
Avail Cap(c_a), veh/h	1307	2386	0				0	373	305			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	32.2	30.1	0.0				0.0	36.4	41.1			
Incr Delay (d2), s/veh	3.4	1.4	0.0				0.0	1.7	18.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	26.5	21.0	0.0				0.0	2.4	7.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	31.5	0.0				0.0	38.1	59.3			
LnGrp LOS	D	C	A				A	D	E			
Approach Vol, veh/h		2486						339				
Approach Delay, s/veh		33.0						53.1				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		82.0						28.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		77.1						23.1				
Max Q Clear Time (g_c+I1), s		52.8						19.2				
Green Ext Time (p_c), s		20.1						0.8				
Intersection Summary												
HCM 6th Ctrl Delay			35.4									
HCM 6th LOS			D									



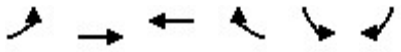
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2615	109	0	0	0	0	0	0	187	380	0
Future Volume (veh/h)	0	2615	109	0	0	0	0	0	0	187	380	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2668	111							191	388	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2473	102							747	1489	0
Arrive On Green	0.00	0.16	0.16							0.14	0.14	0.00
Sat Flow, veh/h	0	5197	207							1781	3647	0
Grp Volume(v), veh/h	0	1796	983							191	388	0
Grp Sat Flow(s),veh/h/ln	0	1702	1831							1781	1777	0
Q Serve(g_s), s	0.0	54.1	54.1							10.5	10.7	0.0
Cycle Q Clear(g_c), s	0.0	54.1	54.1							10.5	10.7	0.0
Prop In Lane	0.00		0.11							1.00		0.00
Lane Grp Cap(c), veh/h	0	1674	901							747	1489	0
V/C Ratio(X)	0.00	1.07	1.09							0.26	0.26	0.00
Avail Cap(c_a), veh/h	0	1674	901							747	1489	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	46.1	46.1							32.1	32.2	0.0
Incr Delay (d2), s/veh	0.0	44.4	58.0							0.8	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	34.9	41.0							5.2	5.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	90.5	104.1							32.9	32.6	0.0
LnGrp LOS	A	F	F							C	C	A
Approach Vol, veh/h		2779									579	
Approach Delay, s/veh		95.3									32.7	
Approach LOS		F									C	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	59.0	51.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	54.1	46.1
Max Q Clear Time (g_c+I1), s	56.1	12.7
Green Ext Time (p_c), s	0.0	3.5

Intersection Summary	
HCM 6th Ctrl Delay	84.5
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	2245	0	0	0	0	0	109	46	0	0	0
Future Volume (veh/h)	182	2245	0	0	0	0	0	109	46	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	198	2440	0				0	118	50			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	269	3558	0				0	451	182			
Arrive On Green	0.24	0.24	0.00				0.00	0.18	0.18			
Sat Flow, veh/h	370	5054	0				0	2564	997			
Grp Volume(v), veh/h	991	1647	0				0	83	85			
Grp Sat Flow(s),veh/h/ln	1852	1702	0				0	1777	1691			
Q Serve(g_s), s	54.3	48.1	0.0				0.0	4.4	4.7			
Cycle Q Clear(g_c), s	54.3	48.1	0.0				0.0	4.4	4.7			
Prop In Lane	0.20		0.00				0.00		0.59			
Lane Grp Cap(c), veh/h	1348	2479	0				0	325	309			
V/C Ratio(X)	0.73	0.66	0.00				0.00	0.26	0.27			
Avail Cap(c_a), veh/h	1348	2479	0				0	325	309			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	32.0	29.6	0.0				0.0	38.5	38.7			
Incr Delay (d2), s/veh	3.6	1.4	0.0				0.0	1.9	2.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	28.2	22.4	0.0				0.0	2.1	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	31.1	0.0				0.0	40.4	40.9			
LnGrp LOS	D	C	A				A	D	D			
Approach Vol, veh/h		2638						168				
Approach Delay, s/veh		32.8						40.7				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		85.0						25.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		80.1						20.1				
Max Q Clear Time (g_c+I1), s		56.3						6.7				
Green Ext Time (p_c), s		20.6						0.7				
Intersection Summary												
HCM 6th Ctrl Delay			33.2									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	953	1115	87	85	106
Future Volume (veh/h)	50	953	1115	87	85	106
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	52	993	1161	91	89	110
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	68	4096	3512	275	303	139
Arrive On Green	0.01	0.27	1.00	1.00	0.09	0.09
Sat Flow, veh/h	1781	5149	4869	369	3456	1585
Grp Volume(v), veh/h	52	993	820	432	89	110
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1750	1728	1585
Q Serve(g_s), s	3.4	18.3	0.0	0.0	2.8	8.0
Cycle Q Clear(g_c), s	3.4	18.3	0.0	0.0	2.8	8.0
Prop In Lane	1.00			0.21	1.00	1.00
Lane Grp Cap(c), veh/h	68	4096	2481	1307	303	139
V/C Ratio(X)	0.77	0.24	0.33	0.33	0.29	0.79
Avail Cap(c_a), veh/h	319	4096	2481	1307	884	406
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.94	0.94	1.00	1.00
Uniform Delay (d), s/veh	57.7	14.4	0.0	0.0	50.4	52.8
Incr Delay (d2), s/veh	6.3	0.1	0.3	0.6	0.2	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	8.1	0.1	0.2	1.3	7.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	64.0	14.5	0.3	0.6	50.6	56.6
LnGrp LOS	E	B	A	A	D	E
Approach Vol, veh/h		1045	1252		199	
Approach Delay, s/veh		16.9	0.4		53.9	
Approach LOS		B	A		D	

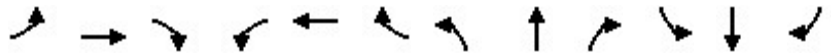
Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	102.8		15.2	8.9	93.9
Change Period (Y+Rc), s	* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s	* 77		30.2	21.1	51.6
Max Q Clear Time (g_c+I1), s	20.3		10.0	5.4	2.0
Green Ext Time (p_c), s	22.4		0.3	0.0	26.1

Intersection Summary	
HCM 6th Ctrl Delay	11.6
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	921	13	12	1178	5	0	12	13	28	0	26
Future Volume (veh/h)	65	921	13	12	1178	5	0	12	13	28	0	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	949	13	12	1214	0	0	12	13	29	0	27
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	750	3613	49	60	1567		34	15	17	226	0	102
Arrive On Green	0.84	1.00	1.00	0.03	0.31	0.00	0.00	0.02	0.02	0.07	0.00	0.07
Sat Flow, veh/h	1781	5065	69	1781	4985	1585	1781	804	871	3456	0	1556
Grp Volume(v), veh/h	67	622	340	12	1214	0	0	0	25	29	0	27
Grp Sat Flow(s),veh/h/ln	1781	1662	1812	1781	1662	1585	1781	0	1676	1728	0	1556
Q Serve(g_s), s	0.8	0.0	0.0	0.8	26.0	0.0	0.0	0.0	1.8	0.9	0.0	1.9
Cycle Q Clear(g_c), s	0.8	0.0	0.0	0.8	26.0	0.0	0.0	0.0	1.8	0.9	0.0	1.9
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	750	2370	1292	60	1567		34	0	32	226	0	102
V/C Ratio(X)	0.09	0.26	0.26	0.20	0.77		0.00	0.00	0.79	0.13	0.00	0.27
Avail Cap(c_a), veh/h	750	2370	1292	168	1567		251	0	236	999	0	450
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.5	0.0	0.0	55.4	36.7	0.0	0.0	0.0	57.6	52.0	0.0	52.5
Incr Delay (d2), s/veh	0.0	0.3	0.5	0.6	3.8	0.0	0.0	0.0	14.6	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.2	0.3	10.7	0.0	0.0	0.0	0.9	0.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.5	0.3	0.5	56.0	40.5	0.0	0.0	0.0	72.2	52.1	0.0	53.0
LnGrp LOS	A	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		1029			1226	A		25			56	
Approach Delay, s/veh		0.7			40.6			72.2			52.5	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	89.9		12.6	55.4	42.9		7.1
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.0	21.6		34.1	10.2	* 37		16.6
Max Q Clear Time (g_c+I1), s	2.8	2.0		3.9	2.8	28.0		3.8
Green Ext Time (p_c), s	0.0	9.7		0.1	0.0	6.7		0.0

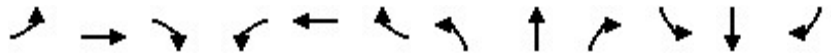
Intersection Summary	
HCM 6th Ctrl Delay	23.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	515	209	598	2264	357	180	32	379	1176	52	212
Future Volume (veh/h)	189	515	209	598	2264	357	180	32	379	1176	52	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	195	531	215	616	2334	368	186	33	0	1212	54	219
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	417	2397	934	252	1708	266	429	232		546	48	196
Arrive On Green	0.23	0.48	0.48	0.07	0.31	0.31	0.12	0.12	0.00	0.15	0.15	0.15
Sat Flow, veh/h	1781	4985	1533	3456	5492	854	3456	1870	1585	3563	315	1279
Grp Volume(v), veh/h	195	531	215	616	1998	704	186	33	0	1212	0	273
Grp Sat Flow(s),veh/h/ln	1781	1662	1533	1728	1570	1635	1728	1870	1585	1781	0	1595
Q Serve(g_s), s	11.1	7.3	7.6	8.6	36.7	36.7	5.9	1.9	0.0	18.1	0.0	18.1
Cycle Q Clear(g_c), s	11.1	7.3	7.6	8.6	36.7	36.7	5.9	1.9	0.0	18.1	0.0	18.1
Prop In Lane	1.00		1.00	1.00		0.52	1.00		1.00	1.00		0.80
Lane Grp Cap(c), veh/h	417	2397	934	252	1465	509	429	232		546	0	245
V/C Ratio(X)	0.47	0.22	0.23	2.45	1.36	1.39	0.43	0.14		2.22	0.00	1.12
Avail Cap(c_a), veh/h	417	2397	934	252	1465	509	1084	586		546	0	245
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.9	17.8	10.7	54.7	40.7	40.7	47.8	46.1	0.0	50.0	0.0	50.0
Incr Delay (d2), s/veh	0.3	0.2	0.6	662.5	168.0	185.3	0.2	0.1	0.0	554.0	0.0	92.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	2.7	3.5	26.8	36.3	40.2	2.5	0.9	0.0	50.0	0.0	13.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	18.0	11.3	717.2	208.7	225.9	48.1	46.2	0.0	603.9	0.0	142.3
LnGrp LOS	D	B	B	F	F	F	D	D		F	A	F
Approach Vol, veh/h		941			3318			219	A		1485	
Approach Delay, s/veh		20.9			306.7			47.8			519.1	
Approach LOS		C			F			D			F	

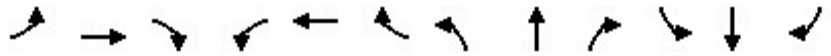
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.0	62.4		23.0	33.3	42.1		19.6
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	8.6	34.4		18.1	6.6	* 37		37.0
Max Q Clear Time (g_c+I1), s	10.6	9.6		20.1	13.1	38.7		7.9
Green Ext Time (p_c), s	0.0	8.1		0.0	0.0	0.0		0.4

Intersection Summary	
HCM 6th Ctrl Delay	305.0
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



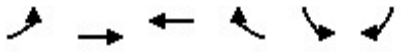
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	6	22	5	6	314	19	198	11	515	321	54
Future Volume (veh/h)	27	6	22	5	6	314	19	198	11	515	321	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.94	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	6	23	0	0	343	20	211	12	548	341	57
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	14	52	0	314	522	117	645	36	601	1399	231
Arrive On Green	0.04	0.04	0.04	0.00	0.00	0.17	0.07	0.19	0.19	0.34	0.46	0.46
Sat Flow, veh/h	1781	330	1264	0	1870	3104	1781	3406	192	1781	3034	501
Grp Volume(v), veh/h	29	0	29	0	0	343	20	109	114	548	198	200
Grp Sat Flow(s),veh/h/ln	1781	0	1594	0	1870	1552	1781	1777	1821	1781	1777	1758
Q Serve(g_s), s	1.0	0.0	1.1	0.0	0.0	6.3	0.6	3.2	3.3	17.9	4.1	4.2
Cycle Q Clear(g_c), s	1.0	0.0	1.1	0.0	0.0	6.3	0.6	3.2	3.3	17.9	4.1	4.2
Prop In Lane	1.00		0.79	0.00		1.00	1.00		0.11	1.00		0.28
Lane Grp Cap(c), veh/h	73	0	66	0	314	522	117	337	345	601	819	810
V/C Ratio(X)	0.40	0.00	0.44	0.00	0.00	0.66	0.17	0.32	0.33	0.91	0.24	0.25
Avail Cap(c_a), veh/h	117	0	105	0	894	1484	147	850	871	793	1494	1478
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.3	0.0	28.4	0.0	0.0	23.6	26.8	21.2	21.2	19.2	9.9	9.9
Incr Delay (d2), s/veh	2.6	0.0	3.4	0.0	0.0	0.5	0.3	0.4	0.4	10.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.5	0.0	0.0	2.2	0.3	1.3	1.3	8.1	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	0.0	31.8	0.0	0.0	24.1	27.0	21.6	21.7	29.8	10.0	10.1
LnGrp LOS	C	A	C	A	A	C	C	C	C	C	B	B
Approach Vol, veh/h		58			343			243			946	
Approach Delay, s/veh		31.4			24.1			22.1			21.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	34.5	15.5		6.5	8.0	32.0		14.2
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	27.6	29.0		4.0	5.0	51.0		29.0
Max Q Clear Time (g_c+I1), s	19.9	5.3		3.1	2.6	6.2		8.3
Green Ext Time (p_c), s	0.6	0.9		0.0	0.0	2.0		0.8

Intersection Summary	
HCM 6th Ctrl Delay	22.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	154	2	4	71	132	199
Future Volume (veh/h)	154	2	4	71	132	199
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	160	0	4	0	136	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	776	407	706		281	
Arrive On Green	0.22	0.00	0.38	0.00	0.08	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	160	0	4	0	136	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	1.4	0.0	0.0	0.0	1.4	0.0
Cycle Q Clear(g_c), s	1.4	0.0	0.0	0.0	1.4	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	776	407	706		281	
V/C Ratio(X)	0.21	0.00	0.01		0.48	
Avail Cap(c_a), veh/h	1057	555	706		1211	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	11.9	0.0	7.2	0.0	16.3	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.0	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.0	0.0	7.2	0.0	17.6	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		160	4	A	136	A
Approach Delay, s/veh		12.0	7.2		17.6	
Approach LOS		B	A		B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		12.1		7.0		18.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		11.0		13.0		14.0
Max Q Clear Time (g_c+I1), s		3.4		3.4		2.0
Green Ext Time (p_c), s		0.3		0.3		0.0

Intersection Summary		
HCM 6th Ctrl Delay		14.5
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

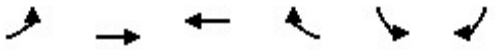
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	125	59	0	0	2
Future Vol, veh/h	9	125	59	0	0	2
Conflicting Peds, #/hr	7	0	0	7	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	145	69	0	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	76	0	-	0	170	44
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	94	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1521	-	-	-	804	1017
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	919	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1511	-	-	-	787	1008
Mov Cap-2 Maneuver	-	-	-	-	787	-
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	913	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1511	-	-	-	1008
HCM Lane V/C Ratio	0.007	-	-	-	0.002
HCM Control Delay (s)	7.4	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



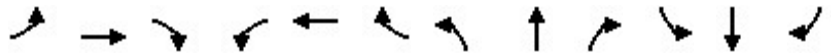
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	93	978	5247	0	0	99
Future Volume (veh/h)	93	978	5247	0	0	99
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	98	1029	5523	0	0	104
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	124	4152	5369		279	128
Arrive On Green	0.07	0.83	0.73	0.00	0.00	0.08
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	98	1029	5523	0	0	104
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	6.4	5.1	85.7	0.0	0.0	7.6
Cycle Q Clear(g_c), s	6.4	5.1	85.7	0.0	0.0	7.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	124	4152	5369		279	128
V/C Ratio(X)	0.79	0.25	1.03		0.00	0.81
Avail Cap(c_a), veh/h	319	4152	5369		723	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	54.1	2.1	16.2	0.0	0.0	53.4
Incr Delay (d2), s/veh	10.7	0.1	20.5	0.0	0.0	11.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.9	27.4	0.0	0.0	7.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	64.7	2.2	36.6	0.0	0.0	65.0
LnGrp LOS	E	A	F		A	E
Approach Vol, veh/h		1127	5523	A	104	
Approach Delay, s/veh		7.7	36.6		65.0	
Approach LOS		A	D		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		103.6		14.4	12.6	91.0
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		83.1		24.7	21.1	57.6
Max Q Clear Time (g_c+I1), s		7.1		9.6	8.4	87.7
Green Ext Time (p_c), s		24.4		0.2	0.2	0.0

Intersection Summary		
HCM 6th Ctrl Delay		32.2
HCM 6th LOS		C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



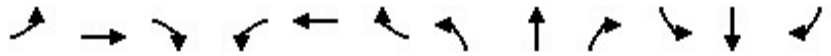
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	2553	48	123	3609	44	27	0	168	10	1	26
Future Volume (veh/h)	58	2553	48	123	3609	44	27	0	168	10	1	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	62	2716	51	131	3839	47	29	0	179	11	1	28
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	60	4246	1041	184	4481	54	242	0	209	196	8	225
Arrive On Green	0.03	0.68	0.68	0.07	0.93	0.93	0.15	0.00	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1781	6281	1541	3456	6442	78	1230	0	1424	1204	55	1535
Grp Volume(v), veh/h	62	2716	51	131	2801	1085	29	0	179	11	0	29
Grp Sat Flow(s),veh/h/ln	1781	1570	1541	1728	1570	1810	1230	0	1424	1204	0	1590
Q Serve(g_s), s	4.0	29.1	1.3	4.4	25.1	26.2	2.2	0.0	14.5	1.0	0.0	1.9
Cycle Q Clear(g_c), s	4.0	29.1	1.3	4.4	25.1	26.2	4.1	0.0	14.5	5.0	0.0	1.9
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		0.97
Lane Grp Cap(c), veh/h	60	4246	1041	184	3276	1259	242	0	209	196	0	234
V/C Ratio(X)	1.03	0.64	0.05	0.71	0.85	0.86	0.12	0.00	0.86	0.06	0.00	0.12
Avail Cap(c_a), veh/h	60	4246	1041	202	3276	1259	413	0	386	346	0	431
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.0	10.9	6.4	53.9	2.3	2.3	45.5	0.0	49.1	46.9	0.0	43.7
Incr Delay (d2), s/veh	123.5	0.7	0.1	0.8	0.3	0.8	0.1	0.0	3.9	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	8.7	0.4	1.9	1.8	2.3	0.8	0.0	5.4	0.3	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	180.5	11.7	6.5	54.7	2.6	3.1	45.6	0.0	53.0	47.0	0.0	43.8
LnGrp LOS	F	B	A	D	A	A	D	A	D	D	A	D
Approach Vol, veh/h		2829			4017			208			40	
Approach Delay, s/veh		15.3			4.4			52.0			44.7	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.7	85.1		22.2	8.4	87.4		22.2
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	6.3	64.5		32.0	4.0	67.4		32.0
Max Q Clear Time (g_c+I1), s	6.4	31.1		7.0	6.0	28.2		16.5
Green Ext Time (p_c), s	0.0	32.8		0.1	0.0	39.1		0.4

Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



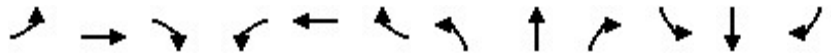
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	2575	0	6	3613	344	0	0	0	47	0	197
Future Volume (veh/h)	170	2575	0	6	3613	344	0	0	0	47	0	197
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	179	2711	0	6	3803	362	0	0	0	49	0	207
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	145	3425	0	60	3772	343	0	290	0	658	0	246
Arrive On Green	0.16	1.00	0.00	0.03	0.64	0.64	0.00	0.00	0.00	0.16	0.00	0.16
Sat Flow, veh/h	1781	5149	0	1781	5897	536	0	1870	0	3449	0	1582
Grp Volume(v), veh/h	179	2711	0	6	3002	1163	0	0	0	49	0	207
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1721	0	1870	0	1725	0	1582
Q Serve(g_s), s	9.6	0.0	0.0	0.4	74.7	75.5	0.0	0.0	0.0	1.4	0.0	15.0
Cycle Q Clear(g_c), s	9.6	0.0	0.0	0.4	74.7	75.5	0.0	0.0	0.0	1.4	0.0	15.0
Prop In Lane	1.00		0.00	1.00		0.31	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	145	3425	0	60	3013	1101	0	290	0	658	0	246
V/C Ratio(X)	1.24	0.79	0.00	0.10	1.00	1.06	0.00	0.00	0.00	0.07	0.00	0.84
Avail Cap(c_a), veh/h	145	3425	0	60	3013	1101	0	507	0	1057	0	429
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.00	0.21	0.21	0.21	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.4	0.0	0.0	55.3	21.1	21.3	0.0	0.0	0.0	42.7	0.0	48.4
Incr Delay (d2), s/veh	140.7	1.4	0.0	0.1	6.7	30.8	0.0	0.0	0.0	0.0	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	0.4	0.0	0.2	24.7	34.7	0.0	0.0	0.0	0.6	0.0	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	190.1	1.4	0.0	55.3	27.8	52.1	0.0	0.0	0.0	42.7	0.0	51.5
LnGrp LOS	F	A	A	E	C	F	A	A	A	D	A	D
Approach Vol, veh/h		2890			4171			0			256	
Approach Delay, s/veh		13.1			34.6			0.0			49.8	
Approach LOS		B			C						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	86.4		23.2	14.0	80.8		23.2				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.0	67.4		32.0	9.6	61.8		32.0				
Max Q Clear Time (g_c+I1), s	2.4	2.0		17.0	11.6	77.5		0.0				
Green Ext Time (p_c), s	0.0	62.4		0.9	0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	26.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	2582	2	30	3823	0	0	0	19	0	0	0
Future Volume (veh/h)	45	2582	2	30	3823	0	0	0	19	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	48	2776	2	32	4111	0						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	61	4324	3	47	4150	0						
Arrive On Green	0.03	0.84	0.84	0.03	0.83	0.00						
Sat Flow, veh/h	1781	5144	4	1781	5149	0						
Grp Volume(v), veh/h	48	1793	985	32	4111	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1825	1781	1662	0						
Q Serve(g_s), s	1.9	13.5	13.5	1.3	56.8	0.0						
Cycle Q Clear(g_c), s	1.9	13.5	13.5	1.3	56.8	0.0						
Prop In Lane	1.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	61	2793	1534	47	4150	0						
V/C Ratio(X)	0.79	0.64	0.64	0.68	0.99	0.00						
Avail Cap(c_a), veh/h	741	2793	1534	741	4150	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	34.5	2.0	2.0	34.8	5.8	0.0						
Incr Delay (d2), s/veh	8.0	0.9	1.6	6.4	11.9	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.9	0.4	0.7	0.6	4.6	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.6	2.9	3.6	41.2	17.7	0.0						
LnGrp LOS	D	A	A	D	B	A						
Approach Vol, veh/h		2826			4143							
Approach Delay, s/veh		3.8			17.9							
Approach LOS		A			B							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	6.3	65.8			6.9	65.2						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	30.6	60.0			30.0	60.0						
Max Q Clear Time (g_c+I1), s	3.3	15.5			3.9	58.8						
Green Ext Time (p_c), s	0.0	43.7			0.0	1.2						
Intersection Summary												
HCM 6th Ctrl Delay			12.2									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	69.2

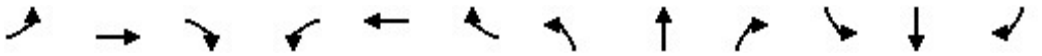
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	258	0	0	1428	990
Future Vol, veh/h	0	258	0	0	1428	990
Conflicting Peds, #/hr	0	0	10	0	0	10
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	287	0	0	1587	1100

Major/Minor	Minor2			Major2	
Conflicting Flow All	2147	1354		-	0
Stage 1	2147	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	78	~ 120		-	-
Stage 1	46	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	76	~ 119		-	-
Mov Cap-2 Maneuver	76	-		-	-
Stage 1	46	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	$ 717.4	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	119	-	-
HCM Lane V/C Ratio	-	2.409	-	-
HCM Control Delay (s)	0	$ 717.4	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	25.2	-	-

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



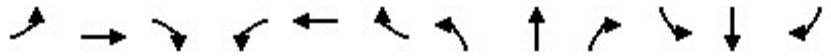
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	729	119	66	807	336	50	36	25	192	92	149
Future Volume (veh/h)	148	729	119	66	807	336	50	36	25	192	92	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	166	819	134	74	907	378	56	40	28	216	103	167
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	2851	862	95	2573	779	244	240	169	358	459	399
Arrive On Green	0.22	1.00	1.00	0.05	0.50	0.50	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	5106	1544	1781	5106	1547	712	931	657	1320	1777	1547
Grp Volume(v), veh/h	166	819	134	74	907	378	57	0	67	216	103	167
Grp Sat Flow(s),veh/h/ln	1781	1702	1544	1781	1702	1547	725	0	1575	1320	1777	1547
Q Serve(g_s), s	10.6	0.0	0.0	4.8	12.6	18.9	5.3	0.0	3.9	17.9	5.4	10.6
Cycle Q Clear(g_c), s	10.6	0.0	0.0	4.8	12.6	18.9	15.8	0.0	3.9	21.8	5.4	10.6
Prop In Lane	1.00		1.00	1.00		1.00	0.98		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	192	2851	862	95	2573	779	248	0	406	358	459	399
V/C Ratio(X)	0.87	0.29	0.16	0.78	0.35	0.48	0.23	0.00	0.17	0.60	0.22	0.42
Avail Cap(c_a), veh/h	341	2851	862	190	2573	779	348	0	548	477	619	539
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.94	0.94	0.94	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	0.0	0.0	55.2	17.7	19.2	42.9	0.0	33.9	42.4	34.5	36.4
Incr Delay (d2), s/veh	3.9	0.2	0.3	4.9	0.4	2.0	0.2	0.0	0.1	4.7	0.7	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.1	0.1	2.3	4.7	6.8	1.5	0.0	1.5	6.3	2.4	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.4	0.2	0.3	60.1	18.0	21.2	43.1	0.0	34.0	47.1	35.2	38.4
LnGrp LOS	D	A	A	E	B	C	D	A	C	D	D	D
Approach Vol, veh/h		1119			1359			124			486	
Approach Delay, s/veh		7.5			21.2			38.2			41.6	
Approach LOS		A			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	72.0		35.4	17.1	65.6		35.4				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	12.6	* 49		41.1	22.6	38.9		41.1				
Max Q Clear Time (g_c+I1), s	6.8	2.0		23.8	12.6	20.9		17.8				
Green Ext Time (p_c), s	0.0	12.5		4.9	0.1	12.9		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		20.1
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	447	0	0	558	402	0	0	0	545	0	96
Future Volume (veh/h)	60	447	0	0	558	402	0	0	0	545	0	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	526	0	0	656	0	0	0	0	746	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	86	2370	0	2	2066		0	2	1	829	436	0
Arrive On Green	0.05	0.67	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.23	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3558	1870	0
Grp Volume(v), veh/h	71	526	0	0	656	0	0	0	0	746	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1779	1870	0
Q Serve(g_s), s	4.7	6.8	0.0	0.0	18.7	0.0	0.0	0.0	0.0	24.0	0.0	0.0
Cycle Q Clear(g_c), s	4.7	6.8	0.0	0.0	18.7	0.0	0.0	0.0	0.0	24.0	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	86	2370	0	2	2066		0	2	1	829	436	0
V/C Ratio(X)	0.83	0.22	0.00	0.00	0.32		0.00	0.00	0.00	0.90	0.00	0.00
Avail Cap(c_a), veh/h	86	2370	0	62	2066		0	476	403	1116	586	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.94	0.00	0.00	0.00	0.00	0.83	0.00	0.00
Uniform Delay (d), s/veh	55.7	7.7	0.0	0.0	27.5	0.0	0.0	0.0	0.0	43.9	0.0	0.0
Incr Delay (d2), s/veh	43.2	0.2	0.0	0.0	0.4	0.0	0.0	0.0	0.0	5.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	2.3	0.0	0.0	9.0	0.0	0.0	0.0	0.0	11.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.9	7.9	0.0	0.0	27.9	0.0	0.0	0.0	0.0	49.5	0.0	0.0
LnGrp LOS	F	A	A	A	C		A	A	A	D	A	A
Approach Vol, veh/h		597			656	A		0			746	
Approach Delay, s/veh		18.7			27.9			0.0			49.5	
Approach LOS		B			C						D	

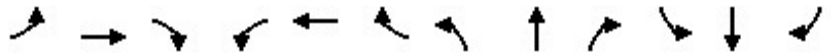
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	84.6		33.4	10.1	74.5		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	4.1	* 27		37.0	5.7	24.2		30.0				
Max Q Clear Time (g_c+I1), s	10.0	8.8		26.0	6.7	20.7		0.0				
Green Ext Time (p_c), s	0.0	7.0		1.3	0.0	1.9		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	33.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



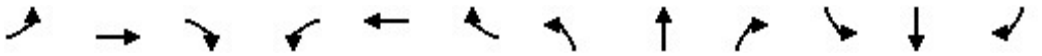
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	336	342	219	79	246	115	136	923	40	144	1203	102
Future Volume (veh/h)	336	342	219	79	246	115	136	923	40	144	1203	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	354	360	231	83	259	121	143	972	42	152	1266	107
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	503	316	105	428	280	199	1635	71	208	1684	736
Arrive On Green	0.18	0.24	0.24	0.06	0.12	0.12	0.06	0.47	0.47	0.06	0.47	0.47
Sat Flow, veh/h	1781	2067	1300	1781	3554	1538	3456	3469	150	3456	3554	1553
Grp Volume(v), veh/h	354	308	283	83	259	121	143	498	516	152	1266	107
Grp Sat Flow(s),veh/h/ln	1781	1777	1590	1781	1777	1538	1728	1777	1842	1728	1777	1553
Q Serve(g_s), s	20.6	18.4	19.0	5.3	8.0	5.1	4.7	23.9	23.9	5.0	33.8	2.2
Cycle Q Clear(g_c), s	20.6	18.4	19.0	5.3	8.0	5.1	4.7	23.9	23.9	5.0	33.8	2.2
Prop In Lane	1.00		0.82	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	316	432	387	105	428	280	199	837	868	208	1684	736
V/C Ratio(X)	1.12	0.71	0.73	0.79	0.61	0.43	0.72	0.59	0.59	0.73	0.75	0.15
Avail Cap(c_a), veh/h	316	573	513	183	888	480	256	837	868	226	1684	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	40.2	40.4	53.9	48.4	19.9	53.7	22.5	22.5	53.6	24.9	4.1
Incr Delay (d2), s/veh	86.7	1.5	2.2	4.7	0.5	0.4	4.2	3.1	3.0	8.7	3.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.7	8.2	7.6	2.5	3.6	2.1	2.2	10.5	10.9	2.4	14.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	134.4	41.7	42.5	58.5	48.9	20.3	58.0	25.6	25.5	62.3	28.1	4.6
LnGrp LOS	F	D	D	E	D	C	E	C	C	E	C	A
Approach Vol, veh/h		945			463			1157			1525	
Approach Delay, s/veh		76.7			43.2			29.6			29.8	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	60.0	11.2	33.4	11.1	60.3	25.8	18.9
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	7.6	* 40	11.9	37.4	8.6	38.8	20.6	* 29
Max Q Clear Time (g_c+I1), s	7.0	25.9	7.3	21.0	6.7	35.8	22.6	10.0
Green Ext Time (p_c), s	0.0	2.2	0.0	1.3	0.0	1.4	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	42.1
HCM 6th LOS	D

Notes

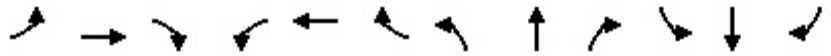
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	290	97	161	217	72	145	111	206	59	85	72
Future Volume (veh/h)	50	290	97	161	217	72	145	111	206	59	85	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.96	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	309	103	171	231	77	154	118	219	63	90	77
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	1201	659	246	693	543	188	1084	578	82	873	361
Arrive On Green	0.04	0.34	0.34	0.07	0.37	0.37	0.11	0.31	0.31	0.05	0.25	0.25
Sat Flow, veh/h	1781	3554	1455	3456	1870	1466	1781	3554	1525	1781	3554	1470
Grp Volume(v), veh/h	53	309	103	171	231	77	154	118	219	63	90	77
Grp Sat Flow(s),veh/h/ln	1781	1777	1455	1728	1870	1466	1781	1777	1525	1781	1777	1470
Q Serve(g_s), s	2.9	6.2	4.1	4.7	8.7	3.4	8.3	2.3	10.2	3.4	1.9	4.1
Cycle Q Clear(g_c), s	2.9	6.2	4.1	4.7	8.7	3.4	8.3	2.3	10.2	3.4	1.9	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	69	1201	659	246	693	543	188	1084	578	82	873	361
V/C Ratio(X)	0.77	0.26	0.16	0.70	0.33	0.14	0.82	0.11	0.38	0.77	0.10	0.21
Avail Cap(c_a), veh/h	548	1457	764	1063	767	601	548	1457	738	548	1457	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	23.4	16.3	44.3	22.1	20.4	42.7	24.4	22.2	46.0	28.5	29.3
Incr Delay (d2), s/veh	6.7	0.1	0.1	1.3	0.2	0.1	3.4	0.0	0.4	5.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.6	1.4	2.0	3.8	1.2	3.8	1.0	3.6	1.6	0.8	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	23.6	16.4	45.6	22.2	20.5	46.1	24.4	22.6	51.6	28.5	29.4
LnGrp LOS	D	C	B	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		465			479			491			230	
Approach Delay, s/veh		25.3			30.3			30.4			35.1	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	38.9	15.7	30.7	9.2	42.1	9.9	36.5
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	6.7	8.2	10.3	6.1	4.9	10.7	5.4	12.2
Green Ext Time (p_c), s	0.3	3.1	0.2	0.5	0.1	1.1	0.1	1.5

Intersection Summary	
HCM 6th Ctrl Delay	29.6
HCM 6th LOS	C



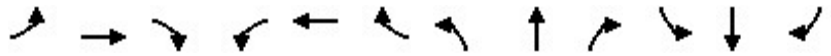
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	0	21	19	2	50	31	352	19	52	267	25
Future Volume (veh/h)	11	0	21	19	2	50	31	352	19	52	267	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.97		0.97	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	0	23	21	2	55	34	387	21	57	293	27
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	219	50	272	525	42	496	57	1431	77	85	1449	131
Arrive On Green	0.27	0.00	0.27	0.27	0.27	0.27	0.03	0.29	0.29	0.05	0.31	0.31
Sat Flow, veh/h	334	184	993	1251	154	1536	1781	4948	265	1781	4751	428
Grp Volume(v), veh/h	35	0	0	23	0	55	34	265	143	57	208	112
Grp Sat Flow(s),veh/h/ln	511	0	0	1405	0	1536	1781	1702	1809	1781	1702	1775
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	1.0	0.7	2.3	2.3	1.2	1.7	1.8
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.4	0.0	1.0	0.7	2.3	2.3	1.2	1.7	1.8
Prop In Lane	0.34		0.66	0.91		1.00	1.00		0.15	1.00		0.24
Lane Grp Cap(c), veh/h	542	0	0	567	0	496	57	984	523	85	1038	541
V/C Ratio(X)	0.06	0.00	0.00	0.04	0.00	0.11	0.60	0.27	0.27	0.67	0.20	0.21
Avail Cap(c_a), veh/h	1681	0	0	1653	0	1703	1415	5409	2875	1415	5409	2820
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.2	0.0	0.0	10.1	0.0	9.0	18.0	10.3	10.4	17.7	9.7	9.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.2	0.4	3.4	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.1	0.0	0.2	0.3	0.7	0.8	0.5	0.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.2	0.0	0.0	10.1	0.0	9.0	21.8	10.5	10.7	21.1	9.8	10.0
LnGrp LOS	B	A	A	B	A	A	C	B	B	C	A	A
Approach Vol, veh/h		35			78			442			377	
Approach Delay, s/veh		10.2			9.4			11.5			11.6	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.2	16.3		15.2	5.6	16.9		15.2
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.2	4.3		2.6	2.7	3.8		3.0
Green Ext Time (p_c), s	0.1	3.9		0.1	0.0	2.6		0.2

Intersection Summary	
HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	25	60	51	41	15	246	594	68	26	480	109
Future Volume (veh/h)	17	25	60	51	41	15	246	594	68	26	480	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.89	1.00		0.89	1.00		0.95	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	27	65	55	45	16	267	646	74	28	522	118
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	508	382	71	512	386	310	1578	671	38	856	192
Arrive On Green	0.04	0.27	0.27	0.04	0.27	0.27	0.17	0.44	0.44	0.02	0.30	0.30
Sat Flow, veh/h	1781	1870	1406	1781	1870	1408	1781	3554	1511	1781	2847	640
Grp Volume(v), veh/h	18	27	65	55	45	16	267	646	74	28	325	315
Grp Sat Flow(s),veh/h/ln	1781	1870	1406	1781	1870	1408	1781	1777	1511	1781	1777	1710
Q Serve(g_s), s	1.0	1.1	3.7	3.2	1.9	0.9	15.3	13.0	3.0	1.6	16.4	16.6
Cycle Q Clear(g_c), s	1.0	1.1	3.7	3.2	1.9	0.9	15.3	13.0	3.0	1.6	16.4	16.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	67	508	382	71	512	386	310	1578	671	38	534	514
V/C Ratio(X)	0.27	0.05	0.17	0.77	0.09	0.04	0.86	0.41	0.11	0.74	0.61	0.61
Avail Cap(c_a), veh/h	509	535	402	509	535	402	509	2031	864	509	1016	977
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	28.3	29.2	49.9	28.4	28.0	42.1	19.8	17.1	51.1	31.4	31.5
Incr Delay (d2), s/veh	0.8	0.0	0.1	6.4	0.0	0.0	10.5	0.2	0.1	10.0	3.1	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.5	1.3	1.6	0.8	0.3	7.6	5.3	1.1	0.8	7.4	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.9	28.3	29.3	56.3	28.4	28.0	52.6	20.0	17.1	61.0	34.5	34.7
LnGrp LOS	D	C	C	E	C	C	D	C	B	E	C	C
Approach Vol, veh/h		110			116			987			668	
Approach Delay, s/veh		32.4			41.6			28.6			35.7	
Approach LOS		C			D			C			D	

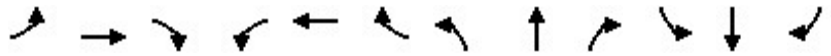
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	55.3	8.6	33.4	22.7	40.3	8.4	33.6
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	3.6	15.0	5.2	5.7	17.3	18.6	3.0	3.9
Green Ext Time (p_c), s	0.0	7.0	0.1	0.2	1.0	10.7	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	32.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



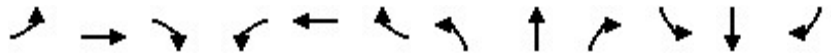
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	323	32	193	102	0	0	0	0	213	39	38
Future Volume (veh/h)	0	323	32	193	102	0	0	0	0	213	39	38
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	340	34	203	107	0				253	0	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	310	618	272	368	703	0				884	0	663
Arrive On Green	0.00	0.17	0.17	0.21	0.21	0.00				0.25	0.00	0.25
Sat Flow, veh/h	1781	3554	1562	1781	3572	0				3563	0	1561
Grp Volume(v), veh/h	0	340	34	203	107	0				253	0	40
Grp Sat Flow(s),veh/h/ln	1781	1777	1562	1781	1702	0				1781	0	1561
Q Serve(g_s), s	0.0	3.4	0.7	4.0	1.0	0.0				2.2	0.0	0.6
Cycle Q Clear(g_c), s	0.0	3.4	0.7	4.0	1.0	0.0				2.2	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	310	618	272	368	703	0				884	0	663
V/C Ratio(X)	0.00	0.55	0.13	0.55	0.15	0.00				0.29	0.00	0.06
Avail Cap(c_a), veh/h	2738	5462	2401	2738	5232	0				3194	0	1676
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.7	13.6	13.9	12.7	0.0				11.9	0.0	6.7
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.5	0.1	0.0				0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	0.2	1.3	0.3	0.0				0.7	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.0	13.7	15.3	12.8	0.0				11.9	0.0	6.7
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		374			310						293	
Approach Delay, s/veh		14.9			14.5						11.2	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		10.8		15.9		12.4
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		5.4		4.2		6.0
Green Ext Time (p_c), s		1.4		0.5		2.1

Intersection Summary	
HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	470	0	2	280	254	46	19	96	19	0	223
Future Volume (veh/h)	118	470	0	2	280	254	46	19	96	19	0	223
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	511	0	2	304	276	50	21	104	21	0	242
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2	2	2	2	2	2	2
Cap, veh/h	171	1619	0	54	548	418	221	33	163	26	0	297
Arrive On Green	0.10	0.46	0.00	0.29	0.29	0.29	0.12	0.12	0.12	0.20	0.00	0.20
Sat Flow, veh/h	1781	3647	0	2	1866	1423	1781	266	1317	127	0	1459
Grp Volume(v), veh/h	128	511	0	306	0	276	50	0	125	263	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1868	0	1423	1781	0	1583	1586	0	0
Q Serve(g_s), s	4.8	6.2	0.0	0.0	0.0	11.6	1.7	0.0	5.1	10.8	0.0	0.0
Cycle Q Clear(g_c), s	4.8	6.2	0.0	9.4	0.0	11.6	1.7	0.0	5.1	10.8	0.0	0.0
Prop In Lane	1.00		0.00	0.01		1.00	1.00		0.83	0.08		0.92
Lane Grp Cap(c), veh/h	171	1619	0	602	0	418	221	0	196	323	0	0
V/C Ratio(X)	0.75	0.32	0.00	0.51	0.00	0.66	0.23	0.00	0.64	0.82	0.00	0.00
Avail Cap(c_a), veh/h	783	3123	0	1688	0	1250	1044	0	927	929	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	30.1	11.8	0.0	20.3	0.0	21.1	26.9	0.0	28.4	26.0	0.0	0.0
Incr Delay (d2), s/veh	7.7	0.0	0.0	0.8	0.0	2.1	0.2	0.0	1.3	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	2.0	0.0	3.7	0.0	3.6	0.7	0.0	1.9	4.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	11.9	0.0	21.1	0.0	23.3	27.1	0.0	29.7	27.9	0.0	0.0
LnGrp LOS	D	B	A	C	A	C	C	A	C	C	A	A
Approach Vol, veh/h		639			582			175			263	
Approach Delay, s/veh		17.1			22.1			29.0			27.9	
Approach LOS		B			C			C			C	

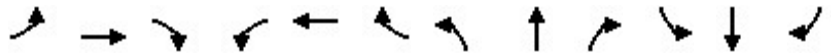
Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	35.5	17.9	11.0	24.5	14.9
Change Period (Y+Rc), s	* 4.4	4.0	4.5	4.4	6.4
Max Green Setting (Gmax), s	* 60	40.0	30.0	60.0	40.0
Max Q Clear Time (g_c+I1), s	8.2	12.8	6.8	13.6	7.1
Green Ext Time (p_c), s	2.1	1.2	0.4	4.6	0.6

Intersection Summary	
HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	486	94	281	350	0	0	0	0	336	189	205
Future Volume (veh/h)	0	486	94	281	350	0	0	0	0	336	189	205
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	512	99	296	368	0				354	199	216
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1880	823	376	2453	0				688	361	297
Arrive On Green	0.00	0.53	0.53	0.22	1.00	0.00				0.19	0.19	0.19
Sat Flow, veh/h	0	3647	1555	3456	3647	0				3563	1870	1538
Grp Volume(v), veh/h	0	512	99	296	368	0				354	199	216
Grp Sat Flow(s),veh/h/ln	0	1777	1555	1728	1777	0				1781	1870	1538
Q Serve(g_s), s	0.0	6.7	2.7	6.8	0.0	0.0				7.5	8.1	11.1
Cycle Q Clear(g_c), s	0.0	6.7	2.7	6.8	0.0	0.0				7.5	8.1	11.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1880	823	376	2453	0				688	361	297
V/C Ratio(X)	0.00	0.27	0.12	0.79	0.15	0.00				0.51	0.55	0.73
Avail Cap(c_a), veh/h	0	1880	823	703	2453	0				1361	715	588
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.97	0.97	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.9	9.9	31.9	0.0	0.0				30.4	30.6	31.8
Incr Delay (d2), s/veh	0.0	0.3	0.3	1.3	0.1	0.0				0.2	0.5	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.3	0.9	2.5	0.0	0.0				3.2	3.6	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.2	10.2	33.3	0.1	0.0				30.6	31.1	33.1
LnGrp LOS	A	B	B	C	A	A				C	C	C
Approach Vol, veh/h		611			664						769	
Approach Delay, s/veh		11.1			14.9						31.4	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.5	49.3		21.1		62.9
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.8	8.7		13.1		2.0
Green Ext Time (p_c), s	0.4	3.2		1.8		2.6

Intersection Summary	
HCM 6th Ctrl Delay	20.0
HCM 6th LOS	B

Notes

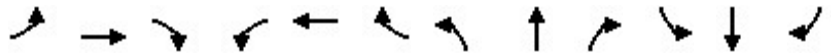
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	302	517	0	0	521	463	111	162	25	0	0	0
Future Volume (veh/h)	302	517	0	0	521	463	111	162	25	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	328	562	0	0	566	503	121	176	27			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1316	2749	0	0	1189	517	195	331	50			
Arrive On Green	0.76	1.00	0.00	0.00	0.33	0.33	0.11	0.11	0.11			
Sat Flow, veh/h	3456	3647	0	0	3647	1547	1781	3021	455			
Grp Volume(v), veh/h	328	562	0	0	566	503	121	98	105			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1547	1781	1702	1774			
Q Serve(g_s), s	2.3	0.0	0.0	0.0	10.6	26.9	5.5	4.6	4.7			
Cycle Q Clear(g_c), s	2.3	0.0	0.0	0.0	10.6	26.9	5.5	4.6	4.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.26			
Lane Grp Cap(c), veh/h	1316	2749	0	0	1189	517	195	187	195			
V/C Ratio(X)	0.25	0.20	0.00	0.00	0.48	0.97	0.62	0.52	0.54			
Avail Cap(c_a), veh/h	1316	2749	0	0	1189	517	596	569	593			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	6.5	0.0	0.0	0.0	22.1	27.6	35.7	35.3	35.4			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.4	33.2	1.2	0.8	0.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	0.1	0.0	0.0	4.3	13.7	2.4	1.9	2.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.6	0.2	0.0	0.0	23.5	60.8	36.9	36.2	36.3			
LnGrp LOS	A	A	A	A	C	E	D	D	D			
Approach Vol, veh/h		890			1069			324				
Approach Delay, s/veh		2.5			41.0			36.5				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.9			36.9	33.0		14.1				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			4.3	28.9		7.5				
Green Ext Time (p_c), s		4.7			0.7	0.0		1.2				

Intersection Summary	
HCM 6th Ctrl Delay	25.4
HCM 6th LOS	C

Notes

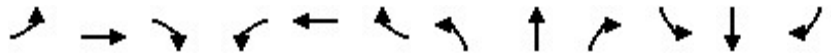
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	22	63	23	1196	15	0	0	0
Future Volume (veh/h)	0	0	0	0	22	63	23	1196	15	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	24	69	25	1314	16			
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	32	91	115	3274	39			
Arrive On Green				0.00	0.07	0.07	0.65	0.65	0.65			
Sat Flow, veh/h				0	426	1224	35	5002	60			
Grp Volume(v), veh/h				0	0	93	495	411	448			
Grp Sat Flow(s),veh/h/ln				0	0	1650	1859	1549	1689			
Q Serve(g_s), s				0.0	0.0	2.3	0.0	5.1	5.1			
Cycle Q Clear(g_c), s				0.0	0.0	2.3	5.1	5.1	5.1			
Prop In Lane				0.00		0.74	0.05		0.04			
Lane Grp Cap(c), veh/h				0	0	122	1309	1014	1105			
V/C Ratio(X)				0.00	0.00	0.76	0.38	0.41	0.41			
Avail Cap(c_a), veh/h				0	0	1614	2806	2273	2479			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	18.6	3.3	3.3	3.3			
Incr Delay (d2), s/veh				0.0	0.0	3.6	0.3	0.4	0.4			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.9	0.8	0.7	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	22.2	3.6	3.7	3.7			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					93			1355				
Approach Delay, s/veh					22.2			3.7				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	32.4							8.5				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	7.1							4.3				
Green Ext Time (p_c), s	19.6							0.4				

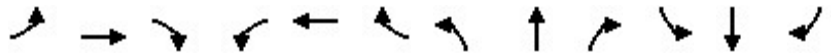
Intersection Summary												
HCM 6th Ctrl Delay			4.8									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	241	67	366	318	141	128	266	152	96	292	63
Future Volume (veh/h)	45	241	67	366	318	141	128	266	152	96	292	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.96	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	259	72	394	342	152	138	286	163	103	314	68
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	389	327	441	516	230	174	711	317	133	782	161
Arrive On Green	0.03	0.21	0.21	0.25	0.42	0.42	0.10	0.21	0.21	0.07	0.19	0.19
Sat Flow, veh/h	1781	1870	1569	1781	1225	544	1781	3404	1519	1781	4203	866
Grp Volume(v), veh/h	48	259	72	394	0	494	138	286	163	103	251	131
Grp Sat Flow(s),veh/h/ln	1781	1870	1569	1781	0	1769	1781	1702	1519	1781	1702	1665
Q Serve(g_s), s	1.9	9.3	2.8	15.6	0.0	16.3	5.5	5.3	6.9	4.1	4.7	5.1
Cycle Q Clear(g_c), s	1.9	9.3	2.8	15.6	0.0	16.3	5.5	5.3	6.9	4.1	4.7	5.1
Prop In Lane	1.00		1.00	1.00		0.31	1.00		1.00	1.00		0.52
Lane Grp Cap(c), veh/h	61	389	327	441	0	746	174	711	317	133	633	310
V/C Ratio(X)	0.79	0.67	0.22	0.89	0.00	0.66	0.80	0.40	0.51	0.78	0.40	0.42
Avail Cap(c_a), veh/h	215	847	711	650	0	1234	242	1304	582	330	1472	720
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.9	26.5	23.9	26.5	0.0	16.9	32.2	24.9	25.5	33.1	26.1	26.2
Incr Delay (d2), s/veh	8.2	0.7	0.1	8.1	0.0	1.0	7.8	0.7	2.4	3.6	0.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	4.1	1.0	7.3	0.0	6.4	2.6	2.1	2.6	1.8	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.1	27.2	24.1	34.5	0.0	17.9	39.9	25.6	27.9	36.8	26.8	27.8
LnGrp LOS	D	C	C	C	A	B	D	C	C	D	C	C
Approach Vol, veh/h		379			888			587			485	
Approach Delay, s/veh		28.7			25.3			29.6			29.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	20.5	22.4	20.1	11.5	18.9	6.9	35.6
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	13.5	27.9	26.6	33.0	9.9	31.5	8.8	50.8
Max Q Clear Time (g_c+I1), s	6.1	8.9	17.6	11.3	7.5	7.1	3.9	18.3
Green Ext Time (p_c), s	0.1	4.4	0.5	1.1	0.0	3.9	0.0	3.9

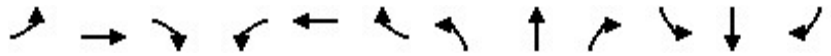
Intersection Summary	
HCM 6th Ctrl Delay	27.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	172	383	109	157	0	0	0	0	70	1496	584
Future Volume (veh/h)	0	172	383	109	157	0	0	0	0	70	1496	584
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	176	391	111	160	0				71	1527	596
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	528	447	282	493	0				869	1769	671
Arrive On Green	0.00	0.28	0.28	0.28	0.28	0.00				0.49	0.49	0.49
Sat Flow, veh/h	0	1870	1585	580	1831	0				1781	3626	1375
Grp Volume(v), veh/h	0	176	391	129	142	0				71	1431	692
Grp Sat Flow(s),veh/h/ln	0	1870	1585	709	1617	0				1781	1702	1598
Q Serve(g_s), s	0.0	4.2	13.3	6.6	3.9	0.0				1.2	21.0	22.2
Cycle Q Clear(g_c), s	0.0	4.2	13.3	10.8	3.9	0.0				1.2	21.0	22.2
Prop In Lane	0.00		1.00	0.86		0.00				1.00		0.86
Lane Grp Cap(c), veh/h	0	528	447	319	456	0				869	1661	779
V/C Ratio(X)	0.00	0.33	0.87	0.40	0.31	0.00				0.08	0.86	0.89
Avail Cap(c_a), veh/h	0	638	541	372	552	0				872	1667	782
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	16.1	19.3	19.8	16.0	0.0				7.7	12.8	13.1
Incr Delay (d2), s/veh	0.0	0.1	11.4	0.6	0.3	0.0				0.1	5.1	12.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.7	5.9	1.5	1.4	0.0				0.4	7.5	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.2	30.7	20.4	16.3	0.0				7.8	17.9	25.7
LnGrp LOS	A	B	C	C	B	A				A	B	C
Approach Vol, veh/h		567			271						2194	
Approach Delay, s/veh		26.2			18.2						20.0	
Approach LOS		C			B						C	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		22.7		33.9		22.7
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		19.3		27.7		19.3
Max Q Clear Time (g_c+I1), s		15.3		24.2		12.8
Green Ext Time (p_c), s		0.7		3.4		0.8

Intersection Summary	
HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C



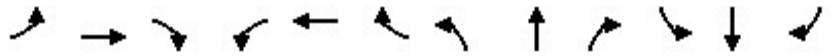
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	17	80	0	27	16	237	1201	35	0	0	0
Future Volume (veh/h)	147	17	80	0	27	16	237	1201	35	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	171	20	93	0	31	19	276	1397	41			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	395	34	1192	0	234	144	957	1891	55			
Arrive On Green	0.22	0.22	0.22	0.00	0.22	0.22	0.54	0.54	0.54			
Sat Flow, veh/h	1112	156	1574	0	1083	664	1781	3522	103			
Grp Volume(v), veh/h	191	0	93	0	0	50	276	704	734			
Grp Sat Flow(s),veh/h/ln	1268	0	1574	0	0	1748	1781	1777	1848			
Q Serve(g_s), s	5.5	0.0	0.0	0.0	0.0	1.0	3.7	13.4	13.5			
Cycle Q Clear(g_c), s	6.5	0.0	0.0	0.0	0.0	1.0	3.7	13.4	13.5			
Prop In Lane	0.90		1.00	0.00		0.38	1.00		0.06			
Lane Grp Cap(c), veh/h	429	0	1192	0	0	378	957	954	993			
V/C Ratio(X)	0.45	0.00	0.08	0.00	0.00	0.13	0.29	0.74	0.74			
Avail Cap(c_a), veh/h	842	0	1660	0	0	839	1125	1122	1167			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	16.5	0.0	1.4	0.0	0.0	14.0	5.6	7.8	7.9			
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.0	0.0	0.1	0.2	2.2	2.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	0.0	1.1	0.0	0.0	0.4	1.0	3.8	4.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	0.0	1.5	0.0	0.0	14.0	5.8	10.0	10.0			
LnGrp LOS	B	A	A	A	A	B	A	B	A			
Approach Vol, veh/h		284			50			1714				
Approach Delay, s/veh		12.0			14.0			9.3				
Approach LOS		B			B			A				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	28.2	16.0	16.0
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	27.9	* 23	21.2
Max Q Clear Time (g_c+I1), s	15.5	8.5	3.0
Green Ext Time (p_c), s	8.2	1.2	0.1

Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	12	32	0	14	88	18	449	172	39	746	4
Future Volume (veh/h)	4	12	32	0	14	88	18	449	172	39	746	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	13	34	0	15	93	19	473	181	41	785	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	399	114	298	147	56	347	33	2091	636	121	2232	11
Arrive On Green	0.25	0.25	0.25	0.00	0.25	0.25	0.02	0.41	0.41	0.03	0.43	0.43
Sat Flow, veh/h	1278	455	1191	1359	223	1386	1781	5106	1553	3456	5242	27
Grp Volume(v), veh/h	4	0	47	0	0	108	19	473	181	41	510	279
Grp Sat Flow(s),veh/h/ln	1278	0	1646	1359	0	1609	1781	1702	1553	1728	1702	1864
Q Serve(g_s), s	0.1	0.0	1.1	0.0	0.0	2.6	0.5	2.9	3.8	0.6	4.9	4.9
Cycle Q Clear(g_c), s	2.8	0.0	1.1	0.0	0.0	2.6	0.5	2.9	3.8	0.6	4.9	4.9
Prop In Lane	1.00		0.72	1.00		0.86	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	399	0	412	147	0	403	33	2091	636	121	1449	794
V/C Ratio(X)	0.01	0.00	0.11	0.00	0.00	0.27	0.57	0.23	0.28	0.34	0.35	0.35
Avail Cap(c_a), veh/h	1125	0	1348	920	0	1318	1094	6272	1907	2123	4182	2290
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.8	0.0	14.1	0.0	0.0	14.7	23.8	9.4	9.6	23.0	9.5	9.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.1	5.7	0.1	0.4	0.6	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	0.0	0.0	0.9	0.2	0.9	1.1	0.2	1.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.8	0.0	14.2	0.0	0.0	14.8	29.5	9.5	10.1	23.6	9.6	9.7
LnGrp LOS	B	A	B	A	A	B	C	A	B	C	A	A
Approach Vol, veh/h		51			108			673			830	
Approach Delay, s/veh		14.3			14.8			10.2			10.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.1	25.7		17.0	5.3	26.5		17.0
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	2.6	5.8		4.8	2.5	6.9		4.6
Green Ext Time (p_c), s	0.0	7.8		0.2	0.0	5.8		0.5

Intersection Summary	
HCM 6th Ctrl Delay	10.7
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

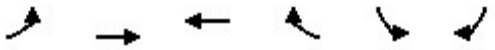
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	4367	14	0	5062	5	0	0	2	0	0	4
Future Vol, veh/h	0	4367	14	0	5062	5	0	0	2	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	4502	14	0	5219	5	0	0	2	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	2258	-	-	2612
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	28	0	0	16
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	28	-	-	16
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	143.6	295.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	28	-	-	-	-	16
HCM Lane V/C Ratio	0.074	-	-	-	-	0.258
HCM Control Delay (s)	143.6	-	-	-	-	295.3
HCM Lane LOS	F	-	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	-	0.7



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1124	2630	3084	11	14	82
Future Volume (veh/h)	1124	2630	3084	11	14	82
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1183	2768	3246	0	15	86
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	814	4198	2838		123	109
Arrive On Green	0.24	0.84	0.57	0.00	0.07	0.07
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1183	2768	3246	0	15	86
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	27.8	23.3	67.2	0.0	0.9	6.3
Cycle Q Clear(g_c), s	27.8	23.3	67.2	0.0	0.9	6.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	814	4198	2838		123	109
V/C Ratio(X)	1.45	0.66	1.14		0.12	0.79
Avail Cap(c_a), veh/h	814	4198	2838		479	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	3.3	25.4	0.0	51.6	54.1
Incr Delay (d2), s/veh	210.7	0.8	65.2	0.0	0.2	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	35.3	3.7	40.3	0.0	0.4	5.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	255.8	4.1	90.6	0.0	51.8	58.8
LnGrp LOS	F	A	F		D	E
Approach Vol, veh/h		3951	3246	A	101	
Approach Delay, s/veh		79.5	90.6		57.7	
Approach LOS		E	F		E	

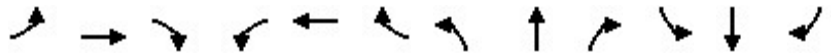
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		104.7		13.3	32.2	72.5
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		75.8		31.7	27.8	* 44
Max Q Clear Time (g_c+I1), s		25.3		8.3	29.8	69.2
Green Ext Time (p_c), s		50.0		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	84.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	272	992	46	59	1123	77	94	263	82	85	170	559
Future Volume (veh/h)	272	992	46	59	1123	77	94	263	82	85	170	559
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.94	1.00		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	278	1012	47	60	1146	79	96	268	84	87	173	570
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	304	1620	75	243	1482	102	118	729	211	108	934	532
Arrive On Green	0.17	0.47	0.47	0.05	0.15	0.15	0.07	0.19	0.19	0.06	0.18	0.18
Sat Flow, veh/h	1781	3457	161	1781	3369	232	1781	3870	1119	1781	5106	1430
Grp Volume(v), veh/h	278	520	539	60	604	621	96	233	119	87	173	570
Grp Sat Flow(s),veh/h/ln	1781	1777	1841	1781	1777	1824	1781	1702	1585	1781	1702	1430
Q Serve(g_s), s	21.5	30.8	30.8	4.6	45.8	45.9	7.4	8.4	9.2	6.8	4.0	25.6
Cycle Q Clear(g_c), s	21.5	30.8	30.8	4.6	45.8	45.9	7.4	8.4	9.2	6.8	4.0	25.6
Prop In Lane	1.00		0.09	1.00		0.13	1.00		0.71	1.00		1.00
Lane Grp Cap(c), veh/h	304	833	863	243	782	803	118	641	299	108	934	532
V/C Ratio(X)	0.91	0.62	0.62	0.25	0.77	0.77	0.81	0.36	0.40	0.80	0.19	1.07
Avail Cap(c_a), veh/h	382	833	863	243	782	803	244	641	299	244	934	532
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.80	0.80	0.80	0.99	0.99	0.99	0.97	0.97	0.97
Uniform Delay (d), s/veh	57.0	28.0	28.0	59.9	53.1	53.1	64.5	49.5	49.9	64.9	48.4	45.9
Incr Delay (d2), s/veh	22.7	3.5	3.4	1.9	5.9	5.8	5.0	0.4	1.0	5.0	0.1	58.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	13.5	14.0	2.2	23.1	23.8	3.5	3.6	3.7	3.2	1.7	26.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.8	31.5	31.4	61.8	59.0	58.9	69.5	49.9	50.8	69.9	48.5	104.8
LnGrp LOS	E	C	C	E	E	E	E	D	D	E	D	F
Approach Vol, veh/h		1337			1285			448			830	
Approach Delay, s/veh		41.5			59.1			54.3			89.4	
Approach LOS		D			E			D			F	

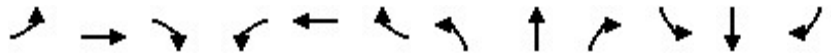
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	31.4	24.9	70.8	13.7	30.6	28.3	67.4
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	8.6	11.2	6.6	32.8	9.4	27.6	23.5	47.9
Green Ext Time (p_c), s	0.1	2.0	0.0	11.0	0.1	0.0	0.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	59.0
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	964	113	43	157	0	0	0	0	145	201	1109
Future Volume (veh/h)	0	964	113	43	157	0	0	0	0	145	201	1109
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1048	123	47	171	0				158	218	1205
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1590	186	72	2021	0				266	1660	537
Arrive On Green	0.00	0.16	0.16	0.04	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3296	376	1781	3647	0				770	4803	1553
Grp Volume(v), veh/h	0	581	590	47	171	0				376	0	1205
Grp Sat Flow(s),veh/h/ln	0	1777	1801	1781	1777	0				1832	1870	1553
Q Serve(g_s), s	0.0	42.9	43.0	3.6	3.1	0.0				23.7	0.0	48.4
Cycle Q Clear(g_c), s	0.0	42.9	43.0	3.6	3.1	0.0				23.7	0.0	48.4
Prop In Lane	0.00		0.21	1.00		0.00				0.42		1.00
Lane Grp Cap(c), veh/h	0	882	894	72	2021	0				633	1293	537
V/C Ratio(X)	0.00	0.66	0.66	0.65	0.08	0.00				0.59	0.00	2.24
Avail Cap(c_a), veh/h	0	882	894	313	2021	0				633	1293	537
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.84	0.84	0.85	0.85	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	47.4	47.4	66.2	13.7	0.0				37.7	0.0	45.8
Incr Delay (d2), s/veh	0.0	3.2	3.2	3.1	0.1	0.0				4.1	0.0	565.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	21.3	21.6	1.7	1.2	0.0				11.5	0.0	103.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	50.6	50.6	69.3	13.8	0.0				41.8	0.0	611.6
LnGrp LOS	A	D	D	E	B	A				D	A	F
Approach Vol, veh/h		1171			218						1581	
Approach Delay, s/veh		50.6			25.7						476.1	
Approach LOS		D			C						F	

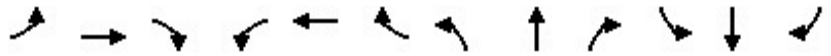
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.1	76.1		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	5.6	45.0		50.4		5.1
Green Ext Time (p_c), s	0.0	1.5		0.0		0.4

Intersection Summary	
HCM 6th Ctrl Delay	275.3
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	859	294	0	0	138	166	39	104	63	0	0	0
Future Volume (veh/h)	859	294	0	0	138	166	39	104	63	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	924	316	0	0	148	178	42	112	68			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1528	1496	0	0	527	464	72	207	118			
Arrive On Green	0.44	0.80	0.00	0.00	0.30	0.30	0.08	0.08	0.08			
Sat Flow, veh/h	3456	1870	0	0	1870	1566	932	2669	1518			
Grp Volume(v), veh/h	924	316	0	0	148	178	82	72	68			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1566	1824	1777	1518			
Q Serve(g_s), s	16.3	3.3	0.0	0.0	5.1	7.2	3.5	3.1	3.5			
Cycle Q Clear(g_c), s	16.3	3.3	0.0	0.0	5.1	7.2	3.5	3.1	3.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.51		1.00			
Lane Grp Cap(c), veh/h	1528	1496	0	0	527	464	141	138	118			
V/C Ratio(X)	0.60	0.21	0.00	0.00	0.28	0.38	0.58	0.52	0.58			
Avail Cap(c_a), veh/h	1528	1496	0	0	580	511	390	380	325			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.69	0.69	0.00	0.00	1.00	1.00	0.96	0.96	0.96			
Uniform Delay (d), s/veh	17.0	1.9	0.0	0.0	21.6	22.3	35.6	35.5	35.6			
Incr Delay (d2), s/veh	0.5	0.2	0.0	0.0	0.1	0.2	1.3	1.1	1.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.8	0.5	0.0	0.0	2.0	2.5	1.6	1.4	1.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5	2.1	0.0	0.0	21.7	22.5	37.0	36.6	37.2			
LnGrp LOS	B	A	A	A	C	C	D	D	D			
Approach Vol, veh/h		1240			326			222				
Approach Delay, s/veh		13.6			22.1			36.9				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.9			40.3	28.6		11.1				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		5.3			18.3	9.2		5.5				
Green Ext Time (p_c), s		1.1			1.5	1.1		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	18.0
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

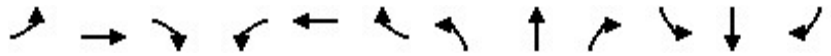
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	165	1985	746	0	0	2634
Future Volume (veh/h)	165	1985	746	0	0	2634
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	168	0	761	0	0	2688
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	199		3181	0	215	5019
Arrive On Green	0.11	0.00	0.64	0.00	0.00	0.80
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	168	0	761	0	0	2688
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	10.2	0.0	7.2	0.0	0.0	16.5
Cycle Q Clear(g_c), s	10.2	0.0	7.2	0.0	0.0	16.5
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	199		3181	0	215	5019
V/C Ratio(X)	0.84		0.24	0.00	0.00	0.54
Avail Cap(c_a), veh/h	486		3181	0	740	5019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.00	0.42	0.00	0.00	0.71
Uniform Delay (d), s/veh	47.9	0.0	8.5	0.0	0.0	3.9
Incr Delay (d2), s/veh	1.8	0.0	0.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	2.2	0.0	0.0	3.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.7	0.0	8.5	0.0	0.0	4.2
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	168	A	761			2688
Approach Delay, s/veh	49.7		8.5			4.2
Approach LOS	D		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	17.7	75.1			92.8	17.2
Change Period (Y+Rc), s	4.4	4.9			4.9	4.9
Max Green Setting (Gmax), s	45.3	20.1			70.2	30.0
Max Q Clear Time (g_c+I1), s	10.0	9.2			18.5	12.2
Green Ext Time (p_c), s	0.0	4.7			43.8	0.2

Intersection Summary	
HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



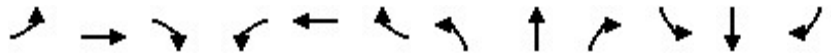
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	262	2053	192	129	264	0	0	216	45
Future Volume (veh/h)	0	0	0	262	2053	192	129	264	0	0	216	45
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.91
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				270	2116	198	133	272	0	0	223	46
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				299	2493	236	161	1432	0	0	557	107
Arrive On Green				0.19	0.19	0.19	0.18	0.56	0.00	0.00	0.13	0.13
Sat Flow, veh/h				526	4388	416	1781	5274	0	0	4391	811
Grp Volume(v), veh/h				946	788	850	133	272	0	0	177	92
Grp Sat Flow(s),veh/h/ln				1844	1702	1784	1781	1702	0	0	1702	1630
Q Serve(g_s), s				55.2	48.9	50.5	7.9	2.9	0.0	0.0	5.2	5.7
Cycle Q Clear(g_c), s				55.2	48.9	50.5	7.9	2.9	0.0	0.0	5.2	5.7
Prop In Lane				0.29		0.23	1.00		0.00	0.00		0.50
Lane Grp Cap(c), veh/h				1048	967	1014	161	1432	0	0	449	215
V/C Ratio(X)				0.90	0.82	0.84	0.83	0.19	0.00	0.00	0.39	0.43
Avail Cap(c_a), veh/h				1048	967	1014	204	1657	0	0	532	255
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.43	0.43	0.43	0.72	0.72	0.00	0.00	0.95	0.95
Uniform Delay (d), s/veh				41.7	39.1	39.8	44.2	18.0	0.0	0.0	43.7	44.0
Incr Delay (d2), s/veh				6.1	3.4	3.8	11.9	0.1	0.0	0.0	0.4	0.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				28.9	23.1	25.1	3.7	1.1	0.0	0.0	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				47.8	42.5	43.6	56.1	18.1	0.0	0.0	44.1	44.8
LnGrp LOS				D	D	D	E	B	A	A	D	D
Approach Vol, veh/h					2584			405			269	
Approach Delay, s/veh					44.8			30.6			44.3	
Approach LOS					D			C			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	15.8	20.9	68.4	36.7
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	12.6	* 17	62.5	35.7
Max Q Clear Time (g_c+I1), s	9.9	7.7	57.2	4.9
Green Ext Time (p_c), s	0.0	0.8	4.8	2.0

Intersection Summary	
HCM 6th Ctrl Delay	43.0
HCM 6th LOS	D

Notes

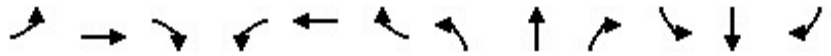
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	241	2667	0	0	0	0	0	183	84
Future Volume (veh/h)	0	0	0	241	2667	0	0	0	0	0	183	84
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.93
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				251	2778	0				0	191	88
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				298	3551	0				0	613	247
Arrive On Green				0.24	0.24	0.00				0.00	0.18	0.18
Sat Flow, veh/h				407	5015	0				0	3664	1407
Grp Volume(v), veh/h				1140	1889	0				0	185	94
Grp Sat Flow(s),veh/h/ln				1850	1702	0				0	1702	1499
Q Serve(g_s), s				64.5	56.6	0.0				0.0	5.2	6.1
Cycle Q Clear(g_c), s				64.5	56.6	0.0				0.0	5.2	6.1
Prop In Lane				0.22		0.00				0.00		0.94
Lane Grp Cap(c), veh/h				1356	2494	0				0	597	263
V/C Ratio(X)				0.84	0.76	0.00				0.00	0.31	0.36
Avail Cap(c_a), veh/h				1356	2494	0				0	597	263
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				35.6	32.6	0.0				0.0	39.5	39.9
Incr Delay (d2), s/veh				6.5	2.2	0.0				0.0	1.3	3.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				34.2	26.4	0.0				0.0	2.3	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				42.1	34.8	0.0				0.0	40.9	43.6
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					3029						279	
Approach Delay, s/veh					37.6						41.8	
Approach LOS					D						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				24.2		85.8						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				19.3		80.6						
Max Q Clear Time (g_c+I1), s				8.1		66.5						
Green Ext Time (p_c), s				0.4		5.7						

Intersection Summary												
HCM 6th Ctrl Delay			37.9									
HCM 6th LOS			D									



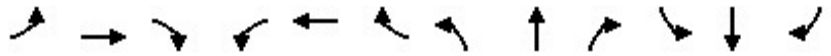
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2874	156	97	94	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2874	156	97	94	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2963	161	100	97	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3618	193	299	326	0			
Arrive On Green				0.00	0.24	0.24	0.18	0.18	0.00			
Sat Flow, veh/h				0	5125	264	1703	1952	0			
Grp Volume(v), veh/h				0	2016	1108	105	92	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1816	1785	1777	0			
Q Serve(g_s), s				0.0	61.5	63.8	5.7	5.0	0.0			
Cycle Q Clear(g_c), s				0.0	61.5	63.8	5.7	5.0	0.0			
Prop In Lane				0.00		0.15	0.95		0.00			
Lane Grp Cap(c), veh/h				0	2485	1326	313	312	0			
V/C Ratio(X)				0.00	0.81	0.84	0.33	0.30	0.00			
Avail Cap(c_a), veh/h				0	2485	1326	313	312	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	34.6	35.5	39.7	39.4	0.0			
Incr Delay (d2), s/veh				0.0	3.0	6.4	2.9	2.4	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	28.9	33.2	2.8	2.4	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	37.6	41.8	42.6	41.8	0.0			
LnGrp LOS				A	D	D	D	D	A			
Approach Vol, veh/h					3124			197				
Approach Delay, s/veh					39.1			42.2				
Approach LOS					D			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.8		24.2				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.3		19.3				
Max Q Clear Time (g_c+I1), s						65.8		7.7				
Green Ext Time (p_c), s						14.0		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	39.3
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	242	3107	0	0	0	0	0	139	49
Future Volume (veh/h)	0	0	0	242	3107	0	0	0	0	0	139	49
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				255	3271	0				0	146	52
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				260	3586	0				0	624	268
Arrive On Green				0.24	0.24	0.00				0.00	0.18	0.18
Sat Flow, veh/h				356	5069	0				0	3647	1528
Grp Volume(v), veh/h				1327	2199	0				0	146	52
Grp Sat Flow(s),veh/h/ln				1853	1702	0				0	1777	1528
Q Serve(g_s), s				78.3	68.5	0.0				0.0	3.9	3.2
Cycle Q Clear(g_c), s				78.3	68.5	0.0				0.0	3.9	3.2
Prop In Lane				0.19		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1356	2491	0				0	624	268
V/C Ratio(X)				0.98	0.88	0.00				0.00	0.23	0.19
Avail Cap(c_a), veh/h				1356	2491	0				0	624	268
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				40.9	37.2	0.0				0.0	39.0	38.7
Incr Delay (d2), s/veh				19.9	5.0	0.0				0.0	0.9	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				46.1	32.8	0.0				0.0	1.8	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				60.8	42.1	0.0				0.0	39.9	40.3
LnGrp LOS				E	D	A				A	D	D
Approach Vol, veh/h					3526						198	
Approach Delay, s/veh					49.2						40.0	
Approach LOS					D						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				24.2		85.8						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				19.3		80.5						
Max Q Clear Time (g_c+I1), s				5.9		80.3						
Green Ext Time (p_c), s				0.8		0.2						

Intersection Summary												
HCM 6th Ctrl Delay			48.7									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	3121	64	125	68	0	0	0	0
Future Volume (veh/h)	0	0	0	0	3121	64	125	68	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	3251	67	130	71	0			
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3758	77	313	312	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5316	105	1781	1870	0			
Grp Volume(v), veh/h				0	2141	1177	130	71	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1849	1781	1777	0			
Q Serve(g_s), s				0.0	50.4	52.0	7.1	3.8	0.0			
Cycle Q Clear(g_c), s				0.0	50.4	52.0	7.1	3.8	0.0			
Prop In Lane				0.00		0.06	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2485	1349	313	312	0			
V/C Ratio(X)				0.00	0.86	0.87	0.42	0.23	0.00			
Avail Cap(c_a), veh/h				0	2485	1349	313	312	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	10.8	11.0	40.3	38.9	0.0			
Incr Delay (d2), s/veh				0.0	4.2	8.0	4.0	1.7	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	16.9	20.3	3.5	1.8	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	15.0	19.0	44.4	40.6	0.0			
LnGrp LOS				A	B	B	D	D	A			
Approach Vol, veh/h					3318			201				
Approach Delay, s/veh					16.4			43.1				
Approach LOS					B			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.8		24.2				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.3		19.3				
Max Q Clear Time (g_c+I1), s						54.0		9.1				
Green Ext Time (p_c), s						25.1		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	18.0
HCM 6th LOS	B

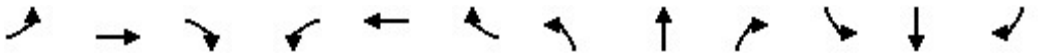
Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	159	552	3	94	0	0	0	11
Future Vol, veh/h	0	0	0	0	159	552	3	94	0	0	0	11
Conflicting Peds, #/hr	6	0	0	0	0	6	15	0	0	0	0	15
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	166	575	3	98	0	0	0	11

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	98	747	-	-	-	392
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	98	747	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	873	340	0	0	0	607
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	898	418	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	856	338	-	-	-	604
Mov Cap-2 Maneuver	-	-	-	856	338	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	881	415	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	19.9	11.1
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	338	-	-	604
HCM Lane V/C Ratio	0.29	-	-	0.019
HCM Control Delay (s)	19.9	-	-	11.1
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.2	-	-	0.1



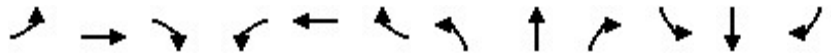
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	683	31	2096	809	0
Future Volume (veh/h)	0	0	0	0	0	0	0	683	31	2096	809	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	719	33	2206	852	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	959	292	3618	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.19	0.19	0.48	0.64	0.00
Sat Flow, veh/h		0					0	5149	1519	5023	1826	0
Grp Volume(v), veh/h		0.0					0	719	33	2206	852	0
Grp Sat Flow(s),veh/h/ln							0	1662	1519	1674	1826	0
Q Serve(g_s), s							0.0	15.0	2.0	35.4	27.0	0.0
Cycle Q Clear(g_c), s							0.0	15.0	2.0	35.4	27.0	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	959	292	3618	1740	0
V/C Ratio(X)							0.00	0.75	0.11	0.61	0.49	0.00
Avail Cap(c_a), veh/h							0	959	292	3618	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	0.67	0.67	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.80	0.80	0.00
Uniform Delay (d), s/veh							0.0	41.9	36.7	17.1	5.8	0.0
Incr Delay (d2), s/veh							0.0	4.2	0.4	0.2	0.8	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	6.3	0.7	14.1	5.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	46.2	37.1	17.4	6.6	0.0
LnGrp LOS							A	D	D	B	A	A
Approach Vol, veh/h								752			3058	
Approach Delay, s/veh								45.8			14.4	
Approach LOS								D			B	

Timer - Assigned Phs	1	2			6							
Phs Duration (G+Y+Rc), s	83.6	26.4			110.0							
Change Period (Y+Rc), s	4.4	* 5.2			5.2							
Max Green Setting (Gmax), s	45.7	* 19			68.8							
Max Q Clear Time (g_c+I1), s	37.4	17.0			29.0							
Green Ext Time (p_c), s	5.8	1.3			9.5							

Intersection Summary		
HCM 6th Ctrl Delay		20.6
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



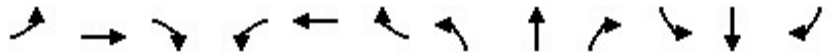
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	1748	88	0	0	0	0	320	150	70	323	0
Future Volume (veh/h)	123	1748	88	0	0	0	0	320	150	70	323	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97				1.00		0.95	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	127	1802	91				0	330	155	72	333	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	214	3243	1015				0	520	224	102	1270	0
Arrive On Green	0.22	0.22	0.22				0.00	0.15	0.15	0.11	0.50	0.00
Sat Flow, veh/h	326	4932	1544				0	3605	1477	1781	5274	0
Grp Volume(v), veh/h	723	1206	91				0	327	158	72	333	0
Grp Sat Flow(s),veh/h/ln	1854	1702	1544				0	1702	1509	1781	1702	0
Q Serve(g_s), s	38.5	34.6	5.2				0.0	9.9	10.9	4.3	4.1	0.0
Cycle Q Clear(g_c), s	38.5	34.6	5.2				0.0	9.9	10.9	4.3	4.1	0.0
Prop In Lane	0.18		1.00				0.00		0.98	1.00		0.00
Lane Grp Cap(c), veh/h	1219	2238	1015				0	515	229	102	1270	0
V/C Ratio(X)	0.59	0.54	0.09				0.00	0.63	0.69	0.70	0.26	0.00
Avail Cap(c_a), veh/h	1219	2238	1015				0	653	289	188	1699	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.09	0.09	0.09				0.00	1.00	1.00	0.86	0.86	0.00
Uniform Delay (d), s/veh	29.8	28.3	16.8				0.0	43.8	44.2	47.8	21.8	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.0				0.0	1.5	5.4	2.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	15.7	1.8				0.0	4.2	4.4	1.9	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.0	28.4	16.8				0.0	45.3	49.6	50.6	21.9	0.0
LnGrp LOS	C	C	B				A	D	D	D	C	A
Approach Vol, veh/h		2020						485			405	
Approach Delay, s/veh		28.4						46.7			27.0	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	77.2	32.8	10.7	22.1
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	63.1	36.6	11.6	* 21
Max Q Clear Time (g_c+I1), s	40.5	6.1	6.3	12.9
Green Ext Time (p_c), s	18.9	1.8	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	31.3
HCM 6th LOS	C

Notes

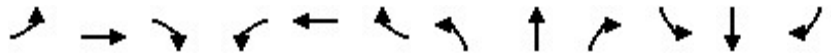
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



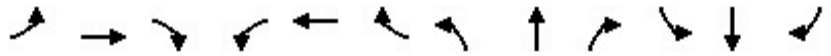
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1969	41	0	0	0	0	0	0	231	263	0
Future Volume (veh/h)	0	1969	41	0	0	0	0	0	0	231	263	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2030	42							238	271	0
Peak Hour Factor	0.97	0.97	0.97							0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3513	73							406	777	0
Arrive On Green	0.00	0.23	0.23							0.08	0.08	0.00
Sat Flow, veh/h	0	5314	106							1781	3572	0
Grp Volume(v), veh/h	0	1342	730							238	271	0
Grp Sat Flow(s),veh/h/ln	0	1702	1848							1781	1702	0
Q Serve(g_s), s	0.0	38.6	38.7							14.2	8.3	0.0
Cycle Q Clear(g_c), s	0.0	38.6	38.7							14.2	8.3	0.0
Prop In Lane	0.00		0.06							1.00		0.00
Lane Grp Cap(c), veh/h	0	2324	1261							406	777	0
V/C Ratio(X)	0.00	0.58	0.58							0.59	0.35	0.00
Avail Cap(c_a), veh/h	0	2324	1261							406	777	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	28.5	28.5							45.8	43.1	0.0
Incr Delay (d2), s/veh	0.0	1.1	1.9							6.1	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.9	19.7							7.5	3.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.5	30.5							51.9	44.3	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		2072									509	
Approach Delay, s/veh		29.9									47.9	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	80.0	30.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	75.1	25.1
Max Q Clear Time (g_c+I1), s	40.7	16.2
Green Ext Time (p_c), s	7.6	1.0

Intersection Summary	
HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C



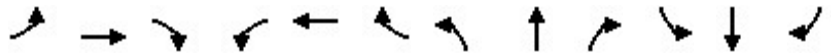
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	2726	0	0	0	0	0	100	235	0	0	0
Future Volume (veh/h)	79	2726	0	0	0	0	0	100	235	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.88			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	81	2810	0				0	103	242			
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	99	3674	0				0	346	271			
Arrive On Green	0.24	0.24	0.00				0.00	0.19	0.19			
Sat Flow, veh/h	139	5297	0				0	1870	1392			
Grp Volume(v), veh/h	1088	1803	0				0	103	242			
Grp Sat Flow(s),veh/h/ln	1863	1702	0				0	1777	1392			
Q Serve(g_s), s	60.8	53.9	0.0				0.0	5.5	18.6			
Cycle Q Clear(g_c), s	60.8	53.9	0.0				0.0	5.5	18.6			
Prop In Lane	0.07		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1335	2439	0				0	346	271			
V/C Ratio(X)	0.82	0.74	0.00				0.00	0.30	0.89			
Avail Cap(c_a), veh/h	1335	2439	0				0	346	271			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	35.1	32.5	0.0				0.0	37.9	43.2			
Incr Delay (d2), s/veh	5.6	2.1	0.0				0.0	2.2	33.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	32.2	25.1	0.0				0.0	2.6	8.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.7	34.5	0.0				0.0	40.1	76.3			
LnGrp LOS	D	C	A				A	D	E			
Approach Vol, veh/h		2891						345				
Approach Delay, s/veh		36.9						65.4				
Approach LOS		D						E				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		83.7						26.3				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		78.8						21.4				
Max Q Clear Time (g_c+I1), s		62.8						20.6				
Green Ext Time (p_c), s		15.0						0.2				
Intersection Summary												
HCM 6th Ctrl Delay			39.9									
HCM 6th LOS			D									



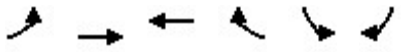
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3104	123	0	0	0	0	0	0	138	252	0
Future Volume (veh/h)	0	3104	123	0	0	0	0	0	0	138	252	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	3167	126							141	257	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3696	145							316	630	0
Arrive On Green	0.00	0.24	0.24							0.06	0.06	0.00
Sat Flow, veh/h	0	5206	198							1781	3647	0
Grp Volume(v), veh/h	0	2125	1168							141	257	0
Grp Sat Flow(s),veh/h/ln	0	1702	1831							1781	1777	0
Q Serve(g_s), s	0.0	65.6	67.3							8.4	7.7	0.0
Cycle Q Clear(g_c), s	0.0	65.6	67.3							8.4	7.7	0.0
Prop In Lane	0.00		0.11							1.00		0.00
Lane Grp Cap(c), veh/h	0	2497	1343							316	630	0
V/C Ratio(X)	0.00	0.85	0.87							0.45	0.41	0.00
Avail Cap(c_a), veh/h	0	2497	1343							316	630	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	35.9	36.6							46.6	46.2	0.0
Incr Delay (d2), s/veh	0.0	3.9	7.9							4.5	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	31.2	35.9							4.4	3.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	39.8	44.5							51.1	48.2	0.0
LnGrp LOS	A	D	D							D	D	A
Approach Vol, veh/h		3293									398	
Approach Delay, s/veh		41.5									49.2	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	85.6	24.4
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	80.7	19.5
Max Q Clear Time (g_c+I1), s	69.3	10.4
Green Ext Time (p_c), s	11.1	1.4

Intersection Summary	
HCM 6th Ctrl Delay	42.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	2683	0	0	0	0	0	89	38	0	0	0
Future Volume (veh/h)	137	2683	0	0	0	0	0	89	38	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	144	2824	0				0	94	40			
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	176	3694	0				0	433	175			
Arrive On Green	0.24	0.24	0.00				0.00	0.18	0.18			
Sat Flow, veh/h	239	5191	0				0	2564	997			
Grp Volume(v), veh/h	1117	1851	0				0	66	68			
Grp Sat Flow(s),veh/h/ln	1858	1702	0				0	1777	1691			
Q Serve(g_s), s	62.5	55.2	0.0				0.0	3.5	3.8			
Cycle Q Clear(g_c), s	62.5	55.2	0.0				0.0	3.5	3.8			
Prop In Lane	0.13		0.00				0.00		0.59			
Lane Grp Cap(c), veh/h	1367	2504	0				0	312	297			
V/C Ratio(X)	0.82	0.74	0.00				0.00	0.21	0.23			
Avail Cap(c_a), veh/h	1367	2504	0				0	312	297			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	34.7	31.9	0.0				0.0	38.8	39.0			
Incr Delay (d2), s/veh	5.5	2.0	0.0				0.0	1.5	1.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	33.0	25.7	0.0				0.0	1.7	1.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.2	33.9	0.0				0.0	40.4	40.7			
LnGrp LOS	D	C	A				A	D	D			
Approach Vol, veh/h		2968						134				
Approach Delay, s/veh		36.3						40.6				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		85.8						24.2				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		80.9						19.3				
Max Q Clear Time (g_c+I1), s		64.5						5.8				
Green Ext Time (p_c), s		15.5						0.5				
Intersection Summary												
HCM 6th Ctrl Delay			36.5									
HCM 6th LOS			D									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	35	944	886	122	107	134
Future Volume (veh/h)	35	944	886	122	107	134
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	38	1015	953	131	115	144
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	49	3987	3249	445	379	174
Arrive On Green	0.03	0.80	1.00	1.00	0.11	0.11
Sat Flow, veh/h	1781	5149	4584	605	3456	1585
Grp Volume(v), veh/h	38	1015	716	368	115	144
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1702	1728	1585
Q Serve(g_s), s	2.5	6.0	0.0	0.0	3.6	10.5
Cycle Q Clear(g_c), s	2.5	6.0	0.0	0.0	3.6	10.5
Prop In Lane	1.00			0.36	1.00	1.00
Lane Grp Cap(c), veh/h	49	3987	2443	1251	379	174
V/C Ratio(X)	0.78	0.25	0.29	0.29	0.30	0.83
Avail Cap(c_a), veh/h	319	3987	2443	1251	884	406
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.97	0.97	1.00	1.00
Uniform Delay (d), s/veh	57.0	3.0	0.0	0.0	48.4	51.5
Incr Delay (d2), s/veh	9.0	0.1	0.3	0.6	0.2	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.3	0.1	0.2	1.6	9.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	66.1	3.1	0.3	0.6	48.6	55.3
LnGrp LOS	E	A	A	A	D	E
Approach Vol, veh/h		1053	1084		259	
Approach Delay, s/veh		5.4	0.4		52.3	
Approach LOS		A	A		D	

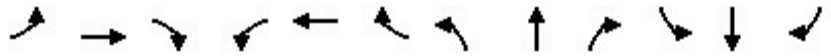
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		100.2		17.8	7.6	92.6
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 77		30.2	21.1	51.6
Max Q Clear Time (g_c+I1), s		8.0		12.5	4.5	2.0
Green Ext Time (p_c), s		24.7		0.4	0.0	21.7

Intersection Summary		
HCM 6th Ctrl Delay		8.2
HCM 6th LOS		A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	972	30	24	1032	17	21	0	13	9	0	12
Future Volume (veh/h)	17	972	30	24	1032	17	21	0	13	9	0	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.88	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	1002	31	25	1064	0	18	6	13	9	0	12
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	715	3443	106	60	1567		42	11	25	277	0	121
Arrive On Green	0.80	1.00	1.00	0.03	0.31	0.00	0.02	0.02	0.02	0.08	0.00	0.08
Sat Flow, veh/h	1781	4964	153	1781	4985	1585	1781	481	1042	3456	0	1508
Grp Volume(v), veh/h	18	671	362	25	1064	0	18	0	19	9	0	12
Grp Sat Flow(s),veh/h/ln	1781	1662	1794	1781	1662	1585	1781	0	1523	1728	0	1508
Q Serve(g_s), s	0.2	0.0	0.0	1.6	22.0	0.0	1.2	0.0	1.5	0.3	0.0	0.9
Cycle Q Clear(g_c), s	0.2	0.0	0.0	1.6	22.0	0.0	1.2	0.0	1.5	0.3	0.0	0.9
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.68	1.00		1.00
Lane Grp Cap(c), veh/h	715	2305	1244	60	1567		42	0	36	277	0	121
V/C Ratio(X)	0.03	0.29	0.29	0.41	0.68		0.42	0.00	0.52	0.03	0.00	0.10
Avail Cap(c_a), veh/h	715	2305	1244	168	1567		251	0	214	999	0	436
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.0	0.0	0.0	55.9	35.3	0.0	56.8	0.0	56.9	50.1	0.0	50.3
Incr Delay (d2), s/veh	0.0	0.3	0.6	1.7	2.4	0.0	2.5	0.0	4.3	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.2	0.7	8.9	0.0	0.6	0.0	0.6	0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.0	0.3	0.6	57.5	37.6	0.0	59.3	0.0	61.2	50.1	0.0	50.5
LnGrp LOS	A	A	A	E	D		E	A	E	D	A	D
Approach Vol, veh/h		1051			1089	A		37			21	
Approach Delay, s/veh		0.5			38.1			60.3			50.3	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	87.5		14.3	53.0	42.9		7.7
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.0	21.6		34.1	10.2	* 37		16.6
Max Q Clear Time (g_c+I1), s	3.6	2.0		2.9	2.2	24.0		3.5
Green Ext Time (p_c), s	0.0	10.4		0.0	0.0	8.2		0.0

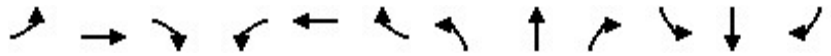
Intersection Summary	
HCM 6th Ctrl Delay	20.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	474	326	187	465	2354	527	171	38	367	1335	45	199
Future Volume (veh/h)	474	326	187	465	2354	527	171	38	367	1335	45	199
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	527	362	208	517	2616	586	190	42	0	1483	50	221
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	551	2813	989	193	1569	333	258	140		486	40	177
Arrive On Green	0.31	0.56	0.56	0.06	0.30	0.30	0.07	0.07	0.00	0.14	0.14	0.14
Sat Flow, veh/h	1781	4985	1542	3456	5186	1102	3456	1870	1585	3563	294	1298
Grp Volume(v), veh/h	527	362	208	517	2363	839	190	42	0	1483	0	271
Grp Sat Flow(s),veh/h/ln	1781	1662	1542	1728	1570	1577	1728	1870	1585	1781	0	1592
Q Serve(g_s), s	34.2	4.0	6.6	6.6	35.7	35.7	6.4	2.5	0.0	16.1	0.0	16.1
Cycle Q Clear(g_c), s	34.2	4.0	6.6	6.6	35.7	35.7	6.4	2.5	0.0	16.1	0.0	16.1
Prop In Lane	1.00		1.00	1.00		0.70	1.00		1.00	1.00		0.82
Lane Grp Cap(c), veh/h	551	2813	989	193	1425	477	258	140		486	0	217
V/C Ratio(X)	0.96	0.13	0.21	2.67	1.66	1.76	0.74	0.30		3.05	0.00	1.25
Avail Cap(c_a), veh/h	551	2813	989	193	1425	477	1084	586		486	0	217
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.0	12.1	8.9	55.7	41.1	41.2	53.5	51.7	0.0	51.0	0.0	51.0
Incr Delay (d2), s/veh	27.6	0.1	0.5	768.2	299.3	349.5	1.4	0.4	0.0	928.4	0.0	143.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	1.4	2.7	23.4	52.6	59.5	2.8	1.2	0.0	69.8	0.0	15.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.5	12.2	9.4	823.9	340.4	390.7	54.9	52.1	0.0	979.3	0.0	194.8
LnGrp LOS	E	B	A	F	F	F	D	D		F	A	F
Approach Vol, veh/h		1097			3719			232	A		1754	
Approach Delay, s/veh		38.2			419.0			54.4			858.1	
Approach LOS		D			F			D			F	

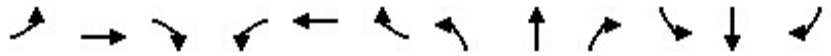
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.0	72.3		21.0	42.2	41.1		13.7
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	6.6	38.4		16.1	9.6	* 36		37.0
Max Q Clear Time (g_c+I1), s	8.6	8.6		18.1	36.2	37.7		8.4
Green Ext Time (p_c), s	0.0	6.2		0.0	0.0	0.0		0.5

Intersection Summary		
HCM 6th Ctrl Delay	458.4	
HCM 6th LOS	F	

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



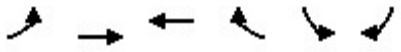
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	0	35	11	7	265	22	269	12	393	314	41
Future Volume (veh/h)	51	0	35	11	7	265	22	269	12	393	314	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.94	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	12	37	0	0	297	23	283	13	414	331	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	23	72	0	263	440	141	754	34	476	1280	164
Arrive On Green	0.06	0.06	0.06	0.00	0.00	0.14	0.08	0.22	0.22	0.27	0.41	0.41
Sat Flow, veh/h	1781	400	1232	0	1870	3136	1781	3450	158	1781	3148	405
Grp Volume(v), veh/h	46	0	49	0	0	297	23	145	151	414	185	189
Grp Sat Flow(s),veh/h/ln	1781	0	1632	0	1870	1568	1781	1777	1831	1781	1777	1776
Q Serve(g_s), s	1.3	0.0	1.5	0.0	0.0	4.6	0.6	3.5	3.6	11.2	3.5	3.6
Cycle Q Clear(g_c), s	1.3	0.0	1.5	0.0	0.0	4.6	0.6	3.5	3.6	11.2	3.5	3.6
Prop In Lane	1.00		0.76	0.00		1.00	1.00		0.09	1.00		0.23
Lane Grp Cap(c), veh/h	104	0	95	0	263	440	141	388	400	476	722	722
V/C Ratio(X)	0.44	0.00	0.52	0.00	0.00	0.67	0.16	0.37	0.38	0.87	0.26	0.26
Avail Cap(c_a), veh/h	141	0	129	0	1071	1795	176	1017	1048	598	1438	1437
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	0.0	23.2	0.0	0.0	20.7	21.8	16.8	16.9	17.7	10.0	10.0
Incr Delay (d2), s/veh	2.2	0.0	3.2	0.0	0.0	0.7	0.2	0.4	0.4	9.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.6	0.0	0.0	1.6	0.2	1.3	1.3	5.1	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	0.0	26.3	0.0	0.0	21.3	22.0	17.3	17.3	27.2	10.1	10.1
LnGrp LOS	C	A	C	A	A	C	C	B	B	C	B	B
Approach Vol, veh/h		95			297			319			788	
Approach Delay, s/veh		25.8			21.3			17.6			19.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.5	15.1		6.9	8.0	24.6		11.1
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	17.0	29.0		4.0	5.0	41.0		29.0
Max Q Clear Time (g_c+I1), s	13.2	5.6		3.5	2.6	5.6		6.6
Green Ext Time (p_c), s	0.3	1.3		0.0	0.0	1.8		0.7

Intersection Summary	
HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	194	8	8	104	152	204
Future Volume (veh/h)	194	8	8	104	152	204
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	219	0	9	0	167	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	837	440	681		307	
Arrive On Green	0.23	0.00	0.36	0.00	0.09	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	219	0	9	0	167	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	1.9	0.0	0.1	0.0	1.8	0.0
Cycle Q Clear(g_c), s	1.9	0.0	0.1	0.0	1.8	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	837	440	681		307	
V/C Ratio(X)	0.26	0.00	0.01		0.54	
Avail Cap(c_a), veh/h	1019	535	681		1168	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	12.0	0.0	7.8	0.0	16.8	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.0	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.2	0.0	7.8	0.0	18.3	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		219	9	A	167	A
Approach Delay, s/veh		12.2	7.8		18.3	
Approach LOS		B	A		B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		13.0		7.4		18.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		11.0		13.0		14.0
Max Q Clear Time (g_c+I1), s		3.9		3.8		2.1
Green Ext Time (p_c), s		0.4		0.3		0.0

Intersection Summary		
HCM 6th Ctrl Delay		14.6
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

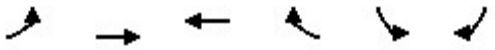
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	151	89	0	1	1
Future Vol, veh/h	13	151	89	0	1	1
Conflicting Peds, #/hr	6	0	0	6	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	178	105	0	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	111	0	-	0	230	60
Stage 1	-	-	-	-	111	-
Stage 2	-	-	-	-	119	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1477	-	-	-	738	993
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	893	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1469	-	-	-	721	986
Mov Cap-2 Maneuver	-	-	-	-	721	-
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	888	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1469	-	-	-	833
HCM Lane V/C Ratio	0.01	-	-	-	0.003
HCM Control Delay (s)	7.5	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



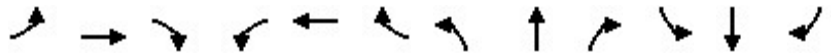
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	111	973	5328	0	0	120
Future Volume (veh/h)	111	973	5328	0	0	120
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	114	1003	5493	0	0	124
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	142	4083	5193		327	150
Arrive On Green	0.08	0.82	0.70	0.00	0.00	0.09
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	114	1003	5493	0	0	124
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	7.4	5.4	82.9	0.0	0.0	9.1
Cycle Q Clear(g_c), s	7.4	5.4	82.9	0.0	0.0	9.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	142	4083	5193		327	150
V/C Ratio(X)	0.81	0.25	1.06		0.00	0.83
Avail Cap(c_a), veh/h	319	4083	5193		723	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	53.4	2.4	17.6	0.0	0.0	52.5
Incr Delay (d2), s/veh	10.2	0.1	31.3	0.0	0.0	10.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	1.0	30.7	0.0	0.0	8.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	63.6	2.6	48.8	0.0	0.0	63.4
LnGrp LOS	E	A	F		A	E
Approach Vol, veh/h		1117	5493	A	124	
Approach Delay, s/veh		8.8	48.8		63.4	
Approach LOS		A	D		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		101.9		16.1	13.8	88.2
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		83.1		24.7	21.1	57.6
Max Q Clear Time (g_c+I1), s		7.4		11.1	9.4	84.9
Green Ext Time (p_c), s		23.5		0.3	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	42.4
HCM 6th LOS	D

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



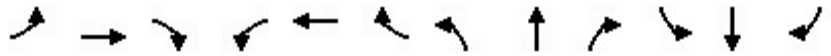
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	3050	44	101	3602	40	34	0	126	18	0	31
Future Volume (veh/h)	74	3050	44	101	3602	40	34	0	126	18	0	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	76	3144	45	104	3713	41	35	0	130	19	0	32
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	89	4508	1098	154	4595	50	192	0	162	152	0	180
Arrive On Green	0.05	0.72	0.72	0.09	1.00	1.00	0.11	0.00	0.11	0.11	0.00	0.11
Sat Flow, veh/h	1781	6281	1530	3456	6450	71	1153	0	1423	1258	0	1581
Grp Volume(v), veh/h	76	3144	45	104	2706	1048	35	0	130	19	0	32
Grp Sat Flow(s),veh/h/ln	1781	1570	1530	1728	1570	1810	1153	0	1423	1258	0	1581
Q Serve(g_s), s	5.0	33.4	1.0	3.4	0.0	0.0	2.8	0.0	10.5	1.7	0.0	2.2
Cycle Q Clear(g_c), s	5.0	33.4	1.0	3.4	0.0	0.0	4.9	0.0	10.5	6.6	0.0	2.2
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	4508	1098	154	3356	1289	192	0	162	152	0	180
V/C Ratio(X)	0.85	0.70	0.04	0.67	0.81	0.81	0.18	0.00	0.80	0.13	0.00	0.18
Avail Cap(c_a), veh/h	89	4508	1098	164	3356	1289	408	0	386	349	0	429
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.6	9.4	4.8	52.9	0.0	0.0	49.5	0.0	51.0	51.6	0.0	47.3
Incr Delay (d2), s/veh	49.2	0.9	0.1	0.7	0.2	0.5	0.2	0.0	3.5	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	9.3	0.3	1.4	0.1	0.2	1.0	0.0	3.9	0.5	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	104.8	10.3	4.9	53.6	0.2	0.5	49.7	0.0	54.5	51.7	0.0	47.5
LnGrp LOS	F	B	A	D	A	A	D	A	D	D	A	D
Approach Vol, veh/h		3265			3858			165			51	
Approach Delay, s/veh		12.5			1.7			53.4			49.0	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.7	90.0		18.3	10.3	89.4		18.3
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	5.6	65.8		32.0	5.9	65.5		32.0
Max Q Clear Time (g_c+I1), s	7.4	35.4		8.6	7.0	2.0		12.5
Green Ext Time (p_c), s	0.0	30.3		0.1	0.0	63.3		0.3

Intersection Summary	
HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.



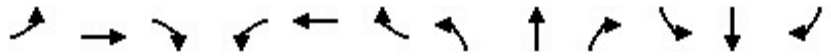
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	3008	1	8	3321	430	1	0	1	67	0	392
Future Volume (veh/h)	193	3008	1	8	3321	430	1	0	1	67	0	392
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	201	3133	1	8	3459	448	1	0	1	70	0	408
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	160	3171	1	60	3197	389	46	15	15	535	0	357
Arrive On Green	0.18	1.00	1.00	0.03	0.56	0.56	0.23	0.00	0.23	0.23	0.00	0.23
Sat Flow, veh/h	1781	5147	2	1781	5707	694	0	64	64	2748	0	1579
Grp Volume(v), veh/h	201	2023	1111	8	2816	1091	2	0	0	70	0	408
Grp Sat Flow(s),veh/h/ln	1781	1662	1826	1781	1570	1690	128	0	0	1374	0	1579
Q Serve(g_s), s	10.6	0.0	0.0	0.5	66.1	66.1	0.0	0.0	0.0	0.0	0.0	26.7
Cycle Q Clear(g_c), s	10.6	0.0	0.0	0.5	66.1	66.1	26.7	0.0	0.0	3.6	0.0	26.7
Prop In Lane	1.00		0.00	1.00		0.41	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	160	2047	1125	60	2639	947	75	0	0	535	0	357
V/C Ratio(X)	1.26	0.99	0.99	0.13	1.07	1.15	0.03	0.00	0.00	0.13	0.00	1.14
Avail Cap(c_a), veh/h	160	2047	1125	60	2639	947	75	0	0	535	0	357
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.65	0.39	0.39	0.39	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.4	0.0	0.0	55.3	25.9	26.0	38.0	0.0	0.0	36.7	0.0	45.7
Incr Delay (d2), s/veh	144.0	13.5	19.0	0.1	33.9	73.9	0.1	0.0	0.0	0.0	0.0	92.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	3.8	5.9	0.2	30.0	42.8	0.0	0.0	0.0	0.8	0.0	19.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	192.4	13.5	19.0	55.5	59.9	99.9	38.0	0.0	0.0	36.8	0.0	137.7
LnGrp LOS	F	B	B	E	F	F	D	A	A	D	A	F
Approach Vol, veh/h		3335			3915			2			478	
Approach Delay, s/veh		26.1			71.0			38.0			122.9	
Approach LOS		C			E			D			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	78.0		31.6	15.0	71.4		31.6
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	4.0	72.7		26.7	10.6	66.1		26.7
Max Q Clear Time (g_c+I1), s	12.5	2.0		28.7	12.6	68.1		28.7
Green Ext Time (p_c), s	0.0	69.4		0.0	0.0	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	3027	11	26	3616	0	0	0	27	0	0	0
Future Volume (veh/h)	49	3027	11	26	3616	0	0	0	27	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	51	3121	11	27	3728	0						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	65	4326	15	41	4141	0						
Arrive On Green	0.04	0.84	0.84	0.02	0.83	0.00						
Sat Flow, veh/h	1781	5126	18	1781	5149	0						
Grp Volume(v), veh/h	51	2021	1111	27	3728	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1821	1781	1662	0						
Q Serve(g_s), s	2.1	17.5	17.6	1.1	36.3	0.0						
Cycle Q Clear(g_c), s	2.1	17.5	17.6	1.1	36.3	0.0						
Prop In Lane	1.00		0.01	1.00		0.00						
Lane Grp Cap(c), veh/h	65	2804	1537	41	4141	0						
V/C Ratio(X)	0.79	0.72	0.72	0.65	0.90	0.00						
Avail Cap(c_a), veh/h	740	2804	1537	740	4143	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	34.5	2.2	2.3	35.0	4.1	0.0						
Incr Delay (d2), s/veh	7.7	1.4	2.5	6.4	3.5	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	1.0	0.5	1.1	0.5	1.3	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	3.6	4.8	41.3	7.6	0.0						
LnGrp LOS	D	A	A	D	A	A						
Approach Vol, veh/h		3183			3755							
Approach Delay, s/veh		4.6			7.8							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	6.1	66.1			7.0	65.2						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	30.6	60.0			30.0	60.0						
Max Q Clear Time (g_c+I1), s	3.1	19.6			4.1	38.3						
Green Ext Time (p_c), s	0.0	40.1			0.0	21.7						

Intersection Summary	
HCM 6th Ctrl Delay	6.4
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	123.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	387	0	0	1268	983
Future Vol, veh/h	0	387	0	0	1268	983
Conflicting Peds, #/hr	0	0	5	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	412	0	0	1349	1046

Major/Minor	Minor2			Major2	
Conflicting Flow All	1877	1203		-	0
Stage 1	1877	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	109	~ 152		-	-
Stage 1	68	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	108	~ 151		-	-
Mov Cap-2 Maneuver	108	-		-	-
Stage 1	68	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	$ 841.8	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	151	-	-
HCM Lane V/C Ratio	-	2.727	-	-
HCM Control Delay (s)	0	$ 841.8	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	36.8	-	-

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

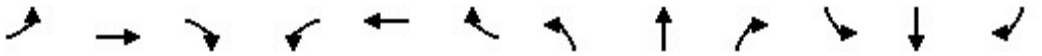
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	605	44	53	614	230	38	41	29	188	42	166
Future Volume (veh/h)	112	605	44	53	614	230	38	41	29	188	42	166
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	114	617	45	54	627	235	39	42	30	192	43	169
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	2179	660	70	1966	597	350	407	313	545	681	602
Arrive On Green	0.03	0.14	0.14	0.04	0.39	0.39	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1781	5106	1548	1781	5106	1550	754	1061	818	1318	1777	1571
Grp Volume(v), veh/h	114	617	45	54	627	235	54	0	57	192	43	169
Grp Sat Flow(s),veh/h/ln	1781	1702	1548	1781	1702	1550	1087	0	1546	1318	1777	1571
Q Serve(g_s), s	6.5	11.0	2.6	3.1	8.8	11.2	1.9	0.0	2.4	11.1	1.6	7.6
Cycle Q Clear(g_c), s	6.5	11.0	2.6	3.1	8.8	11.2	9.5	0.0	2.4	13.5	1.6	7.6
Prop In Lane	1.00		1.00	1.00		1.00	0.72		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	144	2179	660	70	1966	597	477	0	593	545	681	602
V/C Ratio(X)	0.79	0.28	0.07	0.78	0.32	0.39	0.11	0.00	0.10	0.35	0.06	0.28
Avail Cap(c_a), veh/h	272	2179	660	185	1966	597	477	0	593	545	681	602
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.8	29.9	26.2	48.6	22.0	22.7	22.9	0.0	20.1	24.5	19.9	21.7
Incr Delay (d2), s/veh	3.4	0.3	0.2	6.5	0.4	1.9	0.5	0.0	0.3	1.1	0.1	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	4.8	0.9	1.4	3.4	4.2	1.0	0.0	0.9	3.6	0.7	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	30.2	26.4	55.1	22.4	24.6	23.3	0.0	20.5	25.6	20.0	22.5
LnGrp LOS	D	C	C	E	C	C	C	A	C	C	B	C
Approach Vol, veh/h		776			916			111			404	
Approach Delay, s/veh		33.2			24.9			21.9			23.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	49.6		44.0	12.6	45.4		44.0				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	10.6	* 37		39.1	15.6	31.9		39.1				
Max Q Clear Time (g_c+I1), s	5.1	13.0		15.5	8.5	13.2		11.5				
Green Ext Time (p_c), s	0.0	6.9		4.6	0.1	9.6		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		27.4
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	378	0	0	442	391	0	0	0	373	0	98
Future Volume (veh/h)	68	378	0	0	442	391	0	0	0	373	0	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	415	0	0	486	0	0	0	0	259	211	108
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	96	2359	0	2	2013		0	2	2	390	256	131
Arrive On Green	0.05	0.66	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.22	0.22	0.22
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	1767	1162	595
Grp Volume(v), veh/h	75	415	0	0	486	0	0	0	0	259	0	319
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1767	0	1757
Q Serve(g_s), s	4.2	4.5	0.0	0.0	11.9	0.0	0.0	0.0	0.0	13.7	0.0	17.6
Cycle Q Clear(g_c), s	4.2	4.5	0.0	0.0	11.9	0.0	0.0	0.0	0.0	13.7	0.0	17.6
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	96	2359	0	2	2013		0	2	2	390	0	388
V/C Ratio(X)	0.78	0.18	0.00	0.00	0.24		0.00	0.00	0.00	0.66	0.00	0.82
Avail Cap(c_a), veh/h	176	2359	0	176	2013		0	182	154	643	0	639
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.85	0.00	0.00	0.00	0.00	0.85	0.00	0.85
Uniform Delay (d), s/veh	47.6	6.5	0.0	0.0	22.8	0.0	0.0	0.0	0.0	36.3	0.0	37.9
Incr Delay (d2), s/veh	5.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.6	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.5	0.0	0.0	5.4	0.0	0.0	0.0	0.0	5.9	0.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	6.7	0.0	0.0	23.0	0.0	0.0	0.0	0.0	36.9	0.0	39.3
LnGrp LOS	D	A	A	A	C		A	A	A	D	A	D
Approach Vol, veh/h		490			486	A		0			578	
Approach Delay, s/veh		13.7			23.0			0.0			38.2	
Approach LOS		B			C						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	73.6		28.4	9.9	63.7		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.1	* 25		37.1	10.1	23.8		9.9				
Max Q Clear Time (g_c+I1), s	0.0	6.5		19.6	6.2	13.9		0.0				
Green Ext Time (p_c), s	0.0	5.5		1.6	0.0	3.4		0.0				

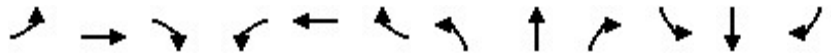
Intersection Summary		
HCM 6th Ctrl Delay		25.8
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



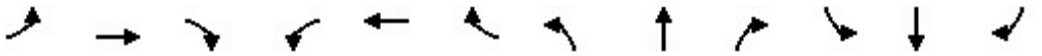
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	242	251	191	47	268	151	208	1016	50	159	1114	99
Future Volume (veh/h)	242	251	191	47	268	151	208	1016	50	159	1114	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	252	261	199	49	279	157	217	1058	52	166	1160	103
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	246	455	333	63	458	300	275	1716	84	222	1716	749
Arrive On Green	0.14	0.24	0.24	0.04	0.13	0.13	0.08	0.50	0.50	0.06	0.48	0.48
Sat Flow, veh/h	1781	1930	1410	1781	3554	1533	3456	3446	169	3456	3554	1551
Grp Volume(v), veh/h	252	239	221	49	279	157	217	546	564	166	1160	103
Grp Sat Flow(s),veh/h/ln	1781	1777	1563	1781	1777	1533	1728	1777	1838	1728	1777	1551
Q Serve(g_s), s	16.0	13.8	14.6	3.2	8.6	7.2	7.2	25.8	25.8	5.5	29.1	2.4
Cycle Q Clear(g_c), s	16.0	13.8	14.6	3.2	8.6	7.2	7.2	25.8	25.8	5.5	29.1	2.4
Prop In Lane	1.00		0.90	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	246	419	369	63	458	300	275	885	916	222	1716	749
V/C Ratio(X)	1.03	0.57	0.60	0.78	0.61	0.52	0.79	0.62	0.62	0.75	0.68	0.14
Avail Cap(c_a), veh/h	246	550	484	135	888	485	411	885	916	247	1716	749
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	39.1	39.4	55.5	47.7	21.3	52.4	21.1	21.1	53.3	23.0	5.2
Incr Delay (d2), s/veh	64.2	0.5	0.6	7.2	0.5	0.5	3.1	3.2	3.1	8.8	2.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.5	6.1	5.6	1.5	3.8	2.6	3.2	11.3	11.6	2.6	12.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	114.2	39.6	40.0	62.7	48.2	21.8	55.6	24.3	24.2	62.2	25.2	5.6
LnGrp LOS	F	D	D	E	D	C	E	C	C	E	C	A
Approach Vol, veh/h		712			485			1327			1429	
Approach Delay, s/veh		66.1			41.1			29.4			28.1	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	63.1	8.5	32.6	13.6	61.3	21.2	19.9
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	8.3	* 44	8.8	35.9	13.8	38.2	16.0	* 29
Max Q Clear Time (g_c+I1), s	7.5	27.8	5.2	16.6	9.2	31.1	18.0	10.6
Green Ext Time (p_c), s	0.0	2.6	0.0	1.0	0.1	2.4	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	37.0
HCM 6th LOS	D

Notes

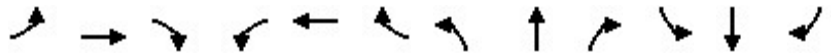
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	597	164	252	255	76	183	169	609	124	223	88
Future Volume (veh/h)	78	597	164	252	255	76	183	169	609	124	223	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.92	1.00		0.82
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	642	176	271	274	82	197	182	655	133	240	95
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	959	612	337	574	469	226	1229	658	161	1099	404
Arrive On Green	0.06	0.27	0.27	0.10	0.31	0.31	0.13	0.35	0.35	0.09	0.31	0.31
Sat Flow, veh/h	1781	3554	1520	3456	1870	1527	1781	3554	1456	1781	3554	1306
Grp Volume(v), veh/h	84	642	176	271	274	82	197	182	655	133	240	95
Grp Sat Flow(s),veh/h/ln	1781	1777	1520	1728	1870	1527	1781	1777	1456	1781	1777	1306
Q Serve(g_s), s	5.5	19.2	9.4	9.1	14.2	4.7	12.9	4.2	41.2	8.7	6.0	6.5
Cycle Q Clear(g_c), s	5.5	19.2	9.4	9.1	14.2	4.7	12.9	4.2	41.2	8.7	6.0	6.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	107	959	612	337	574	469	226	1229	658	161	1099	404
V/C Ratio(X)	0.78	0.67	0.29	0.80	0.48	0.17	0.87	0.15	1.00	0.83	0.22	0.24
Avail Cap(c_a), veh/h	449	1194	712	870	628	513	449	1229	658	449	1194	439
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.2	38.8	24.5	52.6	33.5	30.2	51.0	26.9	33.4	53.2	30.5	30.6
Incr Delay (d2), s/veh	4.7	1.2	0.3	1.7	0.3	0.1	4.0	0.1	33.8	4.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	8.5	3.4	4.0	6.5	1.7	6.0	1.8	24.5	4.1	2.6	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.9	40.0	24.8	54.4	33.8	30.3	55.0	26.9	67.2	57.3	30.5	30.8
LnGrp LOS	E	D	C	D	C	C	E	C	E	E	C	C
Approach Vol, veh/h		902			627			1034			468	
Approach Delay, s/veh		38.9			42.2			57.8			38.2	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	38.0	20.5	43.5	12.6	42.5	16.2	47.9
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	11.1	21.2	14.9	8.5	7.5	16.2	10.7	43.2
Green Ext Time (p_c), s	0.5	5.8	0.2	1.3	0.1	1.3	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	45.9
HCM 6th LOS	D



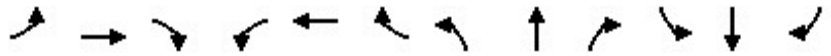
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	0	121	55	0	80	26	662	23	71	560	20
Future Volume (veh/h)	98	0	121	55	0	80	26	662	23	71	560	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	0.99		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	111	0	138	62	0	91	30	752	26	81	636	23
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	265	38	243	520	0	554	49	1710	59	104	1864	67
Arrive On Green	0.30	0.00	0.30	0.30	0.00	0.30	0.03	0.34	0.34	0.06	0.37	0.37
Sat Flow, veh/h	523	125	805	1233	0	1532	1781	5066	175	1781	5057	182
Grp Volume(v), veh/h	249	0	0	62	0	91	30	505	273	81	427	232
Grp Sat Flow(s),veh/h/ln	1453	0	0	1233	0	1532	1781	1702	1837	1781	1702	1836
Q Serve(g_s), s	4.3	0.0	0.0	0.0	0.0	2.0	0.8	5.6	5.6	2.2	4.4	4.4
Cycle Q Clear(g_c), s	6.7	0.0	0.0	1.8	0.0	2.0	0.8	5.6	5.6	2.2	4.4	4.4
Prop In Lane	0.45		0.55	1.00		1.00	1.00		0.10	1.00		0.10
Lane Grp Cap(c), veh/h	545	0	0	520	0	554	49	1149	620	104	1255	676
V/C Ratio(X)	0.46	0.00	0.00	0.12	0.00	0.16	0.61	0.44	0.44	0.78	0.34	0.34
Avail Cap(c_a), veh/h	1282	0	0	1164	0	1355	1100	4205	2269	1100	4205	2268
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.1	0.0	0.0	12.5	0.0	10.6	23.4	12.5	12.5	22.6	11.1	11.1
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.1	4.6	0.4	0.7	4.6	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	0.4	0.0	0.6	0.4	1.8	2.1	1.0	1.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.3	0.0	0.0	12.5	0.0	10.6	28.0	12.9	13.2	27.2	11.3	11.4
LnGrp LOS	B	A	A	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		249			153			808			740	
Approach Delay, s/veh		14.3			11.4			13.5			13.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.2	21.8		19.5	5.7	23.3		19.5
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	4.2	7.6		8.7	2.8	6.4		4.0
Green Ext Time (p_c), s	0.1	8.4		1.1	0.0	5.8		0.4

Intersection Summary	
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	25	273	272	75	186	278	583	26	30	1298	83
Future Volume (veh/h)	185	25	273	272	75	186	278	583	26	30	1298	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.84	1.00		0.86	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	195	26	287	286	79	196	293	614	27	32	1366	87
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	215	327	232	304	420	308	310	1759	766	41	1186	75
Arrive On Green	0.12	0.17	0.17	0.17	0.22	0.22	0.17	0.49	0.49	0.02	0.35	0.35
Sat Flow, veh/h	1781	1870	1329	1781	1870	1370	1781	3554	1547	1781	3392	215
Grp Volume(v), veh/h	195	26	287	286	79	196	293	614	27	32	714	739
Grp Sat Flow(s),veh/h/ln	1781	1870	1329	1781	1870	1370	1781	1777	1547	1781	1777	1830
Q Serve(g_s), s	18.5	2.0	30.0	27.2	5.9	22.2	27.9	18.1	1.5	3.1	60.0	60.0
Cycle Q Clear(g_c), s	18.5	2.0	30.0	27.2	5.9	22.2	27.9	18.1	1.5	3.1	60.0	60.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	215	327	232	304	420	308	310	1759	766	41	621	640
V/C Ratio(X)	0.91	0.08	1.23	0.94	0.19	0.64	0.94	0.35	0.04	0.77	1.15	1.15
Avail Cap(c_a), veh/h	311	327	232	311	420	308	311	1759	766	311	621	640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.5	59.2	70.8	70.3	53.9	60.2	70.0	26.4	22.3	83.3	55.8	55.8
Incr Delay (d2), s/veh	17.7	0.0	137.0	34.8	0.1	3.3	36.5	0.1	0.0	10.8	84.6	86.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	1.0	19.1	15.4	2.8	8.1	15.9	7.9	0.6	1.5	41.5	43.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.2	59.3	207.8	105.1	53.9	63.5	106.5	26.6	22.3	94.1	140.4	142.3
LnGrp LOS	F	E	F	F	D	E	F	C	C	F	F	F
Approach Vol, veh/h		508			561			934			1485	
Approach Delay, s/veh		155.8			83.4			51.5			140.4	
Approach LOS		F			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	93.6	33.7	34.9	34.3	68.7	25.1	43.4
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	15.1	20.1	29.2	32.0	29.9	62.0	20.5	24.2
Green Ext Time (p_c), s	0.0	6.2	0.0	0.0	0.0	0.0	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	109.7
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

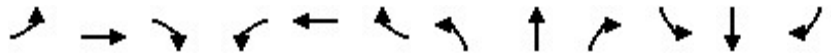
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	278	43	230	72	0	0	0	0	539	123	40
Future Volume (veh/h)	0	278	43	230	72	0	0	0	0	539	123	40
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	299	46	247	77	0				674	0	43
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	279	556	245	405	773	0				925	0	659
Arrive On Green	0.00	0.16	0.16	0.23	0.23	0.00				0.26	0.00	0.26
Sat Flow, veh/h	1781	3554	1565	1781	3572	0				3563	0	1583
Grp Volume(v), veh/h	0	299	46	247	77	0				674	0	43
Grp Sat Flow(s),veh/h/ln	1781	1777	1565	1781	1702	0				1781	0	1583
Q Serve(g_s), s	0.0	3.2	1.0	5.1	0.7	0.0				7.0	0.0	0.7
Cycle Q Clear(g_c), s	0.0	3.2	1.0	5.1	0.7	0.0				7.0	0.0	0.7
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	279	556	245	405	773	0				925	0	659
V/C Ratio(X)	0.00	0.54	0.19	0.61	0.10	0.00				0.73	0.00	0.07
Avail Cap(c_a), veh/h	2627	5242	2308	2627	5021	0				3065	0	1610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.8	14.9	14.1	12.4	0.0				13.7	0.0	7.1
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.7	0.1	0.0				0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	0.3	1.7	0.2	0.0				2.3	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.1	15.0	15.8	12.5	0.0				14.2	0.0	7.1
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		345			324						717	
Approach Delay, s/veh		16.0			15.0						13.7	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		10.4		16.8		13.5
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		5.2		9.0		7.1
Green Ext Time (p_c), s		1.2		1.4		2.2

Intersection Summary	
HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	813	0	0	279	267	39	23	121	32	0	261
Future Volume (veh/h)	98	813	0	0	279	267	39	23	121	32	0	261
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	108	893	0	0	307	293	43	25	133	35	0	287
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	144	1447	0	0	467	416	251	36	191	42	0	341
Arrive On Green	0.08	0.41	0.00	0.00	0.26	0.26	0.14	0.14	0.14	0.24	0.00	0.24
Sat Flow, veh/h	1781	3647	0	0	1870	1585	1781	255	1355	171	0	1405
Grp Volume(v), veh/h	108	893	0	0	307	293	43	0	158	322	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1609	1577	0	0
Q Serve(g_s), s	4.2	14.1	0.0	0.0	10.9	11.8	1.5	0.0	6.6	13.8	0.0	0.0
Cycle Q Clear(g_c), s	4.2	14.1	0.0	0.0	10.9	11.8	1.5	0.0	6.6	13.8	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.84	0.11		0.89
Lane Grp Cap(c), veh/h	144	1447	0	0	467	416	251	0	227	383	0	0
V/C Ratio(X)	0.75	0.62	0.00	0.00	0.66	0.70	0.17	0.00	0.70	0.84	0.00	0.00
Avail Cap(c_a), veh/h	755	3012	0	0	1506	1343	1006	0	909	891	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.8	16.6	0.0	0.0	23.3	23.6	26.8	0.0	29.0	25.5	0.0	0.0
Incr Delay (d2), s/veh	8.9	0.2	0.0	0.0	1.9	2.6	0.1	0.0	1.4	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	4.9	0.0	0.0	4.3	4.2	0.6	0.0	2.5	5.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.7	16.8	0.0	0.0	25.2	26.2	26.9	0.0	30.4	27.4	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	C	C	A	A
Approach Vol, veh/h		1001			600			201			322	
Approach Delay, s/veh		19.4			25.7			29.7			27.4	
Approach LOS		B			C			C			C	

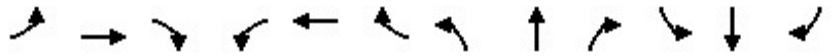
Timer - Assigned Phs	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	33.2		21.2	10.2	23.0		16.4					
Change Period (Y+Rc), s	* 4.4		4.0	4.5	4.4		6.4					
Max Green Setting (Gmax), s	* 60		40.0	30.0	60.0		40.0					
Max Q Clear Time (g_c+I1), s	16.1		15.8	6.2	13.8		8.6					
Green Ext Time (p_c), s	4.1		1.5	0.3	4.8		0.7					

Intersection Summary		
HCM 6th Ctrl Delay	23.4	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	828	124	266	388	0	0	0	0	921	422	186
Future Volume (veh/h)	0	828	124	266	388	0	0	0	0	921	422	186
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	872	131	280	408	0				969	444	196
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1448	633	365	2010	0				1132	594	501
Arrive On Green	0.00	0.41	0.41	0.14	0.75	0.00				0.32	0.32	0.32
Sat Flow, veh/h	0	3647	1552	3456	3647	0				3563	1870	1576
Grp Volume(v), veh/h	0	872	131	280	408	0				969	444	196
Grp Sat Flow(s),veh/h/ln	0	1777	1552	1728	1777	0				1781	1870	1576
Q Serve(g_s), s	0.0	16.2	4.6	6.6	2.8	0.0				21.4	17.8	8.1
Cycle Q Clear(g_c), s	0.0	16.2	4.6	6.6	2.8	0.0				21.4	17.8	8.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1448	633	365	2010	0				1132	594	501
V/C Ratio(X)	0.00	0.60	0.21	0.77	0.20	0.00				0.86	0.75	0.39
Avail Cap(c_a), veh/h	0	1448	633	703	2010	0				1361	715	602
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.85	0.85	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	19.5	16.1	35.1	4.9	0.0				26.8	25.6	22.3
Incr Delay (d2), s/veh	0.0	1.6	0.6	1.2	0.2	0.0				4.2	2.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.2	1.6	2.6	0.9	0.0				9.3	8.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.1	16.7	36.3	5.1	0.0				31.0	28.3	22.5
LnGrp LOS	A	C	B	D	A	A				C	C	C
Approach Vol, veh/h		1003			688						1609	
Approach Delay, s/veh		20.6			17.8						29.2	
Approach LOS		C			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.3	39.1		31.6		52.4
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.6	18.2		23.4		4.8
Green Ext Time (p_c), s	0.3	1.5		3.3		2.9

Intersection Summary	
HCM 6th Ctrl Delay	24.2
HCM 6th LOS	C

Notes

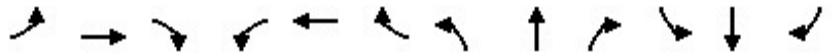
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	300	1434	0	0	527	491	120	163	47	0	0	0
Future Volume (veh/h)	300	1434	0	0	527	491	120	163	47	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	316	1509	0	0	555	517	126	172	49			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1258	2690	0	0	1189	530	224	339	93			
Arrive On Green	0.73	1.00	0.00	0.00	0.33	0.33	0.13	0.13	0.13			
Sat Flow, veh/h	3456	3647	0	0	3647	1585	1772	2679	739			
Grp Volume(v), veh/h	316	1509	0	0	555	517	127	107	113			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	1782	1702	1706			
Q Serve(g_s), s	2.6	0.0	0.0	0.0	10.3	27.1	5.6	4.9	5.2			
Cycle Q Clear(g_c), s	2.6	0.0	0.0	0.0	10.3	27.1	5.6	4.9	5.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		0.43			
Lane Grp Cap(c), veh/h	1258	2690	0	0	1189	530	225	215	216			
V/C Ratio(X)	0.25	0.56	0.00	0.00	0.47	0.98	0.56	0.50	0.52			
Avail Cap(c_a), veh/h	1258	2690	0	0	1189	530	596	569	571			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.55	0.55	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	7.6	0.0	0.0	0.0	22.0	27.6	34.5	34.2	34.3			
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.0	1.3	33.4	0.8	0.7	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.8	0.2	0.0	0.0	4.1	14.1	2.4	2.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.7	0.5	0.0	0.0	23.4	61.0	35.3	34.9	35.1			
LnGrp LOS	A	A	A	A	C	E	D	C	D			
Approach Vol, veh/h		1825			1072			347				
Approach Delay, s/veh		1.7			41.5			35.1				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.5			35.5	33.0		15.5				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			4.6	29.1		7.6				
Green Ext Time (p_c), s		18.7			0.7	0.0		1.3				

Intersection Summary	
HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

Notes

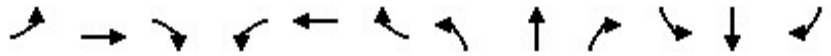
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	23	48	23	1366	25	0	0	0
Future Volume (veh/h)	0	0	0	0	23	48	23	1366	25	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.99			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	24	51	24	1438	26			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	31	66	106	3432	61			
Arrive On Green				0.00	0.06	0.06	0.69	0.69	0.69			
Sat Flow, veh/h				0	533	1133	30	4975	89			
Grp Volume(v), veh/h				0	0	75	545	452	492			
Grp Sat Flow(s),veh/h/ln				0	0	1666	1861	1549	1685			
Q Serve(g_s), s				0.0	0.0	2.0	0.0	5.6	5.6			
Cycle Q Clear(g_c), s				0.0	0.0	2.0	5.6	5.6	5.6			
Prop In Lane				0.00		0.68	0.04		0.05			
Lane Grp Cap(c), veh/h				0	0	96	1369	1069	1162			
V/C Ratio(X)				0.00	0.00	0.78	0.40	0.42	0.42			
Avail Cap(c_a), veh/h				0	0	1514	2610	2111	2296			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	20.5	3.0	3.0	3.0			
Incr Delay (d2), s/veh				0.0	0.0	5.0	0.3	0.4	0.4			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.8	0.8	0.7	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	25.4	3.3	3.4	3.3			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					75			1488				
Approach Delay, s/veh					25.4			3.3				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	36.0							8.0				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	7.6							4.0				
Green Ext Time (p_c), s	22.8							0.3				

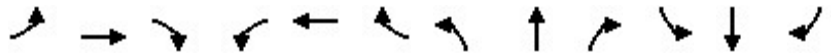
Intersection Summary												
HCM 6th Ctrl Delay			4.4									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	224	65	266	250	150	142	413	79	261	1076	78
Future Volume (veh/h)	61	224	65	266	250	150	142	413	79	261	1076	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	238	69	283	266	160	151	439	84	278	1145	83
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	314	265	320	328	198	185	1085	202	316	1578	114
Arrive On Green	0.05	0.17	0.17	0.18	0.30	0.30	0.10	0.25	0.25	0.18	0.32	0.32
Sat Flow, veh/h	1781	1870	1579	1781	1093	657	1781	4318	804	1781	4857	352
Grp Volume(v), veh/h	65	238	69	283	0	426	151	344	179	278	802	426
Grp Sat Flow(s),veh/h/ln	1781	1870	1579	1781	0	1750	1781	1702	1718	1781	1702	1804
Q Serve(g_s), s	3.1	10.3	3.2	13.1	0.0	19.1	7.0	7.1	7.4	12.9	17.7	17.7
Cycle Q Clear(g_c), s	3.1	10.3	3.2	13.1	0.0	19.1	7.0	7.1	7.4	12.9	17.7	17.7
Prop In Lane	1.00		1.00	1.00		0.38	1.00		0.47	1.00		0.19
Lane Grp Cap(c), veh/h	84	314	265	320	0	526	185	856	432	316	1106	586
V/C Ratio(X)	0.78	0.76	0.26	0.88	0.00	0.81	0.82	0.40	0.42	0.88	0.73	0.73
Avail Cap(c_a), veh/h	202	727	614	372	0	848	208	883	445	384	1220	646
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	33.7	30.7	33.9	0.0	27.4	37.2	26.4	26.6	34.0	25.3	25.3
Incr Delay (d2), s/veh	5.7	1.4	0.2	17.9	0.0	3.1	17.8	0.6	1.2	15.9	2.4	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.8	1.2	7.2	0.0	8.2	3.9	2.8	3.1	6.8	7.1	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.7	35.1	30.9	51.8	0.0	30.5	55.0	27.0	27.7	50.0	27.8	29.9
LnGrp LOS	D	D	C	D	A	C	E	C	C	D	C	C
Approach Vol, veh/h		372			709			674			1506	
Approach Delay, s/veh		36.2			39.0			33.5			32.5	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.4	26.6	19.7	19.1	13.2	32.9	8.4	30.4
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	18.3	22.0	17.7	33.0	9.9	30.4	9.6	41.1
Max Q Clear Time (g_c+I1), s	14.9	9.4	15.1	12.3	9.0	19.7	5.1	21.1
Green Ext Time (p_c), s	0.1	4.1	0.1	1.0	0.0	7.6	0.0	2.9

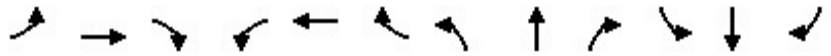
Intersection Summary	
HCM 6th Ctrl Delay	34.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	254	421	79	187	0	0	0	0	204	2353	400
Future Volume (veh/h)	0	254	421	79	187	0	0	0	0	204	2353	400
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	273	453	85	201	0				219	2530	430
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	532	450	171	517	0				1035	2576	415
Arrive On Green	0.00	0.28	0.28	0.28	0.28	0.00				0.58	0.58	0.58
Sat Flow, veh/h	0	1870	1582	359	1904	0				1781	4432	713
Grp Volume(v), veh/h	0	273	453	119	167	0				219	1910	1050
Grp Sat Flow(s),veh/h/ln	0	1870	1582	561	1617	0				1781	1702	1742
Q Serve(g_s), s	0.0	11.0	25.6	9.8	7.4	0.0				5.3	48.2	52.3
Cycle Q Clear(g_c), s	0.0	11.0	25.6	20.8	7.4	0.0				5.3	48.2	52.3
Prop In Lane	0.00		1.00	0.71		0.00				1.00		0.41
Lane Grp Cap(c), veh/h	0	532	450	228	460	0				1035	1978	1012
V/C Ratio(X)	0.00	0.51	1.01	0.52	0.36	0.00				0.21	0.97	1.04
Avail Cap(c_a), veh/h	0	532	450	228	460	0				1035	1978	1012
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	27.0	32.2	33.5	25.7	0.0				9.0	18.0	18.9
Incr Delay (d2), s/veh	0.0	0.4	44.2	1.7	0.4	0.0				0.2	13.2	38.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.9	15.1	2.5	2.9	0.0				1.9	20.1	29.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	27.4	76.4	35.2	26.1	0.0				9.2	31.2	57.2
LnGrp LOS	A	C	F	D	C	A				A	C	F
Approach Vol, veh/h		726			286						3179	
Approach Delay, s/veh		57.9			29.9						38.3	
Approach LOS		E			C						D	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		31.4		58.6		31.4
Change Period (Y+Rc), s		5.8		6.3		5.8
Max Green Setting (Gmax), s		25.6		52.3		25.6
Max Q Clear Time (g_c+I1), s		27.6		54.3		22.8
Green Ext Time (p_c), s		0.0		0.0		0.5

Intersection Summary	
HCM 6th Ctrl Delay	41.1
HCM 6th LOS	D



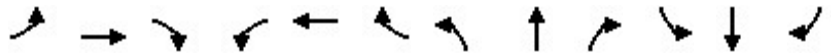
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	48	257	0	23	13	238	1451	48	0	0	0
Future Volume (veh/h)	172	48	257	0	23	13	238	1451	48	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	181	51	271	0	24	14	251	1527	51			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	372	75	1252	0	262	153	990	1949	65			
Arrive On Green	0.24	0.24	0.24	0.00	0.24	0.24	0.56	0.56	0.56			
Sat Flow, veh/h	1054	315	1568	0	1108	646	1781	3508	117			
Grp Volume(v), veh/h	232	0	271	0	0	38	251	772	806			
Grp Sat Flow(s),veh/h/ln	1370	0	1568	0	0	1754	1781	1777	1848			
Q Serve(g_s), s	7.6	0.0	0.0	0.0	0.0	0.9	3.8	17.9	18.1			
Cycle Q Clear(g_c), s	8.5	0.0	0.0	0.0	0.0	0.9	3.8	17.9	18.1			
Prop In Lane	0.78		1.00	0.00		0.37	1.00		0.06			
Lane Grp Cap(c), veh/h	446	0	1252	0	0	415	990	987	1026			
V/C Ratio(X)	0.52	0.00	0.22	0.00	0.00	0.09	0.25	0.78	0.79			
Avail Cap(c_a), veh/h	731	0	1559	0	0	708	1116	1113	1158			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	18.8	0.0	1.4	0.0	0.0	15.6	6.0	9.2	9.2			
Incr Delay (d2), s/veh	0.9	0.0	0.1	0.0	0.0	0.0	0.1	3.3	3.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	0.0	0.0	0.3	1.1	5.8	6.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.8	0.0	1.5	0.0	0.0	15.7	6.2	12.4	12.5			
LnGrp LOS	B	A	A	A	A	B	A	B	B			
Approach Vol, veh/h		503			38			1829				
Approach Delay, s/veh		9.9			15.7			11.6				
Approach LOS		A			B			B				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	33.7	18.8	18.8
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	32.9	* 23	21.2
Max Q Clear Time (g_c+I1), s	20.1	10.5	2.9
Green Ext Time (p_c), s	9.1	2.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	28	34	28	4	14	10	542	316	267	1303	5
Future Volume (veh/h)	5	28	34	28	4	14	10	542	316	267	1303	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	33	40	33	5	16	12	630	367	310	1515	6
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	401	166	201	356	84	270	21	2119	653	438	2780	11
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.01	0.41	0.41	0.13	0.53	0.53
Sat Flow, veh/h	1376	765	927	1315	388	1242	1781	5106	1575	3456	5250	21
Grp Volume(v), veh/h	6	0	73	33	0	21	12	630	367	310	982	539
Grp Sat Flow(s),veh/h/ln	1376	0	1691	1315	0	1630	1781	1702	1575	1728	1702	1866
Q Serve(g_s), s	0.2	0.0	2.2	1.3	0.0	0.6	0.4	5.1	11.0	5.3	11.8	11.8
Cycle Q Clear(g_c), s	0.8	0.0	2.2	3.5	0.0	0.6	0.4	5.1	11.0	5.3	11.8	11.8
Prop In Lane	1.00		0.55	1.00		0.76	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	401	0	367	356	0	354	21	2119	653	438	1803	988
V/C Ratio(X)	0.01	0.00	0.20	0.09	0.00	0.06	0.56	0.30	0.56	0.71	0.54	0.54
Avail Cap(c_a), veh/h	994	0	1095	922	0	1056	865	4960	1530	1678	3306	1813
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	0.0	19.8	21.2	0.0	19.2	30.4	12.1	13.8	25.9	9.6	9.6
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.0	8.2	0.1	1.4	0.8	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.8	0.4	0.0	0.2	0.2	1.7	3.6	2.1	3.5	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	0.0	19.9	21.2	0.0	19.2	38.5	12.2	15.1	26.7	9.9	10.1
LnGrp LOS	B	A	B	C	A	B	D	B	B	C	A	B
Approach Vol, veh/h		79			54			1009			1831	
Approach Delay, s/veh		19.8			20.4			13.6			12.8	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.2	31.3		18.2	5.1	38.4		18.2
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	7.3	13.0		4.2	2.4	13.8		5.5
Green Ext Time (p_c), s	0.5	12.6		0.3	0.0	14.8		0.1

Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

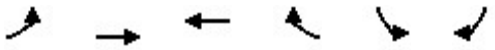
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	5076	12	0	4047	2	0	0	1	0	0	5
Future Vol, veh/h	0	5076	12	0	4047	2	0	0	1	0	0	5
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	5180	12	0	4130	2	0	0	1	0	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	2597	-	-	2066
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	16	0	0	38
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	16	-	-	38
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	244.8	113.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	16	-	-	-	-	38
HCM Lane V/C Ratio	0.064	-	-	-	-	0.134
HCM Control Delay (s)	244.8	-	-	-	-	113.9
HCM Lane LOS	F	-	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	-	0.4



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1503	3223	2713	31	55	41
Future Volume (veh/h)	1503	3223	2713	31	55	41
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1566	3357	2826	0	57	43
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	1130	4304	2488		85	75
Arrive On Green	0.33	0.86	0.50	0.00	0.05	0.05
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1566	3357	2826	0	57	43
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	38.6	33.2	58.9	0.0	3.7	3.1
Cycle Q Clear(g_c), s	38.6	33.2	58.9	0.0	3.7	3.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1130	4304	2488		85	75
V/C Ratio(X)	1.39	0.78	1.14		0.67	0.57
Avail Cap(c_a), veh/h	1130	4304	2488		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.42	0.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	3.4	29.6	0.0	55.3	55.0
Incr Delay (d2), s/veh	178.9	1.5	63.7	0.0	3.4	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	43.6	3.8	36.0	0.0	1.7	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	218.6	4.8	93.2	0.0	58.7	57.5
LnGrp LOS	F	A	F		E	E
Approach Vol, veh/h		4923	2826	A	100	
Approach Delay, s/veh		72.8	93.2		58.2	
Approach LOS		E	F		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		107.2		10.8	43.0	64.2
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	38.6	* 35
Max Q Clear Time (g_c+I1), s		35.2		5.7	40.6	60.9
Green Ext Time (p_c), s		42.2		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	80.0
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	295	1431	95	111	803	118	92	333	159	215	847	522
Future Volume (veh/h)	295	1431	95	111	803	118	92	333	159	215	847	522
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	343	1664	110	129	934	137	107	387	185	250	985	607
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	365	1585	104	180	1151	169	130	506	228	244	1080	657
Arrive On Green	0.21	0.47	0.47	0.03	0.12	0.12	0.07	0.15	0.15	0.14	0.21	0.21
Sat Flow, veh/h	1781	3382	222	1781	3108	456	1781	3432	1545	1781	5106	1566
Grp Volume(v), veh/h	343	868	906	129	534	537	107	384	188	250	985	607
Grp Sat Flow(s),veh/h/ln	1781	1777	1827	1781	1777	1787	1781	1702	1573	1781	1702	1566
Q Serve(g_s), s	26.5	65.6	65.6	10.0	41.0	41.0	8.3	15.2	16.2	19.2	26.4	29.6
Cycle Q Clear(g_c), s	26.5	65.6	65.6	10.0	41.0	41.0	8.3	15.2	16.2	19.2	26.4	29.6
Prop In Lane	1.00		0.12	1.00		0.26	1.00		0.98	1.00		1.00
Lane Grp Cap(c), veh/h	365	833	856	180	658	662	130	502	232	244	1080	657
V/C Ratio(X)	0.94	1.04	1.06	0.72	0.81	0.81	0.82	0.76	0.81	1.02	0.91	0.92
Avail Cap(c_a), veh/h	382	833	856	180	658	662	244	625	289	244	1080	657
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	0.98	0.98	0.98	0.90	0.90	0.90
Uniform Delay (d), s/veh	54.8	37.2	37.2	65.7	56.7	56.7	64.0	57.4	57.8	60.4	53.9	38.8
Incr Delay (d2), s/veh	30.3	42.7	47.6	19.2	9.3	9.3	4.8	4.6	13.5	60.8	10.7	17.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.8	37.0	39.2	5.7	21.3	21.4	3.9	6.8	7.3	12.7	12.3	22.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.1	79.9	84.8	84.9	66.0	66.0	68.8	61.9	71.3	121.2	64.6	56.6
LnGrp LOS	F	F	F	F	E	E	E	E	E	F	E	E
Approach Vol, veh/h		2117			1200			679			1842	
Approach Delay, s/veh		82.8			68.0			65.6			69.7	
Approach LOS		F			E			E			E	

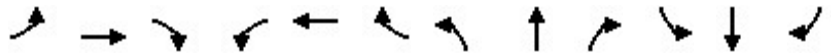
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.6	25.6	20.0	70.8	14.6	34.6	33.1	57.7
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	21.3	18.2	12.0	67.6	10.3	31.6	28.5	43.0
Green Ext Time (p_c), s	0.0	2.3	0.0	0.0	0.1	0.0	0.2	1.5

Intersection Summary	
HCM 6th Ctrl Delay	73.6
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1550	189	44	175	0	0	0	0	292	789	877
Future Volume (veh/h)	0	1550	189	44	175	0	0	0	0	292	789	877
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1649	201	47	186	0				311	839	933
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1586	190	72	2021	0				484	1431	543
Arrive On Green	0.00	0.16	0.16	0.04	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3288	383	1781	3647	0				1401	4140	1570
Grp Volume(v), veh/h	0	905	945	47	186	0				400	750	933
Grp Sat Flow(s),veh/h/ln	0	1777	1800	1781	1777	0				1800	1870	1570
Q Serve(g_s), s	0.0	69.5	69.5	3.6	3.3	0.0				26.1	23.0	48.4
Cycle Q Clear(g_c), s	0.0	69.5	69.5	3.6	3.3	0.0				26.1	23.0	48.4
Prop In Lane	0.00		0.21	1.00		0.00				0.78		1.00
Lane Grp Cap(c), veh/h	0	882	894	72	2021	0				622	1293	543
V/C Ratio(X)	0.00	1.03	1.06	0.65	0.09	0.00				0.64	0.58	1.72
Avail Cap(c_a), veh/h	0	882	894	313	2021	0				622	1293	543
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.73	0.73	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	58.5	58.5	66.2	13.7	0.0				38.5	37.5	45.8
Incr Delay (d2), s/veh	0.0	16.5	28.9	2.7	0.1	0.0				5.0	1.9	331.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	37.2	40.8	1.7	1.3	0.0				12.6	11.0	68.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	75.0	87.4	68.9	13.8	0.0				43.5	39.4	377.1
LnGrp LOS	A	F	F	E	B	A				D	D	F
Approach Vol, veh/h		1850			233						2083	
Approach Delay, s/veh		81.3			24.9						191.5	
Approach LOS		F			C						F	

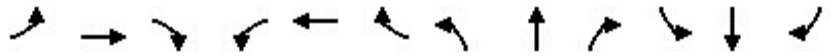
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.1	76.1		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	5.6	71.5		50.4		5.3
Green Ext Time (p_c), s	0.0	0.0		0.0		0.4

Intersection Summary		
HCM 6th Ctrl Delay		133.2
HCM 6th LOS		F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	877	967	0	0	186	180	39	250	135	0	0	0
Future Volume (veh/h)	877	967	0	0	186	180	39	250	135	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	943	1040	0	0	200	194	42	269	145			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1564	1370	0	0	388	346	68	459	212			
Arrive On Green	0.45	0.73	0.00	0.00	0.22	0.22	0.15	0.15	0.15			
Sat Flow, veh/h	3456	1870	0	0	1870	1585	467	3157	1460			
Grp Volume(v), veh/h	943	1040	0	0	200	194	166	145	145			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1585	1847	1777	1460			
Q Serve(g_s), s	16.4	26.8	0.0	0.0	7.9	8.7	6.8	6.1	7.5			
Cycle Q Clear(g_c), s	16.4	26.8	0.0	0.0	7.9	8.7	6.8	6.1	7.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.25		1.00			
Lane Grp Cap(c), veh/h	1564	1370	0	0	388	346	268	258	212			
V/C Ratio(X)	0.60	0.76	0.00	0.00	0.52	0.56	0.62	0.56	0.68			
Avail Cap(c_a), veh/h	1564	1370	0	0	580	517	395	380	312			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	0.90	0.90	0.90			
Uniform Delay (d), s/veh	16.5	6.5	0.0	0.0	27.5	27.9	32.1	31.8	32.4			
Incr Delay (d2), s/veh	0.1	0.4	0.0	0.0	0.4	0.5	0.8	0.6	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.7	6.3	0.0	0.0	3.2	3.2	3.0	2.6	2.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	6.8	0.0	0.0	27.9	28.4	32.9	32.5	33.8			
LnGrp LOS	B	A	A	A	C	C	C	C	C			
Approach Vol, veh/h		1983			394			456				
Approach Delay, s/veh		11.4			28.2			33.0				
Approach LOS		B			C			C				

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		63.5			41.1	22.4		16.5				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		28.8			18.4	10.7		9.5				
Green Ext Time (p_c), s		5.5			1.4	1.3		1.0				

Intersection Summary		
HCM 6th Ctrl Delay	17.2	
HCM 6th LOS	B	

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

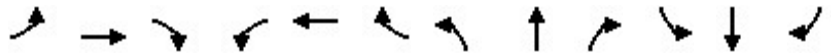
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	208	1412	1112	0	0	3387
Future Volume (veh/h)	208	1412	1112	0	0	3387
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	217	0	1158	0	0	3528
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	249		3181	0	166	4844
Arrive On Green	0.14	0.00	0.64	0.00	0.00	0.77
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	217	0	1158	0	0	3528
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	13.1	0.0	12.0	0.0	0.0	32.3
Cycle Q Clear(g_c), s	13.1	0.0	12.0	0.0	0.0	32.3
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	249		3181	0	166	4844
V/C Ratio(X)	0.87		0.36	0.00	0.00	0.73
Avail Cap(c_a), veh/h	486		3181	0	562	4844
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.00	0.09	0.00	0.00	0.49
Uniform Delay (d), s/veh	46.4	0.0	9.4	0.0	0.0	6.6
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	0.0	3.8	0.0	0.0	7.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.3	0.0	9.4	0.0	0.0	7.1
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	217	A	1158			3528
Approach Delay, s/veh	48.3		9.4			7.1
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	14.6	75.1				89.7	20.3
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	24.7	31.1				70.2	30.0
Max Q Clear Time (g_c+I1), s	10.0	14.0				34.3	15.1
Green Ext Time (p_c), s	0.0	9.4				35.3	0.3

Intersection Summary	
HCM 6th Ctrl Delay	9.4
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



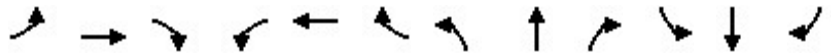
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	279	1511	142	119	442	0	0	928	45
Future Volume (veh/h)	0	0	0	279	1511	142	119	442	0	0	928	45
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				294	1591	149	125	465	0	0	977	47
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				356	2066	198	153	1867	0	0	1103	53
Arrive On Green				0.16	0.16	0.16	0.17	0.73	0.00	0.00	0.22	0.22
Sat Flow, veh/h				725	4200	402	1781	5274	0	0	5152	239
Grp Volume(v), veh/h				744	626	664	125	465	0	0	667	357
Grp Sat Flow(s),veh/h/ln				1834	1702	1791	1781	1702	0	0	1702	1819
Q Serve(g_s), s				43.2	38.6	38.9	7.4	3.3	0.0	0.0	20.9	20.9
Cycle Q Clear(g_c), s				43.2	38.6	38.9	7.4	3.3	0.0	0.0	20.9	20.9
Prop In Lane				0.40		0.22	1.00		0.00	0.00		0.13
Lane Grp Cap(c), veh/h				902	837	881	153	1867	0	0	753	402
V/C Ratio(X)				0.82	0.75	0.75	0.81	0.25	0.00	0.00	0.89	0.89
Avail Cap(c_a), veh/h				902	837	881	204	2047	0	0	792	423
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.61	0.61	0.61	0.60	0.60	0.00	0.00	0.39	0.39
Uniform Delay (d), s/veh				41.5	39.6	39.7	44.7	9.8	0.0	0.0	41.5	41.5
Incr Delay (d2), s/veh				5.4	3.8	3.7	8.1	0.0	0.0	0.0	4.8	8.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				22.5	18.4	19.5	3.3	1.1	0.0	0.0	9.1	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				46.9	43.4	43.4	52.8	9.9	0.0	0.0	46.3	50.1
LnGrp LOS				D	D	D	D	A	A	A	D	D
Approach Vol, veh/h					2034			590			1024	
Approach Delay, s/veh					44.6			19.0			47.6	
Approach LOS					D			B			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	15.4	30.7	60.0	46.1
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	12.6	* 26	54.1	44.1
Max Q Clear Time (g_c+I1), s	9.4	22.9	45.2	5.3
Green Ext Time (p_c), s	0.0	1.4	6.6	3.8

Intersection Summary	
HCM 6th Ctrl Delay	41.3
HCM 6th LOS	D

Notes

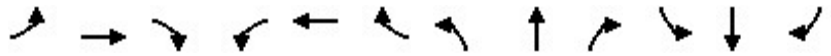
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	309	1985	0	0	0	0	0	583	98
Future Volume (veh/h)	0	0	0	309	1985	0	0	0	0	0	583	98
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				322	2068	0				0	607	102
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				444	3072	0				0	1042	172
Arrive On Green				0.22	0.22	0.00				0.00	0.24	0.24
Sat Flow, veh/h				662	4748	0				0	4561	726
Grp Volume(v), veh/h				894	1496	0				0	468	241
Grp Sat Flow(s),veh/h/ln				1837	1702	0				0	1702	1714
Q Serve(g_s), s				49.6	44.0	0.0				0.0	13.4	13.7
Cycle Q Clear(g_c), s				49.6	44.0	0.0				0.0	13.4	13.7
Prop In Lane				0.36		0.00				0.00		0.42
Lane Grp Cap(c), veh/h				1233	2284	0				0	808	407
V/C Ratio(X)				0.73	0.66	0.00				0.00	0.58	0.59
Avail Cap(c_a), veh/h				1233	2284	0				0	808	407
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				33.4	31.2	0.0				0.0	37.1	37.2
Incr Delay (d2), s/veh				3.7	1.5	0.0				0.0	3.0	6.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				25.6	20.4	0.0				0.0	5.9	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				37.2	32.7	0.0				0.0	40.1	43.5
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					2390						709	
Approach Delay, s/veh					34.4						41.3	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				31.0		79.0						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				26.1		73.8						
Max Q Clear Time (g_c+I1), s				15.7		51.6						
Green Ext Time (p_c), s				1.0		4.3						

Intersection Summary												
HCM 6th Ctrl Delay			35.9									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2243	126	100	192	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2243	126	100	192	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2312	130	103	198	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3532	197	224	465	0			
Arrive On Green				0.00	0.24	0.24	0.06	0.06	0.00			
Sat Flow, veh/h				0	5117	276	1165	2517	0			
Grp Volume(v), veh/h				0	1584	858	160	141	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1821	1812	1777	0			
Q Serve(g_s), s				0.0	46.2	46.9	9.4	8.4	0.0			
Cycle Q Clear(g_c), s				0.0	46.2	46.9	9.4	8.4	0.0			
Prop In Lane				0.00		0.15	0.64		0.00			
Lane Grp Cap(c), veh/h				0	2429	1299	348	341	0			
V/C Ratio(X)				0.00	0.65	0.66	0.46	0.41	0.00			
Avail Cap(c_a), veh/h				0	2429	1299	348	341	0			
HCM Platoon Ratio				1.00	0.33	0.33	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	29.7	30.0	46.0	45.6	0.0			
Incr Delay (d2), s/veh				0.0	1.4	2.6	4.3	3.7	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	21.4	23.7	5.0	4.3	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	31.1	32.6	50.4	49.2	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2442			301				
Approach Delay, s/veh					31.6			49.8				
Approach LOS					C			D				

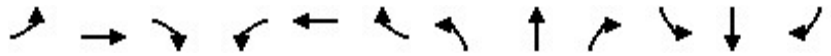
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						84.0		26.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						78.5		21.1				
Max Q Clear Time (g_c+I1), s						48.9		11.4				
Green Ext Time (p_c), s						23.3		1.2				

Intersection Summary		
HCM 6th Ctrl Delay	33.6	
HCM 6th LOS	C	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	277	2385	0	0	0	0	0	520	64
Future Volume (veh/h)	0	0	0	277	2385	0	0	0	0	0	520	64
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				295	2537	0				0	553	68
Peak Hour Factor				0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				344	3187	0				0	834	365
Arrive On Green				0.22	0.22	0.00				0.00	0.23	0.23
Sat Flow, veh/h				511	4906	0				0	3647	1557
Grp Volume(v), veh/h				1065	1767	0				0	553	68
Grp Sat Flow(s),veh/h/ln				1845	1702	0				0	1777	1557
Q Serve(g_s), s				61.0	53.6	0.0				0.0	15.5	3.8
Cycle Q Clear(g_c), s				61.0	53.6	0.0				0.0	15.5	3.8
Prop In Lane				0.28		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1241	2290	0				0	834	365
V/C Ratio(X)				0.86	0.77	0.00				0.00	0.66	0.19
Avail Cap(c_a), veh/h				1241	2290	0				0	834	365
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				37.7	34.9	0.0				0.0	38.2	33.7
Incr Delay (d2), s/veh				7.8	2.6	0.0				0.0	4.1	1.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				32.7	25.1	0.0				0.0	7.3	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				45.6	37.4	0.0				0.0	42.3	34.8
LnGrp LOS				D	D	A				A	D	C
Approach Vol, veh/h					2832						621	
Approach Delay, s/veh					40.5						41.5	
Approach LOS					D						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				30.7		79.3						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				25.8		74.0						
Max Q Clear Time (g_c+I1), s				17.5		63.0						
Green Ext Time (p_c), s				2.6		10.4						

Intersection Summary												
HCM 6th Ctrl Delay			40.7									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2547	42	157	166	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2547	42	157	166	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2681	44	165	175	0			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3693	60	314	370	0			
Arrive On Green				0.00	0.71	0.71	0.06	0.06	0.00			
Sat Flow, veh/h				0	5343	85	1638	2021	0			
Grp Volume(v), veh/h				0	1760	965	180	160	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1855	1788	1777	0			
Q Serve(g_s), s				0.0	33.7	34.2	10.7	9.6	0.0			
Cycle Q Clear(g_c), s				0.0	33.7	34.2	10.7	9.6	0.0			
Prop In Lane				0.00		0.05	0.92		0.00			
Lane Grp Cap(c), veh/h				0	2429	1324	343	341	0			
V/C Ratio(X)				0.00	0.72	0.73	0.53	0.47	0.00			
Avail Cap(c_a), veh/h				0	2429	1324	343	341	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	9.3	9.4	46.7	46.1	0.0			
Incr Delay (d2), s/veh				0.0	1.9	3.6	5.7	4.6	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	11.3	13.1	5.7	5.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	11.3	13.0	52.3	50.7	0.0			
LnGrp LOS				A	B	B	D	D	A			
Approach Vol, veh/h					2725			340				
Approach Delay, s/veh					11.9			51.6				
Approach LOS					B			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						84.0		26.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						78.5		21.1				
Max Q Clear Time (g_c+I1), s						36.2		12.7				
Green Ext Time (p_c), s						34.3		1.3				
Intersection Summary												
HCM 6th Ctrl Delay			16.3									
HCM 6th LOS			B									

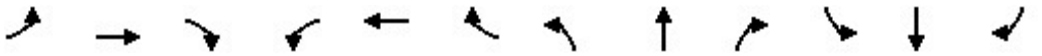
Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	224	651	5	109	0	0	0	26
Future Vol, veh/h	0	0	0	0	224	651	5	109	0	0	0	26
Conflicting Peds, #/hr	0	0	7	7	0	0	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	233	678	5	114	0	0	0	27

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	117	911	-	-	-	456
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	117	911	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	847	273	0	0	0	551
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	875	351	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	805	273	-	-	-	551
Mov Cap-2 Maneuver	-	-	-	805	273	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	832	351	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	27.3	11.9
HCM LOS		D	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	273	-	-	551
HCM Lane V/C Ratio	0.416	-	-	0.049
HCM Control Delay (s)	27.3	-	-	11.9
HCM Lane LOS	D	-	-	B
HCM 95th %tile Q(veh)	1.9	-	-	0.2



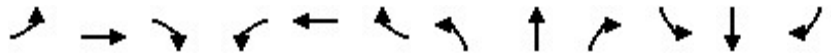
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	1072	21	2217	1394	0
Future Volume (veh/h)	0	0	0	0	0	0	0	1072	21	2217	1394	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.87	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	1094	21	2262	1422	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1185	327	3391	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.24	0.24	0.67	0.95	0.00
Sat Flow, veh/h		0					0	5149	1375	5023	1826	0
Grp Volume(v), veh/h		0.0					0	1094	21	2262	1422	0
Grp Sat Flow(s),veh/h/ln							0	1662	1375	1674	1826	0
Q Serve(g_s), s							0.0	23.6	1.3	29.3	18.3	0.0
Cycle Q Clear(g_c), s							0.0	23.6	1.3	29.3	18.3	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1185	327	3391	1740	0
V/C Ratio(X)							0.00	0.92	0.06	0.67	0.82	0.00
Avail Cap(c_a), veh/h							0	1185	327	3391	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.56	0.56	0.00
Uniform Delay (d), s/veh							0.0	40.9	32.5	10.6	0.6	0.0
Incr Delay (d2), s/veh							0.0	12.5	0.2	0.3	2.5	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	10.6	0.4	8.8	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	53.4	32.7	10.9	3.1	0.0
LnGrp LOS							A	D	C	B	A	A
Approach Vol, veh/h								1115			3684	
Approach Delay, s/veh								53.0			7.9	
Approach LOS								D			A	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	78.6	31.4				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	39.6	* 24				67.8						
Max Q Clear Time (g_c+I1), s	31.3	25.6				20.3						
Green Ext Time (p_c), s	6.0	0.0				30.3						

Intersection Summary		
HCM 6th Ctrl Delay		18.4
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



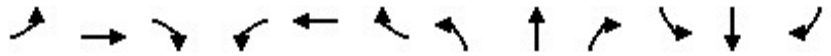
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	1901	95	0	0	0	0	469	172	140	960	0
Future Volume (veh/h)	123	1901	95	0	0	0	0	469	172	140	960	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.92	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	126	1940	97				0	479	176	143	980	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	181	2972	944				0	622	216	171	1567	0
Arrive On Green	0.20	0.20	0.20				0.00	0.17	0.17	0.19	0.61	0.00
Sat Flow, veh/h	302	4958	1575				0	3816	1268	1781	5274	0
Grp Volume(v), veh/h	775	1291	97				0	445	210	143	980	0
Grp Sat Flow(s),veh/h/ln	1855	1702	1575				0	1702	1512	1781	1702	0
Q Serve(g_s), s	42.7	38.3	5.5				0.0	13.7	14.7	8.5	13.2	0.0
Cycle Q Clear(g_c), s	42.7	38.3	5.5				0.0	13.7	14.7	8.5	13.2	0.0
Prop In Lane	0.16		1.00				0.00		0.84	1.00		0.00
Lane Grp Cap(c), veh/h	1112	2041	944				0	581	258	171	1567	0
V/C Ratio(X)	0.70	0.63	0.10				0.00	0.77	0.81	0.83	0.63	0.00
Avail Cap(c_a), veh/h	1112	2041	944				0	628	279	269	1894	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.09	0.09	0.09				0.00	1.00	1.00	0.34	0.34	0.00
Uniform Delay (d), s/veh	34.8	33.0	19.9				0.0	43.5	43.9	43.6	17.3	0.0
Incr Delay (d2), s/veh	0.3	0.1	0.0				0.0	5.4	16.0	2.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	17.4	2.1				0.0	6.1	6.6	3.5	3.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.1	33.1	19.9				0.0	48.9	60.0	46.0	17.4	0.0
LnGrp LOS	D	C	B				A	D	E	D	B	A
Approach Vol, veh/h		2163						655			1123	
Approach Delay, s/veh		33.3						52.5			21.0	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	70.8	39.2	15.0	24.2
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	58.9	40.8	16.6	* 20
Max Q Clear Time (g_c+I1), s	44.7	15.2	10.5	16.7
Green Ext Time (p_c), s	12.9	5.8	0.1	1.5

Intersection Summary	
HCM 6th Ctrl Delay	33.0
HCM 6th LOS	C

Notes

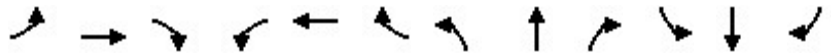
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



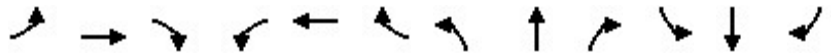
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2254	38	0	0	0	0	0	0	442	547	0
Future Volume (veh/h)	0	2254	38	0	0	0	0	0	0	442	547	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2477	42							486	601	0
Peak Hour Factor	0.91	0.91	0.91							0.91	0.91	0.91
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3153	53							536	1024	0
Arrive On Green	0.00	0.20	0.20							0.10	0.10	0.00
Sat Flow, veh/h	0	5337	87							1781	3572	0
Grp Volume(v), veh/h	0	1628	891							486	601	0
Grp Sat Flow(s),veh/h/ln	0	1702	1852							1781	1702	0
Q Serve(g_s), s	0.0	49.9	50.2							29.7	18.6	0.0
Cycle Q Clear(g_c), s	0.0	49.9	50.2							29.7	18.6	0.0
Prop In Lane	0.00		0.05							1.00		0.00
Lane Grp Cap(c), veh/h	0	2076	1130							536	1024	0
V/C Ratio(X)	0.00	0.78	0.79							0.91	0.59	0.00
Avail Cap(c_a), veh/h	0	2076	1130							536	1024	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	37.1	37.2							48.0	43.0	0.0
Incr Delay (d2), s/veh	0.0	3.1	5.6							21.6	2.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	23.5	26.6							17.4	8.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	40.1	42.8							69.6	45.5	0.0
LnGrp LOS	A	D	D							E	D	A
Approach Vol, veh/h		2519									1087	
Approach Delay, s/veh		41.1									56.2	
Approach LOS		D									E	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	72.0	38.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	67.1	33.1
Max Q Clear Time (g_c+I1), s	52.2	31.7
Green Ext Time (p_c), s	7.8	0.6

Intersection Summary	
HCM 6th Ctrl Delay	45.6
HCM 6th LOS	D



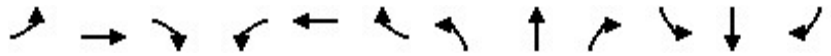
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	3275	0	0	0	0	0	193	278	0	0	0
Future Volume (veh/h)	84	3275	0	0	0	0	0	193	278	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	92	3599	0				0	212	305			
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	90	3746	0				0	325	267			
Arrive On Green	0.24	0.24	0.00				0.00	0.18	0.18			
Sat Flow, veh/h	123	5313	0				0	1870	1460			
Grp Volume(v), veh/h	1390	2301	0				0	212	305			
Grp Sat Flow(s),veh/h/ln	1864	1702	0				0	1777	1460			
Q Serve(g_s), s	80.1	72.7	0.0				0.0	12.2	20.1			
Cycle Q Clear(g_c), s	80.1	72.7	0.0				0.0	12.2	20.1			
Prop In Lane	0.07		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1357	2479	0				0	325	267			
V/C Ratio(X)	1.02	0.93	0.00				0.00	0.65	1.14			
Avail Cap(c_a), veh/h	1357	2479	0				0	325	267			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	41.8	39.0	0.0				0.0	41.7	45.0			
Incr Delay (d2), s/veh	30.6	7.6	0.0				0.0	9.8	99.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	51.4	35.7	0.0				0.0	6.2	14.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.4	46.6	0.0				0.0	51.5	144.3			
LnGrp LOS	F	D	A				A	D	F			
Approach Vol, veh/h		3691						517				
Approach Delay, s/veh		56.3						106.3				
Approach LOS		E						F				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		85.0						25.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		80.1						20.1				
Max Q Clear Time (g_c+I1), s		82.1						22.1				
Green Ext Time (p_c), s		0.0						0.0				
Intersection Summary												
HCM 6th Ctrl Delay			62.4									
HCM 6th LOS			E									



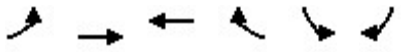
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3887	112	0	0	0	0	0	0	325	447	0
Future Volume (veh/h)	0	3887	112	0	0	0	0	0	0	325	447	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	4225	122							353	486	0
Peak Hour Factor	0.92	0.92	0.92							0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3760	107							309	617	0
Arrive On Green	0.00	0.24	0.24							0.06	0.06	0.00
Sat Flow, veh/h	0	5269	146							1781	3647	0
Grp Volume(v), veh/h	0	2806	1541							353	486	0
Grp Sat Flow(s),veh/h/ln	0	1702	1842							1781	1777	0
Q Serve(g_s), s	0.0	81.1	81.1							19.1	14.9	0.0
Cycle Q Clear(g_c), s	0.0	81.1	81.1							19.1	14.9	0.0
Prop In Lane	0.00		0.08							1.00		0.00
Lane Grp Cap(c), veh/h	0	2510	1358							309	617	0
V/C Ratio(X)	0.00	1.12	1.14							1.14	0.79	0.00
Avail Cap(c_a), veh/h	0	2510	1358							309	617	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	41.6	41.6							51.8	49.8	0.0
Incr Delay (d2), s/veh	0.0	59.1	70.4							95.0	9.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	57.5	66.5							17.3	7.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	100.8	112.0							146.9	59.7	0.0
LnGrp LOS	A	F	F							F	E	A
Approach Vol, veh/h		4347									839	
Approach Delay, s/veh		104.7									96.4	
Approach LOS		F									F	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	86.0	24.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	81.1	19.1
Max Q Clear Time (g_c+I1), s	83.1	21.1
Green Ext Time (p_c), s	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	103.4
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	3489	0	0	0	0	0	176	45	0	0	0
Future Volume (veh/h)	173	3489	0	0	0	0	0	176	45	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	204	4105	0				0	207	53			
Peak Hour Factor	0.85	0.85	0.85				0.85	0.85	0.85			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	173	3712	0				0	486	122			
Arrive On Green	0.24	0.24	0.00				0.00	0.17	0.17			
Sat Flow, veh/h	234	5197	0				0	2909	704			
Grp Volume(v), veh/h	1622	2687	0				0	129	131			
Grp Sat Flow(s),veh/h/ln	1859	1702	0				0	1777	1744			
Q Serve(g_s), s	81.2	81.2	0.0				0.0	7.1	7.4			
Cycle Q Clear(g_c), s	81.2	81.2	0.0				0.0	7.1	7.4			
Prop In Lane	0.13		0.00				0.00		0.40			
Lane Grp Cap(c), veh/h	1372	2513	0				0	307	301			
V/C Ratio(X)	1.18	1.07	0.00				0.00	0.42	0.44			
Avail Cap(c_a), veh/h	1372	2513	0				0	307	301			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	41.6	41.6	0.0				0.0	40.6	40.7			
Incr Delay (d2), s/veh	89.8	39.8	0.0				0.0	4.2	4.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	74.6	50.8	0.0				0.0	3.5	3.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	131.4	81.4	0.0				0.0	44.8	45.2			
LnGrp LOS	F	F	A				A	D	D			
Approach Vol, veh/h		4309						260				
Approach Delay, s/veh		100.2						45.0				
Approach LOS		F						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		86.1						23.9				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		81.2						19.0				
Max Q Clear Time (g_c+I1), s		83.2						9.4				
Green Ext Time (p_c), s		0.0						1.0				
Intersection Summary												
HCM 6th Ctrl Delay			97.1									
HCM 6th LOS			F									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	1338	1140	34	156	110
Future Volume (veh/h)	20	1338	1140	34	156	110
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	22	1454	1239	37	170	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	31	4058	3777	113	329	151
Arrive On Green	0.02	0.81	1.00	1.00	0.10	0.10
Sat Flow, veh/h	1781	5149	5138	149	3456	1585
Grp Volume(v), veh/h	22	1454	828	448	170	120
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1799	1728	1585
Q Serve(g_s), s	1.4	9.0	0.0	0.0	5.5	8.7
Cycle Q Clear(g_c), s	1.4	9.0	0.0	0.0	5.5	8.7
Prop In Lane	1.00			0.08	1.00	1.00
Lane Grp Cap(c), veh/h	31	4058	2523	1366	329	151
V/C Ratio(X)	0.71	0.36	0.33	0.33	0.52	0.79
Avail Cap(c_a), veh/h	319	4058	2523	1366	884	406
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.92	0.92	1.00	1.00
Uniform Delay (d), s/veh	57.7	2.9	0.0	0.0	50.8	52.2
Incr Delay (d2), s/veh	9.5	0.2	0.3	0.6	0.5	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.8	0.1	0.2	2.4	7.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.2	3.1	0.3	0.6	51.3	55.8
LnGrp LOS	E	A	A	A	D	E
Approach Vol, veh/h		1476	1276		290	
Approach Delay, s/veh		4.1	0.4		53.1	
Approach LOS		A	A		D	

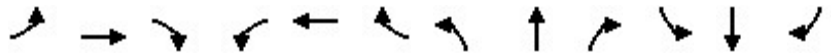
Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	101.9	16.1	6.5	95.4
Change Period (Y+Rc), s	* 5.8	4.9	4.4	5.8
Max Green Setting (Gmax), s	* 77	30.2	21.1	51.6
Max Q Clear Time (g_c+I1), s	11.0	10.7	3.4	2.0
Green Ext Time (p_c), s	40.4	0.5	0.0	26.6

Intersection Summary	
HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	1357	19	16	1123	9	0	11	26	71	0	30
Future Volume (veh/h)	67	1357	19	16	1123	9	0	11	26	71	0	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	1560	22	18	1291	0	0	13	30	82	0	34
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	731	3560	50	60	1567		58	16	38	214	0	98
Arrive On Green	0.82	1.00	1.00	0.03	0.31	0.00	0.00	0.03	0.03	0.06	0.00	0.06
Sat Flow, veh/h	1781	5065	71	1781	4985	1585	1781	499	1152	3456	0	1577
Grp Volume(v), veh/h	77	1024	558	18	1291	0	0	0	43	82	0	34
Grp Sat Flow(s),veh/h/ln	1781	1662	1813	1781	1662	1585	1781	0	1651	1728	0	1577
Q Serve(g_s), s	1.0	0.0	0.0	1.2	28.3	0.0	0.0	0.0	3.1	2.7	0.0	2.4
Cycle Q Clear(g_c), s	1.0	0.0	0.0	1.2	28.3	0.0	0.0	0.0	3.1	2.7	0.0	2.4
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	731	2336	1274	60	1567		58	0	54	214	0	98
V/C Ratio(X)	0.11	0.44	0.44	0.30	0.82		0.00	0.00	0.79	0.38	0.00	0.35
Avail Cap(c_a), veh/h	731	2336	1274	168	1567		251	0	232	999	0	456
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.3	0.0	0.0	55.6	37.4	0.0	0.0	0.0	56.7	53.2	0.0	53.1
Incr Delay (d2), s/veh	0.0	0.6	1.0	1.0	5.0	0.0	0.0	0.0	9.4	0.4	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.2	0.4	0.5	11.7	0.0	0.0	0.0	1.4	1.2	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.3	0.6	1.0	56.6	42.5	0.0	0.0	0.0	66.0	53.6	0.0	53.9
LnGrp LOS	A	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		1659			1309	A		43			116	
Approach Delay, s/veh		1.0			42.7			66.0			53.7	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	88.6		12.2	54.1	42.9		8.8
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.0	21.6		34.1	10.2	* 37		16.6
Max Q Clear Time (g_c+I1), s	3.2	2.0		4.7	3.0	30.3		5.1
Green Ext Time (p_c), s	0.0	15.1		0.3	0.0	5.4		0.1

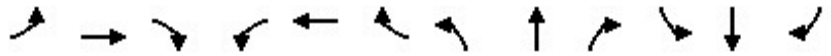
Intersection Summary	
HCM 6th Ctrl Delay	21.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



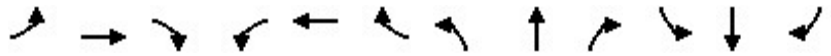
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	1076	309	770	1783	418	280	27	704	1212	35	120
Future Volume (veh/h)	115	1076	309	770	1783	418	280	27	704	1212	35	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	124	1157	332	828	1917	449	301	29	0	1303	38	129
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	444	1449	631	1172	1958	456	371	201		335	34	114
Arrive On Green	0.25	0.29	0.29	0.34	0.38	0.38	0.11	0.11	0.00	0.09	0.09	0.09
Sat Flow, veh/h	1781	4985	1583	3456	5112	1191	3456	1870	1585	3563	356	1209
Grp Volume(v), veh/h	124	1157	332	828	1766	600	301	29	0	1303	0	167
Grp Sat Flow(s),veh/h/ln	1781	1662	1583	1728	1570	1592	1728	1870	1585	1781	0	1566
Q Serve(g_s), s	6.6	25.3	18.8	24.6	43.6	44.1	10.0	1.7	0.0	11.1	0.0	11.1
Cycle Q Clear(g_c), s	6.6	25.3	18.8	24.6	43.6	44.1	10.0	1.7	0.0	11.1	0.0	11.1
Prop In Lane	1.00		1.00	1.00		0.75	1.00		1.00	1.00		0.77
Lane Grp Cap(c), veh/h	444	1449	631	1172	1804	610	371	201		335	0	147
V/C Ratio(X)	0.28	0.80	0.53	0.71	0.98	0.98	0.81	0.14		3.89	0.00	1.13
Avail Cap(c_a), veh/h	444	1449	631	1172	1804	610	1116	604		335	0	147
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.60	0.60	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.7	38.7	27.0	33.9	35.9	36.1	51.5	47.7	0.0	53.5	0.0	53.5
Incr Delay (d2), s/veh	0.1	4.7	3.1	1.7	16.7	32.8	1.0	0.1	0.0	1306.8	0.0	114.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	10.5	8.8	10.1	18.5	21.6	4.4	0.8	0.0	65.7	0.0	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.9	43.3	30.2	35.6	52.6	68.9	52.5	47.8	0.0	1360.3	0.0	168.1
LnGrp LOS	D	D	C	D	D	E	D	D		F	A	F
Approach Vol, veh/h		1613			3194			330	A		1470	
Approach Delay, s/veh		40.1			51.2			52.1			1224.8	
Approach LOS		D			D			D			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.4	40.0		16.0	33.8	50.6		17.6
Change Period (Y+Rc), s	4.4	5.7		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	14.6	34.3		11.1	4.0	45.2		38.1
Max Q Clear Time (g_c+I1), s	26.6	27.3		13.1	8.6	46.1		12.0
Green Ext Time (p_c), s	0.0	5.8		0.0	0.0	0.0		0.6

Intersection Summary	
HCM 6th Ctrl Delay	309.7
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



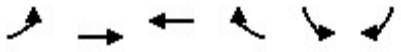
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	0	58	7	0	510	31	409	13	750	427	54
Future Volume (veh/h)	65	0	58	7	0	510	31	409	13	750	427	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.96	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	5	62	0	0	550	33	435	14	798	454	57
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	5	56	0	371	606	61	615	20	814	1898	237
Arrive On Green	0.04	0.04	0.04	0.00	0.00	0.20	0.03	0.18	0.18	0.46	0.60	0.60
Sat Flow, veh/h	1781	112	1392	0	1870	3054	1781	3509	113	1781	3174	396
Grp Volume(v), veh/h	66	0	67	0	0	550	33	220	229	798	253	258
Grp Sat Flow(s),veh/h/ln	1781	0	1504	0	1870	1527	1781	1777	1845	1781	1777	1794
Q Serve(g_s), s	4.6	0.0	5.0	0.0	0.0	21.9	2.3	14.5	14.5	54.7	8.3	8.4
Cycle Q Clear(g_c), s	4.6	0.0	5.0	0.0	0.0	21.9	2.3	14.5	14.5	54.7	8.3	8.4
Prop In Lane	1.00		0.93	0.00		1.00	1.00		0.06	1.00		0.22
Lane Grp Cap(c), veh/h	72	0	61	0	371	606	61	311	323	814	1063	1073
V/C Ratio(X)	0.92	0.00	1.11	0.00	0.00	0.91	0.54	0.71	0.71	0.98	0.24	0.24
Avail Cap(c_a), veh/h	72	0	61	0	437	713	86	401	416	818	1131	1141
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.4	0.0	59.6	0.0	0.0	48.6	59.0	48.2	48.2	33.1	11.7	11.7
Incr Delay (d2), s/veh	78.6	0.0	147.9	0.0	0.0	12.9	2.7	3.3	3.3	26.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	4.4	0.0	0.0	9.5	1.1	6.6	6.9	28.5	3.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	137.9	0.0	207.5	0.0	0.0	61.5	61.7	51.5	51.5	59.4	11.8	11.8
LnGrp LOS	F	A	F	A	A	E	E	D	D	E	B	B
Approach Vol, veh/h		133			550			482			1309	
Approach Delay, s/veh		173.0			61.5			52.2			40.8	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	60.8	25.8		9.0	8.3	78.3		28.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	57.8	28.0		5.0	6.0	79.0		29.0
Max Q Clear Time (g_c+I1), s	56.7	16.5		7.0	4.3	10.4		23.9
Green Ext Time (p_c), s	0.1	1.6		0.0	0.0	2.6		0.8

Intersection Summary	
HCM 6th Ctrl Delay	54.8
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	272	11	7	177	202	285
Future Volume (veh/h)	272	11	7	177	202	285
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	308	0	8	0	222	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	858	451	652		386	
Arrive On Green	0.24	0.00	0.35	0.00	0.11	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	308	0	8	0	222	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	2.9	0.0	0.1	0.0	2.4	0.0
Cycle Q Clear(g_c), s	2.9	0.0	0.1	0.0	2.4	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	858	451	652		386	
V/C Ratio(X)	0.36	0.00	0.01		0.57	
Avail Cap(c_a), veh/h	976	512	652		1118	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	12.7	0.0	8.6	0.0	16.9	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.0	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.9	0.0	8.6	0.0	18.3	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		308	8	A	222	A
Approach Delay, s/veh		12.9	8.6		18.3	
Approach LOS		B	A		B	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	13.7		8.5		18.0
Change Period (Y+Rc), s	4.0		4.0		4.0
Max Green Setting (Gmax), s	11.0		13.0		14.0
Max Q Clear Time (g_c+I1), s	4.9		4.4		2.1
Green Ext Time (p_c), s	0.6		0.5		0.0

Intersection Summary	
HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

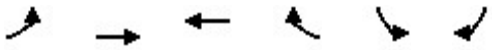
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	216	177	10	1	1
Future Vol, veh/h	9	216	177	10	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	251	206	12	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	218	0	-	0	358	109
Stage 1	-	-	-	-	212	-
Stage 2	-	-	-	-	146	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1349	-	-	-	614	924
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	866	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1349	-	-	-	608	924
Mov Cap-2 Maneuver	-	-	-	-	608	-
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	866	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1349	-	-	-	733
HCM Lane V/C Ratio	0.008	-	-	-	0.003
HCM Control Delay (s)	7.7	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



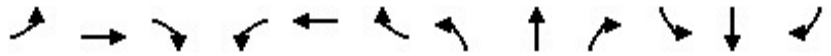
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	63	2080	4692	1	1	166
Future Volume (veh/h)	63	2080	4692	1	1	166
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	67	2213	4991	0	1	177
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	87	3910	5163		446	205
Arrive On Green	0.05	0.78	0.70	0.00	0.13	0.13
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	67	2213	4991	0	1	177
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	4.4	20.3	73.9	0.0	0.0	12.9
Cycle Q Clear(g_c), s	4.4	20.3	73.9	0.0	0.0	12.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	87	3910	5163		446	205
V/C Ratio(X)	0.77	0.57	0.97		0.00	0.86
Avail Cap(c_a), veh/h	319	3910	5163		723	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	4.9	16.5	0.0	44.8	50.4
Incr Delay (d2), s/veh	13.3	0.6	6.9	0.0	0.0	12.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	4.9	21.5	0.0	0.0	11.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	68.7	5.5	23.4	0.0	44.8	62.9
LnGrp LOS	E	A	C		D	E
Approach Vol, veh/h		2280	4991	A	178	
Approach Delay, s/veh		7.4	23.4		62.7	
Approach LOS		A	C		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		97.9		20.1	10.2	87.7
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		83.1		24.7	21.1	57.6
Max Q Clear Time (g_c+I1), s		22.3		14.9	6.4	75.9
Green Ext Time (p_c), s		54.8		0.4	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



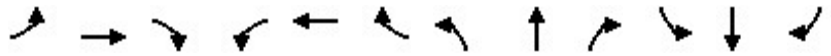
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	3487	58	115	3079	13	46	0	170	30	0	25
Future Volume (veh/h)	43	3487	58	115	3079	13	46	0	170	30	0	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.94		0.94	0.96		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	3749	62	124	3311	14	49	0	183	32	0	27
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	66	3705	934	141	3859	16	364	0	330	293	0	366
Arrive On Green	0.04	0.59	0.59	0.08	1.00	1.00	0.25	0.00	0.25	0.25	0.00	0.25
Sat Flow, veh/h	1781	6281	1583	3456	6504	27	1232	0	1341	1150	0	1490
Grp Volume(v), veh/h	46	3749	62	124	2397	928	49	0	183	32	0	27
Grp Sat Flow(s),veh/h/ln	1781	1570	1583	1728	1570	1821	1232	0	1341	1150	0	1490
Q Serve(g_s), s	3.0	69.6	2.0	4.2	0.0	0.0	3.5	0.0	14.1	2.7	0.0	1.6
Cycle Q Clear(g_c), s	3.0	69.6	2.0	4.2	0.0	0.0	5.2	0.0	14.1	7.9	0.0	1.6
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	66	3705	934	141	2795	1080	364	0	330	293	0	366
V/C Ratio(X)	0.69	1.01	0.07	0.88	0.86	0.86	0.13	0.00	0.56	0.11	0.00	0.07
Avail Cap(c_a), veh/h	66	3705	934	141	2795	1080	397	0	364	322	0	404
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.36	0.36	0.36	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.1	24.2	10.3	53.9	0.0	0.0	36.2	0.0	38.9	38.7	0.0	34.2
Incr Delay (d2), s/veh	22.8	17.8	0.1	19.7	1.4	3.5	0.1	0.0	0.6	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	26.9	0.7	2.1	0.4	1.0	1.2	0.0	4.7	0.8	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.9	42.0	10.5	73.6	1.4	3.5	36.2	0.0	39.5	38.7	0.0	34.2
LnGrp LOS	E	F	B	E	A	A	D	A	D	D	A	C
Approach Vol, veh/h		3857			3449			232			59	
Approach Delay, s/veh		41.9			4.5			38.8			36.7	
Approach LOS		D			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.2	74.9		33.9	8.8	75.3		33.9
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	4.8	66.6		32.0	4.4	67.0		32.0
Max Q Clear Time (g_c+I1), s	6.2	71.6		9.9	5.0	2.0		16.1
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	64.2		0.5

Intersection Summary	
HCM 6th Ctrl Delay	24.8
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



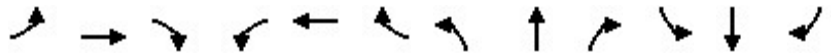
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	3573	0	11	2864	366	0	0	0	122	0	289
Future Volume (veh/h)	122	3573	0	11	2864	366	0	0	0	122	0	289
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	3801	0	12	3047	389	0	0	0	130	0	307
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	100	3282	0	60	3632	448	0	344	0	755	0	291
Arrive On Green	0.11	1.00	0.00	0.03	0.64	0.64	0.00	0.00	0.00	0.18	0.00	0.18
Sat Flow, veh/h	1781	5149	0	1781	5706	704	0	1870	0	3444	0	1580
Grp Volume(v), veh/h	130	3801	0	12	2497	939	0	0	0	130	0	307
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1699	0	1870	0	1722	0	1580
Q Serve(g_s), s	6.6	0.0	0.0	0.8	48.4	53.0	0.0	0.0	0.0	3.8	0.0	21.7
Cycle Q Clear(g_c), s	6.6	0.0	0.0	0.8	48.4	53.0	0.0	0.0	0.0	3.8	0.0	21.7
Prop In Lane	1.00		0.00	1.00		0.41	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	100	3282	0	60	2998	1081	0	344	0	755	0	291
V/C Ratio(X)	1.30	1.16	0.00	0.20	0.83	0.87	0.00	0.00	0.00	0.17	0.00	1.06
Avail Cap(c_a), veh/h	100	3282	0	60	2998	1081	0	344	0	755	0	291
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.33	0.33	0.00	0.59	0.59	0.59	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.4	0.0	0.0	55.4	16.6	17.4	0.0	0.0	0.0	40.8	0.0	48.2
Incr Delay (d2), s/veh	159.2	72.4	0.0	0.3	1.7	5.9	0.0	0.0	0.0	0.0	0.0	68.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	22.0	0.0	0.3	15.3	19.3	0.0	0.0	0.0	1.6	0.0	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	211.6	72.4	0.0	55.8	18.3	23.3	0.0	0.0	0.0	40.9	0.0	116.7
LnGrp LOS	F	F	A	E	B	C	A	A	A	D	A	F
Approach Vol, veh/h		3931			3448			0			437	
Approach Delay, s/veh		77.0			19.8			0.0			94.1	
Approach LOS		E			B						F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	83.0		26.6	11.0	80.4		26.6				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.0	77.7		21.7	6.6	75.1		21.7				
Max Q Clear Time (g_c+I1), s	2.8	2.0		23.7	8.6	55.0		0.0				
Green Ext Time (p_c), s	0.0	75.4		0.0	0.0	20.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	52.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	3677	1	15	3099	0	0	0	18	0	0	0
Future Volume (veh/h)	36	3677	1	15	3099	0	0	0	18	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	38	3830	1	16	3228	0						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	53	4379	1	27	4169	0						
Arrive On Green	0.03	0.85	0.85	0.02	0.84	0.00						
Sat Flow, veh/h	1781	5147	1	1781	5149	0						
Grp Volume(v), veh/h	38	2472	1359	16	3228	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1826	1781	1662	0						
Q Serve(g_s), s	1.5	31.1	31.1	0.6	21.5	0.0						
Cycle Q Clear(g_c), s	1.5	31.1	31.1	0.6	21.5	0.0						
Prop In Lane	1.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	53	2827	1553	27	4169	0						
V/C Ratio(X)	0.72	0.87	0.87	0.59	0.77	0.00						
Avail Cap(c_a), veh/h	746	2827	1553	746	4176	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	34.5	3.1	3.1	35.0	2.7	0.0						
Incr Delay (d2), s/veh	6.7	3.8	6.7	7.4	1.3	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.7	1.5	2.9	0.3	0.5	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	7.0	9.8	42.4	4.0	0.0						
LnGrp LOS	D	A	A	D	A	A						
Approach Vol, veh/h		3869			3244							
Approach Delay, s/veh		8.3			4.2							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	5.5	66.1			6.5	65.1						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	30.6	60.0			30.0	60.0						
Max Q Clear Time (g_c+I1), s	12.6	33.1			3.5	23.5						
Green Ext Time (p_c), s	0.0	26.9			0.0	36.4						

Intersection Summary	
HCM 6th Ctrl Delay	6.4
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	463.4

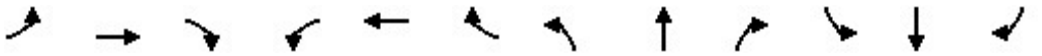
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	589	0	0	2258	590
Future Vol, veh/h	0	589	0	0	2258	590
Conflicting Peds, #/hr	0	3	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	627	0	0	2402	628

Major/Minor	Minor2			Major2	
Conflicting Flow All	2716	1518		-	0
Stage 1	2716	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	38	~ 92		-	-
Stage 1	19	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	38	~ 92		-	-
Mov Cap-2 Maneuver	38	-		-	-
Stage 1	19	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, $	2704.1	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	92	-	-
HCM Lane V/C Ratio	-	6.811	-	-
HCM Control Delay (s)	$	2704.1	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	70.2	-	-

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



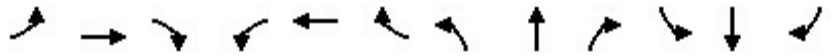
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	897	27	18	850	363	32	61	36	230	28	172
Future Volume (veh/h)	122	897	27	18	850	363	32	61	36	230	28	172
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.99		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	137	1008	30	20	955	408	36	69	40	258	31	193
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	166	1579	486	471	2509	775	185	362	227	376	510	448
Arrive On Green	0.03	0.10	0.10	0.26	0.49	0.49	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1781	5106	1573	1781	5106	1577	485	1261	790	1268	1777	1560
Grp Volume(v), veh/h	137	1008	30	20	955	408	67	0	78	258	31	193
Grp Sat Flow(s),veh/h/ln	1781	1702	1573	1781	1702	1577	1003	0	1533	1268	1777	1560
Q Serve(g_s), s	9.2	22.8	2.1	1.0	14.0	21.3	2.5	0.0	4.6	23.0	1.5	12.1
Cycle Q Clear(g_c), s	9.2	22.8	2.1	1.0	14.0	21.3	14.6	0.0	4.6	27.6	1.5	12.1
Prop In Lane	1.00		1.00	1.00		1.00	0.53		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	166	1579	486	471	2509	775	334	0	440	376	510	448
V/C Ratio(X)	0.83	0.64	0.06	0.04	0.38	0.53	0.20	0.00	0.18	0.69	0.06	0.43
Avail Cap(c_a), veh/h	291	2268	699	471	2509	775	458	0	576	488	668	586
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.95	0.95	0.95	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.2	47.4	38.1	32.8	19.1	20.9	35.7	0.0	32.1	42.5	31.0	34.8
Incr Delay (d2), s/veh	3.6	1.8	0.2	0.0	0.4	2.4	0.1	0.0	0.1	6.5	0.1	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	10.6	0.8	0.4	5.3	7.9	1.7	0.0	1.7	7.8	0.7	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.8	49.2	38.4	32.9	19.5	23.4	35.8	0.0	32.2	49.0	31.2	36.7
LnGrp LOS	E	D	D	C	B	C	D	A	C	D	C	D
Approach Vol, veh/h		1175			1383			145			482	
Approach Delay, s/veh		50.3			20.8			33.9			42.9	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	37.8	42.8		39.4	15.6	65.1		39.4				
Change Period (Y+Rc), s	6.1	* 5.7		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	6.6	* 53		45.1	19.6	39.9		45.1				
Max Q Clear Time (g_c+I1), s	3.0	24.8		29.6	11.2	23.3		16.6				
Green Ext Time (p_c), s	0.0	12.4		4.5	0.1	12.6		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	35.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	533	1	0	495	578	1	0	0	491	0	90
Future Volume (veh/h)	129	533	1	0	495	578	1	0	0	491	0	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	142	586	1	0	544	0	1	0	0	632	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	157	920	2	722	1768		52	0	46	746	392	0
Arrive On Green	0.09	0.17	0.17	0.00	0.16	0.00	0.03	0.00	0.00	0.21	0.00	0.00
Sat Flow, veh/h	1781	5264	9	1781	3554	1585	1781	0	1585	3563	1870	0
Grp Volume(v), veh/h	142	379	208	0	544	0	1	0	0	632	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1869	1781	1777	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	9.5	12.4	12.4	0.0	16.2	0.0	0.1	0.0	0.0	20.5	0.0	0.0
Cycle Q Clear(g_c), s	9.5	12.4	12.4	0.0	16.2	0.0	0.1	0.0	0.0	20.5	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	157	595	326	722	1768		52	0	46	746	392	0
V/C Ratio(X)	0.90	0.64	0.64	0.00	0.31		0.02	0.00	0.00	0.85	0.00	0.00
Avail Cap(c_a), veh/h	157	814	447	722	1768		445	0	396	1098	577	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.93	0.00	1.00	0.00	0.00	0.88	0.00	0.00
Uniform Delay (d), s/veh	54.2	46.0	46.0	0.0	32.0	0.0	56.6	0.0	0.0	45.6	0.0	0.0
Incr Delay (d2), s/veh	43.6	5.2	9.2	0.0	0.4	0.0	0.1	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	5.5	6.4	0.0	7.8	0.0	0.0	0.0	0.0	9.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.8	51.1	55.2	0.0	32.4	0.0	56.7	0.0	0.0	48.1	0.0	0.0
LnGrp LOS	F	D	E	A	C		E	A	A	D	A	A
Approach Vol, veh/h		729			544	A		1			632	
Approach Delay, s/veh		61.4			32.4			56.7			48.1	
Approach LOS		E			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.5	26.1		31.0	15.0	65.6		8.4
Change Period (Y+Rc), s	5.9	* 5.1		5.9	4.4	5.9		4.9
Max Green Setting (Gmax), s	4.6	* 29		37.0	10.6	21.3		30.0
Max Q Clear Time (g_c+I1), s	10.5	14.4		22.5	11.5	18.2		2.1
Green Ext Time (p_c), s	0.0	6.5		1.2	0.0	1.5		0.0

Intersection Summary	
HCM 6th Ctrl Delay	48.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	283	243	156	42	452	205	239	1253	35	131	1137	178
Future Volume (veh/h)	283	243	156	42	452	205	239	1253	35	131	1137	178
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	301	259	166	45	481	218	254	1333	37	139	1210	189
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	304	645	398	58	591	340	300	1688	47	183	1579	700
Arrive On Green	0.17	0.31	0.31	0.03	0.17	0.17	0.09	0.48	0.48	0.05	0.44	0.44
Sat Flow, veh/h	1781	2097	1295	1781	3554	1542	3456	3531	98	3456	3554	1575
Grp Volume(v), veh/h	301	218	207	45	481	218	254	670	700	139	1210	189
Grp Sat Flow(s),veh/h/ln	1781	1777	1615	1781	1777	1542	1728	1777	1852	1728	1777	1575
Q Serve(g_s), s	25.3	14.5	15.3	3.8	19.6	12.7	10.9	47.4	47.5	6.0	43.0	6.4
Cycle Q Clear(g_c), s	25.3	14.5	15.3	3.8	19.6	12.7	10.9	47.4	47.5	6.0	43.0	6.4
Prop In Lane	1.00		0.80	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	304	547	497	58	591	340	300	849	885	183	1579	700
V/C Ratio(X)	0.99	0.40	0.42	0.78	0.81	0.64	0.85	0.79	0.79	0.76	0.77	0.27
Avail Cap(c_a), veh/h	304	556	505	112	734	403	498	849	885	210	1579	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.1	41.0	41.2	72.0	60.3	26.7	67.5	32.8	32.8	70.1	35.1	8.5
Incr Delay (d2), s/veh	48.7	0.2	0.2	7.2	4.1	1.3	3.2	7.4	7.1	10.8	3.6	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	6.5	6.2	1.8	9.2	4.8	5.0	22.0	23.0	2.9	19.4	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	110.8	41.1	41.4	79.2	64.4	28.0	70.7	40.2	40.0	80.8	38.7	9.4
LnGrp LOS	F	D	D	E	E	C	E	D	D	F	D	A
Approach Vol, veh/h		726			744			1624			1538	
Approach Delay, s/veh		70.1			54.6			44.9			38.9	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	77.0	9.3	51.4	17.4	72.0	30.8	29.8
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	9.1	* 66	9.4	46.9	21.6	52.8	25.6	* 31
Max Q Clear Time (g_c+I1), s	8.0	49.5	5.8	17.3	12.9	45.0	27.3	21.6
Green Ext Time (p_c), s	0.0	3.4	0.0	1.0	0.1	2.7	0.0	1.1

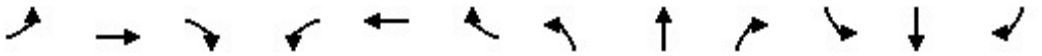
Intersection Summary	
HCM 6th Ctrl Delay	48.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

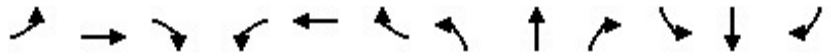
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	230	106	228	203	77	114	154	190	86	134	74
Future Volume (veh/h)	38	230	106	228	203	77	114	154	190	86	134	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	245	113	243	216	82	121	164	202	91	143	79
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	51	1288	665	328	803	631	153	775	486	118	704	304
Arrive On Green	0.03	0.36	0.36	0.10	0.43	0.43	0.09	0.22	0.22	0.07	0.20	0.20
Sat Flow, veh/h	1781	3554	1459	3456	1870	1470	1781	3554	1537	1781	3554	1533
Grp Volume(v), veh/h	40	245	113	243	216	82	121	164	202	91	143	79
Grp Sat Flow(s),veh/h/ln	1781	1777	1459	1728	1870	1470	1781	1777	1537	1781	1777	1533
Q Serve(g_s), s	2.0	4.3	4.2	6.2	6.8	3.1	6.0	3.4	9.4	4.6	3.0	3.9
Cycle Q Clear(g_c), s	2.0	4.3	4.2	6.2	6.8	3.1	6.0	3.4	9.4	4.6	3.0	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	51	1288	665	328	803	631	153	775	486	118	704	304
V/C Ratio(X)	0.79	0.19	0.17	0.74	0.27	0.13	0.79	0.21	0.42	0.77	0.20	0.26
Avail Cap(c_a), veh/h	590	1570	781	1145	826	649	590	1570	829	590	1570	677
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	19.8	14.9	39.9	16.7	15.6	40.6	29.0	24.6	41.6	30.3	30.7
Incr Delay (d2), s/veh	9.7	0.1	0.1	1.2	0.1	0.0	3.4	0.1	0.6	4.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.7	1.4	2.7	2.8	1.0	2.8	1.5	3.4	2.1	1.3	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	19.9	15.1	41.1	16.8	15.7	44.0	29.2	25.2	45.7	30.4	30.9
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		398			541			487			313	
Approach Delay, s/veh		21.9			27.6			31.2			34.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	38.7	13.2	24.6	8.0	44.8	11.4	26.4
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	8.2	6.3	8.0	5.9	4.0	8.8	6.6	11.4
Green Ext Time (p_c), s	0.4	2.6	0.1	0.7	0.0	1.1	0.1	1.8

Intersection Summary	
HCM 6th Ctrl Delay	28.6
HCM 6th LOS	C



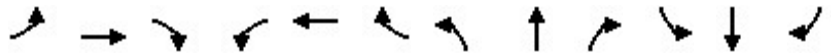
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	0	7	19	0	39	78	357	22	72	341	41
Future Volume (veh/h)	13	0	7	19	0	39	78	357	22	72	341	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	0	8	21	0	42	85	388	24	78	371	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	305	36	94	462	0	371	117	1573	96	110	1461	173
Arrive On Green	0.18	0.00	0.18	0.18	0.00	0.18	0.07	0.32	0.32	0.06	0.32	0.32
Sat Flow, veh/h	729	204	533	1397	0	1547	1781	4908	300	1781	4610	546
Grp Volume(v), veh/h	22	0	0	21	0	42	85	268	144	78	272	144
Grp Sat Flow(s),veh/h/ln	1467	0	0	1397	0	1547	1781	1702	1804	1781	1702	1751
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.7	1.6	1.9	2.0	1.4	2.0	2.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	0.3	0.0	0.7	1.6	1.9	2.0	1.4	2.0	2.0
Prop In Lane	0.64		0.36	1.00		1.00	1.00		0.17	1.00		0.31
Lane Grp Cap(c), veh/h	435	0	0	462	0	371	117	1091	578	110	1079	555
V/C Ratio(X)	0.05	0.00	0.00	0.05	0.00	0.11	0.73	0.25	0.25	0.71	0.25	0.26
Avail Cap(c_a), veh/h	1876	0	0	1872	0	1957	1605	6134	3251	1605	6134	3156
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.4	0.0	0.0	11.4	0.0	9.9	15.3	8.3	8.4	15.3	8.4	8.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.2	0.3	3.1	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.2	0.6	0.5	0.6	0.6	0.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	0.0	0.0	11.5	0.0	10.0	18.5	8.5	8.7	18.5	8.6	8.8
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		22			63			497			494	
Approach Delay, s/veh		11.5			10.5			10.3			10.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.5	16.1		10.8	6.6	16.0		10.8
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.4	4.0		2.4	3.6	4.0		2.7
Green Ext Time (p_c), s	0.1	4.0		0.1	0.1	3.5		0.1

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	14	40	44	56	10	470	662	117	37	479	215
Future Volume (veh/h)	22	14	40	44	56	10	470	662	117	37	479	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.73	1.00		0.73	1.00		0.94	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	15	43	47	60	11	505	712	126	40	515	231
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	442	272	61	447	276	426	1826	766	52	722	322
Arrive On Green	0.03	0.24	0.24	0.03	0.24	0.24	0.24	0.51	0.51	0.03	0.31	0.31
Sat Flow, veh/h	1781	1870	1151	1781	1870	1155	1781	3554	1491	1781	2318	1033
Grp Volume(v), veh/h	24	15	43	47	60	11	505	712	126	40	394	352
Grp Sat Flow(s),veh/h/ln	1781	1870	1151	1781	1870	1155	1781	1777	1491	1781	1777	1573
Q Serve(g_s), s	1.7	0.8	3.7	3.3	3.2	0.9	30.0	15.3	5.6	2.8	24.6	24.9
Cycle Q Clear(g_c), s	1.7	0.8	3.7	3.3	3.2	0.9	30.0	15.3	5.6	2.8	24.6	24.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.66
Lane Grp Cap(c), veh/h	56	442	272	61	447	276	426	1826	766	52	554	490
V/C Ratio(X)	0.43	0.03	0.16	0.77	0.13	0.04	1.19	0.39	0.16	0.78	0.71	0.72
Avail Cap(c_a), veh/h	426	447	275	426	447	276	426	1826	766	426	850	753
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.6	36.9	38.0	60.1	37.5	36.7	47.7	18.5	16.2	60.5	38.2	38.3
Incr Delay (d2), s/veh	1.9	0.0	0.1	7.5	0.1	0.0	105.0	0.2	0.1	8.9	4.6	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.4	1.1	1.6	1.5	0.3	25.6	6.3	2.0	1.4	11.4	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.5	36.9	38.1	67.5	37.6	36.7	152.7	18.7	16.3	69.4	42.8	43.6
LnGrp LOS	E	D	D	E	D	D	F	B	B	E	D	D
Approach Vol, veh/h		82			118			1343			786	
Approach Delay, s/veh		44.7			49.4			68.9			44.5	
Approach LOS		D			D			E			D	

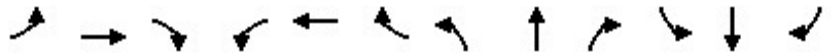
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	73.2	8.7	34.6	34.4	47.8	8.4	34.9
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	14.8	17.3	5.3	5.7	32.0	26.9	3.7	5.2
Green Ext Time (p_c), s	0.0	8.2	0.0	0.1	0.0	12.2	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	58.8
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	332	32	201	151	0	0	0	0	190	35	48
Future Volume (veh/h)	0	332	32	201	151	0	0	0	0	190	35	48
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	365	35	221	166	0				236	0	53
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	324	646	285	397	758	0				870	0	668
Arrive On Green	0.00	0.18	0.18	0.22	0.22	0.00				0.24	0.00	0.24
Sat Flow, veh/h	1781	3554	1568	1781	3572	0				3563	0	1556
Grp Volume(v), veh/h	0	365	35	221	166	0				236	0	53
Grp Sat Flow(s),veh/h/ln	1781	1777	1568	1781	1702	0				1781	0	1556
Q Serve(g_s), s	0.0	3.9	0.8	4.5	1.6	0.0				2.2	0.0	0.8
Cycle Q Clear(g_c), s	0.0	3.9	0.8	4.5	1.6	0.0				2.2	0.0	0.8
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	324	646	285	397	758	0				870	0	668
V/C Ratio(X)	0.00	0.57	0.12	0.56	0.22	0.00				0.27	0.00	0.08
Avail Cap(c_a), veh/h	2589	5166	2279	2589	4948	0				3021	0	1607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.4	14.1	14.2	13.1	0.0				12.6	0.0	7.0
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.4	0.2	0.0				0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	0.2	1.5	0.5	0.0				0.7	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.7	14.2	15.6	13.3	0.0				12.7	0.0	7.1
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		400			387						289	
Approach Delay, s/veh		15.6			14.6						11.7	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		11.5		16.3		13.5
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		5.9		4.2		6.5
Green Ext Time (p_c), s		1.5		0.5		2.6

Intersection Summary	
HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	404	0	0	337	328	52	11	105	18	0	298
Future Volume (veh/h)	105	404	0	0	337	328	52	11	105	18	0	298
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	449	0	0	374	364	58	12	117	20	0	331
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	153	1607	0	0	556	491	213	17	170	23	0	379
Arrive On Green	0.09	0.45	0.00	0.00	0.31	0.31	0.12	0.12	0.12	0.25	0.00	0.25
Sat Flow, veh/h	1781	3647	0	0	1870	1570	1781	146	1423	90	0	1496
Grp Volume(v), veh/h	117	449	0	0	374	364	58	0	129	351	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1570	1781	0	1569	1586	0	0
Q Serve(g_s), s	5.5	6.7	0.0	0.0	15.5	17.6	2.5	0.0	6.7	18.0	0.0	0.0
Cycle Q Clear(g_c), s	5.5	6.7	0.0	0.0	15.5	17.6	2.5	0.0	6.7	18.0	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.91	0.06		0.94
Lane Grp Cap(c), veh/h	153	1607	0	0	556	491	213	0	188	402	0	0
V/C Ratio(X)	0.76	0.28	0.00	0.00	0.67	0.74	0.27	0.00	0.69	0.87	0.00	0.00
Avail Cap(c_a), veh/h	630	2512	0	0	1256	1110	839	0	739	747	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	37.9	14.6	0.0	0.0	25.4	26.1	34.0	0.0	35.8	30.4	0.0	0.0
Incr Delay (d2), s/veh	9.1	0.0	0.0	0.0	1.7	2.7	0.3	0.0	1.7	2.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	2.4	0.0	0.0	6.3	6.4	1.1	0.0	2.6	6.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	14.6	0.0	0.0	27.1	28.7	34.2	0.0	37.5	32.7	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	D	C	A	A
Approach Vol, veh/h		566			738			187			351	
Approach Delay, s/veh		21.3			27.9			36.5			32.7	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	42.8	25.5	11.8	31.0	16.6
Change Period (Y+Rc), s	* 4.4	4.0	4.5	4.4	6.4
Max Green Setting (Gmax), s	* 60	40.0	30.0	60.0	40.0
Max Q Clear Time (g_c+I1), s	8.7	20.0	7.5	19.6	8.7
Green Ext Time (p_c), s	1.8	1.5	0.3	6.1	0.6

Intersection Summary	
HCM 6th Ctrl Delay	27.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

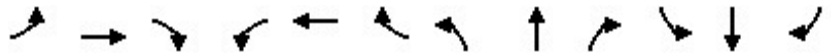
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	410	202	312	480	0	0	0	0	398	248	202
Future Volume (veh/h)	0	410	202	312	480	0	0	0	0	398	248	202
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	418	206	318	490	0				406	253	206
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1887	838	392	2476	0				665	349	289
Arrive On Green	0.00	0.53	0.53	0.23	1.00	0.00				0.19	0.19	0.19
Sat Flow, veh/h	0	3647	1579	3456	3647	0				3563	1870	1547
Grp Volume(v), veh/h	0	418	206	318	490	0				406	253	206
Grp Sat Flow(s),veh/h/ln	0	1777	1579	1728	1777	0				1781	1870	1547
Q Serve(g_s), s	0.0	5.3	5.9	7.3	0.0	0.0				8.8	10.7	10.5
Cycle Q Clear(g_c), s	0.0	5.3	5.9	7.3	0.0	0.0				8.8	10.7	10.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1887	838	392	2476	0				665	349	289
V/C Ratio(X)	0.00	0.22	0.25	0.81	0.20	0.00				0.61	0.72	0.71
Avail Cap(c_a), veh/h	0	1887	838	518	2476	0				1361	715	591
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.98	0.98	0.94	0.94	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.5	10.6	31.6	0.0	0.0				31.4	32.1	32.1
Incr Delay (d2), s/veh	0.0	0.3	0.7	5.1	0.2	0.0				0.3	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.8	1.9	2.9	0.1	0.0				3.7	4.8	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.7	11.3	36.7	0.2	0.0				31.7	33.2	33.3
LnGrp LOS	A	B	B	D	A	A				C	C	C
Approach Vol, veh/h		624			808						865	
Approach Delay, s/veh		10.9			14.5						32.5	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.9	49.5		20.6		63.4
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	12.6	25.1		32.1		42.1
Max Q Clear Time (g_c+I1), s	9.3	7.9		12.7		2.0
Green Ext Time (p_c), s	0.2	3.5		2.1		3.6

Intersection Summary	
HCM 6th Ctrl Delay	20.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

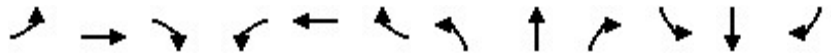


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	593	0	0	645	579	140	300	23	0	0	0
Future Volume (veh/h)	225	593	0	0	645	579	140	300	23	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	227	599	0	0	652	585	141	303	23			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1200	2630	0	0	1189	519	214	508	39			
Arrive On Green	0.69	1.00	0.00	0.00	0.33	0.33	0.14	0.14	0.14			
Sat Flow, veh/h	3456	3647	0	0	3647	1553	1497	3544	270			
Grp Volume(v), veh/h	227	599	0	0	652	585	169	143	155			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1553	1796	1702	1813			
Q Serve(g_s), s	1.9	0.0	0.0	0.0	12.6	28.1	7.5	6.6	6.7			
Cycle Q Clear(g_c), s	1.9	0.0	0.0	0.0	12.6	28.1	7.5	6.6	6.7			
Prop In Lane	1.00		0.00	0.00		1.00	0.83		0.15			
Lane Grp Cap(c), veh/h	1200	2630	0	0	1189	519	257	244	260			
V/C Ratio(X)	0.19	0.23	0.00	0.00	0.55	1.13	0.66	0.59	0.60			
Avail Cap(c_a), veh/h	1200	2630	0	0	1189	519	601	569	607			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.93	0.93	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	8.7	0.0	0.0	0.0	22.8	28.0	34.0	33.7	33.7			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.8	79.0	1.1	0.8	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	0.1	0.0	0.0	5.1	20.7	3.3	2.7	3.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	0.2	0.0	0.0	24.6	107.0	35.1	34.5	34.5			
LnGrp LOS	A	A	A	A	C	F	D	C	C			
Approach Vol, veh/h		826			1237			467				
Approach Delay, s/veh		2.5			63.6			34.7				
Approach LOS		A			E			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		67.1			34.1	33.0		16.9				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			3.9	30.1		9.5				
Green Ext Time (p_c), s		5.0			0.5	0.0		1.7				

Intersection Summary	
HCM 6th Ctrl Delay	38.3
HCM 6th LOS	D

Notes

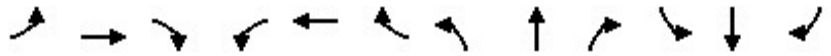
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	17	46	12	1303	20	0	0	0
Future Volume (veh/h)	0	0	0	0	17	46	12	1303	20	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	22	59	15	1671	26			
Peak Hour Factor				0.78	0.78	0.78	0.78	0.78	0.78			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	30	82	81	3595	56			
Arrive On Green				0.00	0.07	0.07	0.72	0.72	0.72			
Sat Flow, veh/h				0	446	1197	14	5009	77			
Grp Volume(v), veh/h				0	0	81	627	520	566			
Grp Sat Flow(s),veh/h/ln				0	0	1644	1866	1549	1686			
Q Serve(g_s), s				0.0	0.0	2.5	0.0	7.4	7.4			
Cycle Q Clear(g_c), s				0.0	0.0	2.5	7.4	7.4	7.4			
Prop In Lane				0.00		0.73	0.02		0.05			
Lane Grp Cap(c), veh/h				0	0	112	1410	1112	1210			
V/C Ratio(X)				0.00	0.00	0.72	0.44	0.47	0.47			
Avail Cap(c_a), veh/h				0	0	1268	2227	1793	1951			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	23.7	3.1	3.1	3.1			
Incr Delay (d2), s/veh				0.0	0.0	3.3	0.3	0.5	0.4			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	1.0	1.2	1.1	1.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	26.9	3.4	3.6	3.5			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					81			1712				
Approach Delay, s/veh					26.9			3.5				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	42.8							9.0				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	9.4							4.5				
Green Ext Time (p_c), s	27.8							0.3				

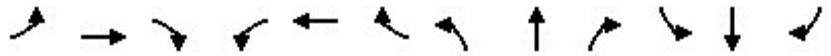
Intersection Summary												
HCM 6th Ctrl Delay			4.6									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	183	97	428	659	108	221	320	75	106	317	130
Future Volume (veh/h)	87	183	97	428	659	108	221	320	75	106	317	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	94	197	104	460	709	116	238	344	81	114	341	140
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	118	497	419	486	740	121	231	885	199	141	587	224
Arrive On Green	0.07	0.27	0.27	0.27	0.47	0.47	0.13	0.21	0.21	0.08	0.16	0.16
Sat Flow, veh/h	1781	1870	1576	1781	1567	256	1781	4142	932	1781	3598	1376
Grp Volume(v), veh/h	94	197	104	460	0	825	238	280	145	114	321	160
Grp Sat Flow(s),veh/h/ln	1781	1870	1576	1781	0	1823	1781	1702	1670	1781	1702	1570
Q Serve(g_s), s	5.9	9.7	5.8	28.5	0.0	49.1	14.6	7.9	8.4	7.1	9.8	10.7
Cycle Q Clear(g_c), s	5.9	9.7	5.8	28.5	0.0	49.1	14.6	7.9	8.4	7.1	9.8	10.7
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.56	1.00		0.88
Lane Grp Cap(c), veh/h	118	497	419	486	0	861	231	727	357	141	555	256
V/C Ratio(X)	0.80	0.40	0.25	0.95	0.00	0.96	1.03	0.38	0.41	0.81	0.58	0.62
Avail Cap(c_a), veh/h	168	548	462	515	0	890	231	891	437	251	930	429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.9	33.9	32.5	40.2	0.0	28.6	49.0	38.0	38.2	51.1	43.6	43.9
Incr Delay (d2), s/veh	10.3	0.2	0.1	25.5	0.0	20.3	67.6	0.6	1.4	4.2	1.7	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	4.5	2.3	15.9	0.0	25.7	10.7	3.3	3.6	3.3	4.2	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	34.1	32.6	65.7	0.0	48.9	116.7	38.6	39.6	55.2	45.3	48.3
LnGrp LOS	E	C	C	E	A	D	F	D	D	E	D	D
Approach Vol, veh/h		395			1285			663			595	
Approach Delay, s/veh		40.4			54.9			66.8			48.0	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	29.4	35.1	34.9	19.0	23.7	11.9	58.1
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	15.9	29.5	32.6	33.0	14.6	30.8	10.6	55.0
Max Q Clear Time (g_c+I1), s	9.1	10.4	30.5	11.7	16.6	12.7	7.9	51.1
Green Ext Time (p_c), s	0.1	4.1	0.2	0.9	0.0	4.5	0.0	2.1

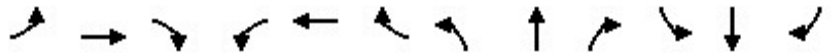
Intersection Summary	
HCM 6th Ctrl Delay	54.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	133	257	137	358	0	0	0	0	75	1925	814
Future Volume (veh/h)	0	133	257	137	358	0	0	0	0	75	1925	814
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	151	292	156	407	0				85	2188	925
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	414	350	173	428	0				1130	2325	853
Arrive On Green	0.00	0.22	0.22	0.22	0.22	0.00				0.63	0.63	0.63
Sat Flow, veh/h	0	1870	1585	491	2023	0				1781	3664	1345
Grp Volume(v), veh/h	0	151	292	258	305	0				85	2009	1104
Grp Sat Flow(s),veh/h/ln	0	1870	1585	812	1617	0				1781	1702	1605
Q Serve(g_s), s	0.0	6.2	15.8	13.7	16.3	0.0				1.6	47.4	57.1
Cycle Q Clear(g_c), s	0.0	6.2	15.8	19.9	16.3	0.0				1.6	47.4	57.1
Prop In Lane	0.00		1.00	0.61		0.00				1.00		0.84
Lane Grp Cap(c), veh/h	0	414	350	244	358	0				1130	2160	1019
V/C Ratio(X)	0.00	0.37	0.83	1.06	0.85	0.00				0.08	0.93	1.08
Avail Cap(c_a), veh/h	0	414	350	244	358	0				1130	2160	1019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	29.7	33.5	39.9	33.7	0.0				6.3	14.7	16.5
Incr Delay (d2), s/veh	0.0	0.2	14.8	73.6	17.5	0.0				0.1	8.1	53.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.8	7.5	10.4	8.1	0.0				0.6	17.7	32.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.9	48.3	113.5	51.2	0.0				6.4	22.8	70.2
LnGrp LOS	A	C	D	F	D	A				A	C	F
Approach Vol, veh/h		443			563						3198	
Approach Delay, s/veh		42.0			79.7						38.7	
Approach LOS		D			E						D	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		26.6		63.4		26.6
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		19.9		57.1		19.9
Max Q Clear Time (g_c+I1), s		17.8		59.1		21.9
Green Ext Time (p_c), s		0.3		0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	44.5
HCM 6th LOS	D



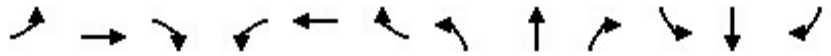
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	18	85	0	34	23	444	1344	23	0	0	0
Future Volume (veh/h)	111	18	85	0	34	23	444	1344	23	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	117	19	89	0	36	24	467	1415	24			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	334	43	1168	0	181	121	1004	2015	34			
Arrive On Green	0.17	0.17	0.17	0.00	0.17	0.17	0.56	0.56	0.56			
Sat Flow, veh/h	994	245	1571	0	1038	692	1781	3574	61			
Grp Volume(v), veh/h	136	0	89	0	0	60	467	703	736			
Grp Sat Flow(s),veh/h/ln	1239	0	1571	0	0	1731	1781	1777	1857			
Q Serve(g_s), s	3.4	0.0	0.0	0.0	0.0	1.2	6.5	11.9	11.9			
Cycle Q Clear(g_c), s	4.6	0.0	0.0	0.0	0.0	1.2	6.5	11.9	11.9			
Prop In Lane	0.86		1.00	0.00		0.40	1.00		0.03			
Lane Grp Cap(c), veh/h	377	0	1168	0	0	302	1004	1002	1047			
V/C Ratio(X)	0.36	0.00	0.08	0.00	0.00	0.20	0.46	0.70	0.70			
Avail Cap(c_a), veh/h	886	0	1743	0	0	873	1202	1199	1253			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	16.4	0.0	1.5	0.0	0.0	14.7	5.4	6.6	6.6			
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.0	0.0	0.1	0.3	1.5	1.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.0	0.0	0.4	1.5	2.9	3.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.0	0.0	1.5	0.0	0.0	14.8	5.7	8.0	8.0			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		225			60			1906				
Approach Delay, s/veh		10.9			14.8			7.4				
Approach LOS		B			B			A				

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		28.0		13.7				13.7				
Change Period (Y+Rc), s		4.5		* 6.4				6.4				
Max Green Setting (Gmax), s		28.1		* 23				21.0				
Max Q Clear Time (g_c+I1), s		13.9		6.6				3.2				
Green Ext Time (p_c), s		9.6		0.9				0.1				

Intersection Summary	
HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	14	21	178	7	9	26	584	205	122	767	3
Future Volume (veh/h)	5	14	21	178	7	9	26	584	205	122	767	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	15	23	196	8	10	29	642	225	134	843	3
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	471	163	250	453	185	231	47	2006	612	238	2286	8
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.03	0.39	0.39	0.07	0.44	0.44
Sat Flow, veh/h	1390	664	1018	1365	754	943	1781	5106	1557	3456	5252	19
Grp Volume(v), veh/h	5	0	38	196	0	18	29	642	225	134	546	300
Grp Sat Flow(s),veh/h/ln	1390	0	1683	1365	0	1697	1781	1702	1557	1728	1702	1866
Q Serve(g_s), s	0.1	0.0	0.9	6.6	0.0	0.4	0.8	4.4	5.2	1.9	5.5	5.5
Cycle Q Clear(g_c), s	0.6	0.0	0.9	7.5	0.0	0.4	0.8	4.4	5.2	1.9	5.5	5.5
Prop In Lane	1.00		0.61	1.00		0.56	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	471	0	413	453	0	417	47	2006	612	238	1482	812
V/C Ratio(X)	0.01	0.00	0.09	0.43	0.00	0.04	0.62	0.32	0.37	0.56	0.37	0.37
Avail Cap(c_a), veh/h	1222	0	1322	1190	0	1333	1050	6018	1835	2036	4012	2200
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	14.8	17.7	0.0	14.6	24.5	10.7	11.0	23.0	9.7	9.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	4.8	0.2	0.7	0.8	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	1.9	0.0	0.1	0.4	1.4	1.6	0.7	1.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.9	0.0	14.9	18.0	0.0	14.7	29.3	10.9	11.6	23.7	9.8	9.9
LnGrp LOS	B	A	B	B	A	B	C	B	B	C	A	A
Approach Vol, veh/h		43			214			896			980	
Approach Delay, s/veh		14.9			17.7			11.7			11.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	25.7		17.3	5.7	27.9		17.3
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	3.5	7.2		2.9	2.8	7.5		9.5
Green Ext Time (p_c), s	0.2	11.3		0.1	0.0	6.4		0.4

Intersection Summary	
HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

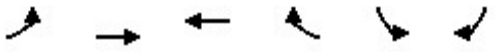
Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4633	11	0	3237	0	5
Future Vol, veh/h	4633	11	0	3237	0	5
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	2	2	5	2	2
Mvmt Flow	5091	12	0	3557	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	2552
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	17
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	17
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	296.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	17	-	-	-
HCM Lane V/C Ratio	0.323	-	-	-
HCM Control Delay (s)	296.8	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	0.9	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1321	2760	3899	10	7	88
Future Volume (veh/h)	1321	2760	3899	10	7	88
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1501	3136	4431	0	8	100
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	662	4153	3012		139	123
Arrive On Green	0.19	0.83	0.60	0.00	0.08	0.08
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1501	3136	4431	0	8	100
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	22.6	33.4	71.3	0.0	0.5	7.3
Cycle Q Clear(g_c), s	22.6	33.4	71.3	0.0	0.5	7.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	662	4153	3012		139	123
V/C Ratio(X)	2.27	0.76	1.47		0.06	0.81
Avail Cap(c_a), veh/h	662	4153	3012		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	4.4	23.3	0.0	50.4	53.5
Incr Delay (d2), s/veh	575.4	1.3	212.1	0.0	0.1	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	62.3	5.9	83.0	0.0	0.2	6.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	623.1	5.8	235.4	0.0	50.5	58.3
LnGrp LOS	F	A	F		D	E
Approach Vol, veh/h		4637	4431	A	108	
Approach Delay, s/veh		205.6	235.4		57.7	
Approach LOS		F	F		E	

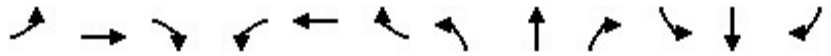
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		103.6		14.4	27.0	76.6
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	22.6	* 51
Max Q Clear Time (g_c+I1), s		35.4		9.3	24.6	73.3
Green Ext Time (p_c), s		42.0		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	218.3
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	364	1055	88	52	1379	64	155	310	75	53	186	704
Future Volume (veh/h)	364	1055	88	52	1379	64	155	310	75	53	186	704
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.94	1.00		0.88
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	391	1134	95	56	1483	69	167	333	81	57	200	757
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	382	1553	130	171	1230	57	191	1019	235	73	934	595
Arrive On Green	0.21	0.47	0.47	0.13	0.47	0.47	0.11	0.25	0.25	0.04	0.18	0.18
Sat Flow, veh/h	1781	3315	277	1781	3457	160	1781	4096	943	1781	5106	1398
Grp Volume(v), veh/h	391	607	622	56	760	792	167	274	140	57	200	757
Grp Sat Flow(s),veh/h/ln	1781	1777	1815	1781	1777	1841	1781	1702	1635	1781	1702	1398
Q Serve(g_s), s	30.0	38.6	38.8	4.0	49.8	49.8	12.9	9.2	9.9	4.4	4.7	25.6
Cycle Q Clear(g_c), s	30.0	38.6	38.8	4.0	49.8	49.8	12.9	9.2	9.9	4.4	4.7	25.6
Prop In Lane	1.00		0.15	1.00		0.09	1.00		0.58	1.00		1.00
Lane Grp Cap(c), veh/h	382	833	851	171	632	655	191	847	407	73	934	595
V/C Ratio(X)	1.02	0.73	0.73	0.33	1.20	1.21	0.88	0.32	0.35	0.78	0.21	1.27
Avail Cap(c_a), veh/h	382	833	851	171	632	655	244	847	407	244	934	595
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.68	0.68	0.68	0.97	0.97	0.97	0.93	0.93	0.93
Uniform Delay (d), s/veh	55.0	30.0	30.1	57.0	36.9	36.9	61.6	43.0	43.2	66.5	48.6	43.1
Incr Delay (d2), s/veh	52.4	5.6	5.5	3.5	101.4	103.9	19.9	0.2	0.5	6.0	0.2	134.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	17.2	17.7	1.9	37.1	38.8	6.9	3.9	4.1	2.1	2.0	42.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	107.4	35.6	35.6	60.5	138.3	140.8	81.4	43.2	43.8	72.5	48.8	177.4
LnGrp LOS	F	D	D	E	F	F	F	D	D	E	D	F
Approach Vol, veh/h		1620			1608			581			1014	
Approach Delay, s/veh		52.9			136.8			54.3			146.1	
Approach LOS		D			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	39.8	19.2	70.8	19.4	30.6	34.4	55.6
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.3	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	6.4	11.9	6.0	40.8	14.9	27.6	32.0	51.8
Green Ext Time (p_c), s	0.0	2.3	0.0	11.9	0.1	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	100.7
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1072	84	34	216	0	0	0	0	199	264	1308
Future Volume (veh/h)	0	1072	84	34	216	0	0	0	0	199	264	1308
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1204	94	38	243	0				224	297	1470
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1673	130	63	2021	0				272	1654	537
Arrive On Green	0.00	1.00	1.00	0.04	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3429	260	1781	3647	0				787	4784	1553
Grp Volume(v), veh/h	0	640	658	38	243	0				521	0	1470
Grp Sat Flow(s),veh/h/ln	0	1777	1819	1781	1777	0				1831	1870	1553
Q Serve(g_s), s	0.0	0.0	0.0	2.9	4.4	0.0				36.4	0.0	48.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.9	4.4	0.0				36.4	0.0	48.4
Prop In Lane	0.00		0.14	1.00		0.00				0.43		1.00
Lane Grp Cap(c), veh/h	0	891	912	63	2021	0				633	1293	537
V/C Ratio(X)	0.00	0.72	0.72	0.60	0.12	0.00				0.82	0.00	2.74
Avail Cap(c_a), veh/h	0	891	912	313	2021	0				633	1293	537
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.75	0.75	0.76	0.76	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	66.5	14.0	0.0				41.9	0.0	45.8
Incr Delay (d2), s/veh	0.0	3.8	3.7	2.6	0.1	0.0				11.6	0.0	787.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9	0.9	1.4	1.8	0.0				18.6	0.0	136.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	3.8	3.7	69.1	14.1	0.0				53.4	0.0	832.9
LnGrp LOS	A	A	A	E	B	A				D	A	F
Approach Vol, veh/h		1298			281						1991	
Approach Delay, s/veh		3.7			21.5						629.0	
Approach LOS		A			C						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.4	76.8		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	4.9	2.0		50.4		6.4
Green Ext Time (p_c), s	0.0	2.8		0.0		0.5

Intersection Summary		
HCM 6th Ctrl Delay		353.8
HCM 6th LOS		F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	905	411	0	0	224	158	44	107	39	0	0	0
Future Volume (veh/h)	905	411	0	0	224	158	44	107	39	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	963	437	0	0	238	168	47	114	41			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1491	1486	0	0	608	411	83	217	128			
Arrive On Green	0.43	0.79	0.00	0.00	0.30	0.30	0.08	0.08	0.08			
Sat Flow, veh/h	3456	1870	0	0	2111	1363	996	2602	1537			
Grp Volume(v), veh/h	963	437	0	0	208	198	86	75	41			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1604	1821	1777	1537			
Q Serve(g_s), s	17.6	5.0	0.0	0.0	7.4	7.9	3.6	3.2	2.0			
Cycle Q Clear(g_c), s	17.6	5.0	0.0	0.0	7.4	7.9	3.6	3.2	2.0			
Prop In Lane	1.00		0.00	0.00		0.85	0.55		1.00			
Lane Grp Cap(c), veh/h	1491	1486	0	0	536	484	152	148	128			
V/C Ratio(X)	0.65	0.29	0.00	0.00	0.39	0.41	0.57	0.51	0.32			
Avail Cap(c_a), veh/h	1491	1486	0	0	580	523	389	380	329			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.61	0.61	0.00	0.00	1.00	1.00	0.92	0.92	0.92			
Uniform Delay (d), s/veh	17.9	2.2	0.0	0.0	22.1	22.3	35.3	35.1	34.5			
Incr Delay (d2), s/veh	0.6	0.3	0.0	0.0	0.2	0.2	1.1	0.9	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.3	0.8	0.0	0.0	2.9	2.8	1.6	1.4	0.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.5	2.5	0.0	0.0	22.3	22.5	36.4	36.0	35.0			
LnGrp LOS	B	A	A	A	C	C	D	D	D			
Approach Vol, veh/h		1400			406			202				
Approach Delay, s/veh		13.5			22.4			36.0				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.4			39.4	29.0		11.6				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		7.0			19.6	9.9		5.6				
Green Ext Time (p_c), s		1.6			1.1	1.3		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

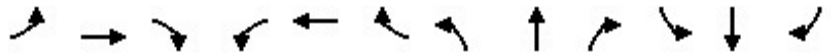
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	86	2591	990	0	0	2754
Future Volume (veh/h)	86	2591	990	0	0	2754
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	92	0	1065	0	0	2961
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	152		3181	0	262	5185
Arrive On Green	0.09	0.00	0.64	0.00	0.00	0.83
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	92	0	1065	0	0	2961
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	5.5	0.0	10.8	0.0	0.0	17.1
Cycle Q Clear(g_c), s	5.5	0.0	10.8	0.0	0.0	17.1
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	152		3181	0	262	5185
V/C Ratio(X)	0.60		0.33	0.00	0.00	0.57
Avail Cap(c_a), veh/h	486		3181	0	708	5185
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.00	0.17	0.00	0.00	0.55
Uniform Delay (d), s/veh	48.5	0.0	9.2	0.0	0.0	3.2
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	3.4	0.0	0.0	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.6	0.0	9.2	0.0	0.0	3.4
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	92	A	1065			2961
Approach Delay, s/veh	48.6		9.2			3.4
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	20.6	75.1				95.7	14.3
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	43.7	22.1				70.2	30.0
Max Q Clear Time (g_c+I1), s	10.8	12.8				19.1	7.5
Green Ext Time (p_c), s	0.0	5.6				46.5	0.1

Intersection Summary	
HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	317	2595	182	132	354	0	0	237	25
Future Volume (veh/h)	0	0	0	317	2595	182	132	354	0	0	237	25
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.87
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				337	2761	194	140	377	0	0	252	27
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				320	2795	198	143	1369	0	0	602	62
Arrive On Green				0.20	0.20	0.20	0.16	0.54	0.00	0.00	0.13	0.13
Sat Flow, veh/h				517	4515	320	1781	5274	0	0	4799	475
Grp Volume(v), veh/h				1202	996	1094	140	377	0	0	182	97
Grp Sat Flow(s),veh/h/ln				1845	1702	1806	1781	1702	0	0	1702	1701
Q Serve(g_s), s				68.1	63.4	66.3	8.6	4.4	0.0	0.0	5.4	5.8
Cycle Q Clear(g_c), s				68.1	63.4	66.3	8.6	4.4	0.0	0.0	5.4	5.8
Prop In Lane				0.28		0.18	1.00		0.00	0.00		0.28
Lane Grp Cap(c), veh/h				1142	1054	1118	143	1369	0	0	442	221
V/C Ratio(X)				1.05	0.94	0.98	0.98	0.28	0.00	0.00	0.41	0.44
Avail Cap(c_a), veh/h				1142	1054	1118	143	1397	0	0	477	238
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.09	0.09	0.09	0.66	0.66	0.00	0.00	0.93	0.93
Uniform Delay (d), s/veh				43.8	41.9	43.0	46.1	19.7	0.0	0.0	44.0	44.1
Incr Delay (d2), s/veh				26.3	2.4	4.5	55.9	0.1	0.0	0.0	0.4	0.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				41.9	29.5	33.3	5.7	1.6	0.0	0.0	2.3	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				70.1	44.3	47.6	102.0	19.8	0.0	0.0	44.4	45.0
LnGrp LOS				F	D	D	F	B	A	A	D	D
Approach Vol, veh/h					3292			517			279	
Approach Delay, s/veh					54.8			42.0			44.6	
Approach LOS					D			D			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	14.7	20.7	74.0	35.4
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	8.8	* 15	68.1	30.1
Max Q Clear Time (g_c+I1), s	10.6	7.8	70.1	6.4
Green Ext Time (p_c), s	0.0	0.7	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	52.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

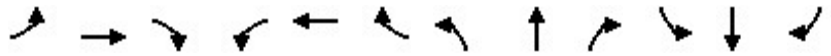
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	324	3288	0	0	0	0	0	198	75
Future Volume (veh/h)	0	0	0	324	3288	0	0	0	0	0	198	75
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.94
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				341	3461	0				0	208	79
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				335	3666	0				0	540	184
Arrive On Green				0.25	0.25	0.00				0.00	0.15	0.15
Sat Flow, veh/h				440	4980	0				0	3860	1257
Grp Volume(v), veh/h				1431	2371	0				0	190	97
Grp Sat Flow(s),veh/h/ln				1848	1702	0				0	1702	1544
Q Serve(g_s), s				83.8	74.5	0.0				0.0	5.5	6.3
Cycle Q Clear(g_c), s				83.8	74.5	0.0				0.0	5.5	6.3
Prop In Lane				0.24		0.00				0.00		0.81
Lane Grp Cap(c), veh/h				1408	2593	0				0	498	226
V/C Ratio(X)				1.02	0.91	0.00				0.00	0.38	0.43
Avail Cap(c_a), veh/h				1408	2593	0				0	498	226
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				41.2	37.7	0.0				0.0	42.4	42.8
Incr Delay (d2), s/veh				28.2	6.3	0.0				0.0	2.2	5.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				52.3	36.0	0.0				0.0	2.5	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				69.4	44.0	0.0				0.0	44.7	48.6
LnGrp LOS				F	D	A				A	D	D
Approach Vol, veh/h					3802						287	
Approach Delay, s/veh					53.6						46.0	
Approach LOS					D						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				21.0		89.0						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				16.1		83.8						
Max Q Clear Time (g_c+I1), s				8.3		85.8						
Green Ext Time (p_c), s				0.3		0.0						

Intersection Summary												
HCM 6th Ctrl Delay			53.0									
HCM 6th LOS			D									

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	3586	146	80	93	0	0	0	0
Future Volume (veh/h)	0	0	0	0	3586	146	80	93	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	3815	155	85	99	0			
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3911	157	199	258	0			
Arrive On Green				0.00	0.26	0.26	0.13	0.13	0.00			
Sat Flow, veh/h				0	5201	201	1555	2108	0			
Grp Volume(v), veh/h				0	2562	1408	98	86	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1830	1793	1777	0			
Q Serve(g_s), s				0.0	81.9	84.3	5.5	4.9	0.0			
Cycle Q Clear(g_c), s				0.0	81.9	84.3	5.5	4.9	0.0			
Prop In Lane				0.00		0.11	0.87		0.00			
Lane Grp Cap(c), veh/h				0	2646	1422	230	228	0			
V/C Ratio(X)				0.00	0.97	0.99	0.43	0.38	0.00			
Avail Cap(c_a), veh/h				0	2646	1422	230	228	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	39.6	40.5	44.2	43.9	0.0			
Incr Delay (d2), s/veh				0.0	11.5	21.6	5.7	4.7	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	41.3	49.6	2.8	2.5	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	51.1	62.0	49.9	48.6	0.0			
LnGrp LOS				A	D	E	D	D	A			
Approach Vol, veh/h					3970			184				
Approach Delay, s/veh					55.0			49.3				
Approach LOS					D			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						91.0		19.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						85.5		14.1				
Max Q Clear Time (g_c+I1), s						86.3		7.5				
Green Ext Time (p_c), s						0.0		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	54.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

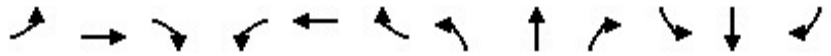
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	370	3833	0	0	0	0	0	212	50
Future Volume (veh/h)	0	0	0	370	3833	0	0	0	0	0	212	50
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				378	3911	0				0	216	51
Peak Hour Factor				0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				318	3541	0				0	614	260
Arrive On Green				0.24	0.24	0.00				0.00	0.17	0.17
Sat Flow, veh/h				433	4988	0				0	3647	1504
Grp Volume(v), veh/h				1615	2674	0				0	216	51
Grp Sat Flow(s),veh/h/ln				1849	1702	0				0	1777	1504
Q Serve(g_s), s				80.8	80.8	0.0				0.0	5.9	3.2
Cycle Q Clear(g_c), s				80.8	80.8	0.0				0.0	5.9	3.2
Prop In Lane				0.23		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1358	2500	0				0	614	260
V/C Ratio(X)				1.19	1.07	0.00				0.00	0.35	0.20
Avail Cap(c_a), veh/h				1358	2500	0				0	614	260
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				41.7	41.7	0.0				0.0	40.1	39.0
Incr Delay (d2), s/veh				92.7	40.0	0.0				0.0	1.6	1.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				74.9	50.6	0.0				0.0	2.7	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				134.4	81.6	0.0				0.0	41.7	40.6
LnGrp LOS				F	F	A				A	D	D
Approach Vol, veh/h					4289						267	
Approach Delay, s/veh					101.5						41.5	
Approach LOS					F						D	

Timer - Assigned Phs	4	6
Phs Duration (G+Y+Rc), s	23.9	86.1
Change Period (Y+Rc), s	4.9	5.3
Max Green Setting (Gmax), s	19.0	80.8
Max Q Clear Time (g_c+I1), s	7.9	82.8
Green Ext Time (p_c), s	1.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	98.0
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	4050	76	141	90	0	0	0	0
Future Volume (veh/h)	0	0	0	0	4050	76	141	90	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	4175	78	145	93	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3869	72	277	276	0			
Arrive On Green				0.00	0.75	0.75	0.16	0.16	0.00			
Sat Flow, veh/h				0	5327	96	1781	1870	0			
Grp Volume(v), veh/h				0	2745	1508	145	93	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1851	1781	1777	0			
Q Serve(g_s), s				0.0	82.5	82.5	8.2	5.1	0.0			
Cycle Q Clear(g_c), s				0.0	82.5	82.5	8.2	5.1	0.0			
Prop In Lane				0.00		0.05	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2553	1388	277	276	0			
V/C Ratio(X)				0.00	1.08	1.09	0.52	0.34	0.00			
Avail Cap(c_a), veh/h				0	2553	1388	277	276	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	13.8	13.8	42.7	41.4	0.0			
Incr Delay (d2), s/veh				0.0	41.9	51.3	6.9	3.3	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	39.1	46.1	4.2	2.5	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	55.7	65.1	49.6	44.7	0.0			
LnGrp LOS				A	F	F	D	D	A			
Approach Vol, veh/h					4253			238				
Approach Delay, s/veh					59.0			47.7				
Approach LOS					E			D				

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						88.0		22.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						82.5		17.1				
Max Q Clear Time (g_c+I1), s						84.5		10.2				
Green Ext Time (p_c), s						0.0		0.7				

Intersection Summary	
HCM 6th Ctrl Delay	58.4
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

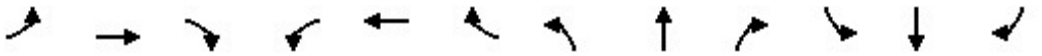
Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	170	476	2	104	0	0	0	18
Future Vol, veh/h	0	0	0	0	170	476	2	104	0	0	0	18
Conflicting Peds, #/hr	5	0	2	2	0	5	21	0	0	0	0	21
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	175	491	2	107	0	0	0	19

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	109	671	-	-	-	359
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	109	671	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	858	376	0	0	0	638
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	885	453	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	833	374	-	-	-	635
Mov Cap-2 Maneuver	-	-	-	833	374	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	859	451	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	18.4	10.8
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	374	-	-	635
HCM Lane V/C Ratio	0.287	-	-	0.029
HCM Control Delay (s)	18.4	-	-	10.8
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.2	-	-	0.1



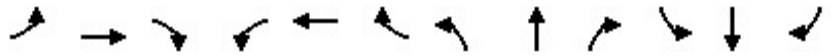
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	932	11	2161	801	0
Future Volume (veh/h)	0	0	0	0	0	0	0	932	11	2161	801	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	1059	12	2456	910	0
Peak Hour Factor	0.88	0.88	0.88				0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1135	352	3441	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.23	0.23	0.69	0.95	0.00
Sat Flow, veh/h		0					0	5149	1547	5023	1826	0
Grp Volume(v), veh/h		0.0					0	1059	12	2456	910	0
Grp Sat Flow(s),veh/h/ln							0	1662	1547	1674	1826	0
Q Serve(g_s), s							0.0	22.9	0.7	33.1	5.2	0.0
Cycle Q Clear(g_c), s							0.0	22.9	0.7	33.1	5.2	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1135	352	3441	1740	0
V/C Ratio(X)							0.00	0.93	0.03	0.71	0.52	0.00
Avail Cap(c_a), veh/h							0	1135	352	3441	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.79	0.79	0.00
Uniform Delay (d), s/veh							0.0	41.7	33.1	10.7	0.2	0.0
Incr Delay (d2), s/veh							0.0	14.1	0.1	0.6	0.9	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	10.5	0.3	9.9	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	55.8	33.2	11.2	1.1	0.0
LnGrp LOS							A	E	C	B	A	A
Approach Vol, veh/h								1071			3366	
Approach Delay, s/veh								55.5			8.5	
Approach LOS								E			A	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	79.8	30.2				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.3	* 24				68.8						
Max Q Clear Time (g_c+I1), s	35.1	24.9				7.2						
Green Ext Time (p_c), s	4.2	0.0				11.5						

Intersection Summary		
HCM 6th Ctrl Delay		19.9
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



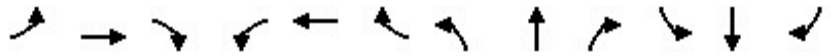
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	1778	103	0	0	0	0	443	141	62	396	0
Future Volume (veh/h)	107	1778	103	0	0	0	0	443	141	62	396	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	118	1954	113				0	487	155	68	435	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	180	3174	988				0	665	203	98	1372	0
Arrive On Green	0.21	0.21	0.21				0.00	0.17	0.17	0.11	0.54	0.00
Sat Flow, veh/h	282	4979	1549				0	4001	1171	1781	5274	0
Grp Volume(v), veh/h	777	1295	113				0	430	212	68	435	0
Grp Sat Flow(s),veh/h/ln	1856	1702	1549				0	1702	1599	1781	1702	0
Q Serve(g_s), s	42.2	37.8	6.5				0.0	13.2	13.9	4.0	5.2	0.0
Cycle Q Clear(g_c), s	42.2	37.8	6.5				0.0	13.2	13.9	4.0	5.2	0.0
Prop In Lane	0.15		1.00				0.00		0.73	1.00		0.00
Lane Grp Cap(c), veh/h	1184	2170	988				0	591	277	98	1372	0
V/C Ratio(X)	0.66	0.60	0.11				0.00	0.73	0.76	0.69	0.32	0.00
Avail Cap(c_a), veh/h	1184	2170	988				0	808	379	236	2070	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.09	0.09	0.09				0.00	1.00	1.00	0.84	0.84	0.00
Uniform Delay (d), s/veh	32.4	30.7	18.3				0.0	43.0	43.3	48.0	19.8	0.0
Incr Delay (d2), s/veh	0.3	0.1	0.0				0.0	2.3	6.5	2.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	17.2	2.4				0.0	5.6	5.9	1.8	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.7	30.8	18.3				0.0	45.4	49.8	50.7	19.9	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		2185						642			503	
Approach Delay, s/veh		30.8						46.8			24.0	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	75.0	35.0	10.5	24.5
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	55.1	44.6	14.6	* 26
Max Q Clear Time (g_c+I1), s	44.2	7.2	6.0	15.9
Green Ext Time (p_c), s	10.1	2.4	0.0	3.2

Intersection Summary	
HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C

Notes

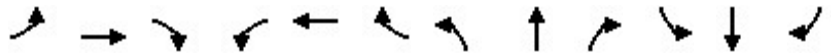
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1953	25	0	0	0	0	0	0	240	344	0
Future Volume (veh/h)	0	1953	25	0	0	0	0	0	0	240	344	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2100	27							258	370	0
Peak Hour Factor	0.93	0.93	0.93							0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3122	40							552	1055	0
Arrive On Green	0.00	0.20	0.20							0.10	0.10	0.00
Sat Flow, veh/h	0	5363	67							1781	3572	0
Grp Volume(v), veh/h	0	1375	752							258	370	0
Grp Sat Flow(s),veh/h/ln	0	1702	1857							1781	1702	0
Q Serve(g_s), s	0.0	41.1	41.2							15.0	11.1	0.0
Cycle Q Clear(g_c), s	0.0	41.1	41.2							15.0	11.1	0.0
Prop In Lane	0.00		0.04							1.00		0.00
Lane Grp Cap(c), veh/h	0	2046	1116							552	1055	0
V/C Ratio(X)	0.00	0.67	0.67							0.47	0.35	0.00
Avail Cap(c_a), veh/h	0	2046	1116							552	1055	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	34.1	34.1							40.8	39.1	0.0
Incr Delay (d2), s/veh	0.0	1.8	3.3							2.8	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.2	21.4							7.6	5.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	35.9	37.4							43.6	40.0	0.0
LnGrp LOS	A	D	D							D	D	A
Approach Vol, veh/h		2127									628	
Approach Delay, s/veh		36.4									41.5	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	71.0	39.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	66.1	34.1
Max Q Clear Time (g_c+I1), s	43.2	17.0
Green Ext Time (p_c), s	7.3	1.6

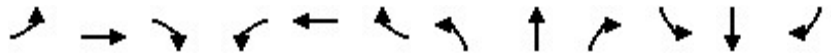
Intersection Summary	
HCM 6th Ctrl Delay	37.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	2632	0	0	0	0	0	92	223	0	0	0
Future Volume (veh/h)	57	2632	0	0	0	0	0	92	223	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	61	2830	0				0	99	240			
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	71	3526	0				0	405	334			
Arrive On Green	0.23	0.23	0.00				0.00	0.23	0.23			
Sat Flow, veh/h	105	5333	0				0	1870	1463			
Grp Volume(v), veh/h	1088	1803	0				0	99	240			
Grp Sat Flow(s),veh/h/ln	1865	1702	0				0	1777	1463			
Q Serve(g_s), s	61.6	54.7	0.0				0.0	5.0	16.7			
Cycle Q Clear(g_c), s	61.6	54.7	0.0				0.0	5.0	16.7			
Prop In Lane	0.06		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1273	2324	0				0	405	334			
V/C Ratio(X)	0.85	0.78	0.00				0.00	0.24	0.72			
Avail Cap(c_a), veh/h	1273	2324	0				0	405	334			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	37.4	34.7	0.0				0.0	34.7	39.2			
Incr Delay (d2), s/veh	7.5	2.6	0.0				0.0	1.4	12.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	33.3	25.6	0.0				0.0	2.4	7.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.8	37.3	0.0				0.0	36.1	51.7			
LnGrp LOS	D	D	A				A	D	D			
Approach Vol, veh/h		2891						339				
Approach Delay, s/veh		40.1						47.2				
Approach LOS		D						D				

Timer - Assigned Phs	2	8
Phs Duration (G+Y+Rc), s	80.0	30.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	75.1	25.1
Max Q Clear Time (g_c+I1), s	63.6	18.7
Green Ext Time (p_c), s	10.9	1.2

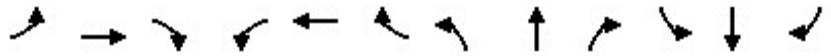
Intersection Summary	
HCM 6th Ctrl Delay	40.9
HCM 6th LOS	D



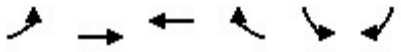
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2992	109	0	0	0	0	0	0	187	380	0
Future Volume (veh/h)	0	2992	109	0	0	0	0	0	0	187	380	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	3053	111							191	388	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2488	89							747	1489	0
Arrive On Green	0.00	0.16	0.16							0.14	0.14	0.00
Sat Flow, veh/h	0	5227	182							1781	3647	0
Grp Volume(v), veh/h	0	2042	1122							191	388	0
Grp Sat Flow(s),veh/h/ln	0	1702	1836							1781	1777	0
Q Serve(g_s), s	0.0	54.1	54.1							10.5	10.7	0.0
Cycle Q Clear(g_c), s	0.0	54.1	54.1							10.5	10.7	0.0
Prop In Lane	0.00		0.10							1.00		0.00
Lane Grp Cap(c), veh/h	0	1674	903							747	1489	0
V/C Ratio(X)	0.00	1.22	1.24							0.26	0.26	0.00
Avail Cap(c_a), veh/h	0	1674	903							747	1489	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	46.1	46.1							32.1	32.2	0.0
Incr Delay (d2), s/veh	0.0	104.5	118.5							0.8	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	48.9	56.3							5.2	5.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	150.6	164.6							32.9	32.6	0.0
LnGrp LOS	A	F	F							C	C	A
Approach Vol, veh/h		3164									579	
Approach Delay, s/veh		155.5									32.7	
Approach LOS		F									C	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	59.0	51.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	54.1	46.1
Max Q Clear Time (g_c+I1), s	56.1	12.7
Green Ext Time (p_c), s	0.0	3.5

Intersection Summary	
HCM 6th Ctrl Delay	136.5
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	2622	0	0	0	0	0	109	46	0	0	0
Future Volume (veh/h)	182	2622	0	0	0	0	0	109	46	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	198	2850	0				0	118	50			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	230	3551	0				0	474	191			
Arrive On Green	0.24	0.24	0.00				0.00	0.19	0.19			
Sat Flow, veh/h	320	5107	0				0	2564	997			
Grp Volume(v), veh/h	1148	1900	0				0	83	85			
Grp Sat Flow(s),veh/h/ln	1854	1702	0				0	1777	1691			
Q Serve(g_s), s	65.2	57.4	0.0				0.0	4.4	4.7			
Cycle Q Clear(g_c), s	65.2	57.4	0.0				0.0	4.4	4.7			
Prop In Lane	0.17		0.00				0.00		0.59			
Lane Grp Cap(c), veh/h	1333	2448	0				0	341	324			
V/C Ratio(X)	0.86	0.78	0.00				0.00	0.24	0.26			
Avail Cap(c_a), veh/h	1333	2448	0				0	341	324			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	36.7	33.7	0.0				0.0	37.7	37.8			
Incr Delay (d2), s/veh	7.4	2.5	0.0				0.0	1.7	2.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	35.1	27.0	0.0				0.0	2.1	2.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.1	36.2	0.0				0.0	39.4	39.8			
LnGrp LOS	D	D	A				A	D	D			
Approach Vol, veh/h		3048						168				
Approach Delay, s/veh		39.2						39.6				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		84.0						26.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		79.1						21.1				
Max Q Clear Time (g_c+I1), s		67.2						6.7				
Green Ext Time (p_c), s		11.4						0.7				
Intersection Summary												
HCM 6th Ctrl Delay			39.2									
HCM 6th LOS			D									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	39	1087	1174	22	71	217
Future Volume (veh/h)	39	1087	1174	22	71	217
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	41	1132	1223	23	74	226
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	53	3731	3432	65	556	255
Arrive On Green	0.01	0.25	1.00	1.00	0.16	0.16
Sat Flow, veh/h	1781	5149	5199	95	3456	1585
Grp Volume(v), veh/h	41	1132	807	439	74	226
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1807	1728	1585
Q Serve(g_s), s	2.7	21.8	0.0	0.0	2.2	16.5
Cycle Q Clear(g_c), s	2.7	21.8	0.0	0.0	2.2	16.5
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	53	3731	2265	1231	556	255
V/C Ratio(X)	0.78	0.30	0.36	0.36	0.13	0.89
Avail Cap(c_a), veh/h	175	3731	2265	1231	1116	512
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.91	1.00	1.00
Uniform Delay (d), s/veh	58.0	19.4	0.0	0.0	42.5	48.5
Incr Delay (d2), s/veh	8.1	0.2	0.4	0.7	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	9.7	0.1	0.3	0.9	13.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	66.1	19.6	0.4	0.7	42.5	52.5
LnGrp LOS	E	B	A	A	D	D
Approach Vol, veh/h		1173	1246		300	
Approach Delay, s/veh		21.2	0.5		50.1	
Approach LOS		C	A		D	

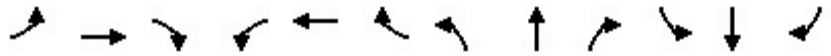
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		94.1		23.9	7.9	86.2
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 69		38.1	11.6	53.2
Max Q Clear Time (g_c+I1), s		23.8		18.5	4.7	2.0
Green Ext Time (p_c), s		24.0		0.5	0.0	26.2

Intersection Summary	
HCM 6th Ctrl Delay	14.9
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	1012	13	12	1172	5	0	12	13	28	0	26
Future Volume (veh/h)	144	1012	13	12	1172	5	0	12	13	28	0	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	148	1043	13	12	1208	0	0	12	13	29	0	27
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	686	3618	45	60	1745		34	15	17	226	0	102
Arrive On Green	0.77	1.00	1.00	0.03	0.35	0.00	0.00	0.02	0.02	0.07	0.00	0.07
Sat Flow, veh/h	1781	5073	63	1781	4985	1585	1781	804	871	3456	0	1556
Grp Volume(v), veh/h	148	683	373	12	1208	0	0	0	25	29	0	27
Grp Sat Flow(s),veh/h/ln	1781	1662	1813	1781	1662	1585	1781	0	1676	1728	0	1556
Q Serve(g_s), s	2.7	0.0	0.0	0.8	24.5	0.0	0.0	0.0	1.8	0.9	0.0	1.9
Cycle Q Clear(g_c), s	2.7	0.0	0.0	0.8	24.5	0.0	0.0	0.0	1.8	0.9	0.0	1.9
Prop In Lane	1.00		0.03	1.00		1.00	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	686	2370	1293	60	1745		34	0	32	226	0	102
V/C Ratio(X)	0.22	0.29	0.29	0.20	0.69		0.00	0.00	0.79	0.13	0.00	0.27
Avail Cap(c_a), veh/h	686	2370	1293	60	1745		92	0	87	996	0	448
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.6	0.0	0.0	55.4	32.9	0.0	0.0	0.0	57.6	52.0	0.0	52.5
Incr Delay (d2), s/veh	0.1	0.3	0.5	0.6	2.3	0.0	0.0	0.0	14.6	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.1	0.2	0.3	9.8	0.0	0.0	0.0	0.9	0.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	0.3	0.5	56.0	35.2	0.0	0.0	0.0	72.2	52.1	0.0	53.0
LnGrp LOS	A	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		1204			1220	A		25			56	
Approach Delay, s/veh		1.4			35.4			72.2			52.5	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	89.9		12.6	51.2	47.1		7.1
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.0	54.0		34.0	16.6	* 41		6.1
Max Q Clear Time (g_c+I1), s	2.8	2.0		3.9	4.7	26.5		3.8
Green Ext Time (p_c), s	0.0	16.7		0.1	0.1	9.9		0.0

Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	462	209	600	1364	0	180	46	385	0	34	187
Future Volume (veh/h)	277	462	209	600	1364	0	180	46	385	0	34	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	286	476	215	619	1406	0	186	47	0	0	35	193
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	525	2698	1029	252	1954	0	431	233		0	173	246
Arrive On Green	0.29	0.54	0.54	0.07	0.31	0.00	0.12	0.12	0.00	0.00	0.09	0.09
Sat Flow, veh/h	1781	4985	1536	3456	6537	0	3456	1870	1585	0	1870	2654
Grp Volume(v), veh/h	286	476	215	619	1406	0	186	47	0	0	35	193
Grp Sat Flow(s),veh/h/ln	1781	1662	1536	1728	1570	0	1728	1870	1585	0	1870	1327
Q Serve(g_s), s	15.9	5.7	6.4	8.6	23.4	0.0	5.9	2.7	0.0	0.0	2.0	8.4
Cycle Q Clear(g_c), s	15.9	5.7	6.4	8.6	23.4	0.0	5.9	2.7	0.0	0.0	2.0	8.4
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	525	2698	1029	252	1954	0	431	233		0	173	246
V/C Ratio(X)	0.54	0.18	0.21	2.46	0.72	0.00	0.43	0.20		0.00	0.20	0.79
Avail Cap(c_a), veh/h	525	2698	1029	252	1954	0	1084	586		0	287	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.00	0.91	0.91	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	13.7	7.7	54.7	36.1	0.0	47.8	46.4	0.0	0.0	49.5	52.4
Incr Delay (d2), s/veh	0.7	0.1	0.5	657.1	0.2	0.0	0.2	0.1	0.0	0.0	0.6	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	2.0	3.0	26.6	8.6	0.0	2.5	1.2	0.0	0.0	1.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	13.9	8.1	711.8	36.3	0.0	48.0	46.5	0.0	0.0	50.1	57.9
LnGrp LOS	D	B	A	F	D	A	D	D		A	D	E
Approach Vol, veh/h		977			2025			233	A		228	
Approach Delay, s/veh		19.0			242.8			47.7			56.7	
Approach LOS		B			F			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.0	69.6		15.8	40.5	42.1		19.6
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	8.6	34.4		18.1	6.6	* 37		37.0
Max Q Clear Time (g_c+I1), s	10.6	8.4		10.4	17.9	25.4		7.9
Green Ext Time (p_c), s	0.0	7.5		0.5	0.0	9.6		0.5

Intersection Summary	
HCM 6th Ctrl Delay	154.3
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

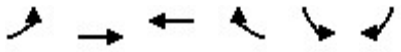
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	6	22	5	6	314	19	218	11	515	337	54
Future Volume (veh/h)	27	6	22	5	6	314	19	218	11	515	337	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.94	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	6	23	0	0	343	20	232	12	548	359	57
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	14	52	0	314	522	117	649	33	601	1410	221
Arrive On Green	0.04	0.04	0.04	0.00	0.00	0.17	0.07	0.19	0.19	0.34	0.46	0.46
Sat Flow, veh/h	1781	330	1264	0	1870	3104	1781	3426	176	1781	3059	480
Grp Volume(v), veh/h	29	0	29	0	0	343	20	120	124	548	207	209
Grp Sat Flow(s),veh/h/ln	1781	0	1594	0	1870	1552	1781	1777	1825	1781	1777	1762
Q Serve(g_s), s	1.0	0.0	1.1	0.0	0.0	6.3	0.6	3.5	3.6	17.9	4.3	4.4
Cycle Q Clear(g_c), s	1.0	0.0	1.1	0.0	0.0	6.3	0.6	3.5	3.6	17.9	4.3	4.4
Prop In Lane	1.00		0.79	0.00		1.00	1.00		0.10	1.00		0.27
Lane Grp Cap(c), veh/h	73	0	66	0	314	522	117	337	346	601	819	812
V/C Ratio(X)	0.40	0.00	0.44	0.00	0.00	0.66	0.17	0.36	0.36	0.91	0.25	0.26
Avail Cap(c_a), veh/h	117	0	105	0	894	1484	147	850	873	793	1494	1482
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.3	0.0	28.4	0.0	0.0	23.6	26.8	21.4	21.4	19.2	10.0	10.0
Incr Delay (d2), s/veh	2.6	0.0	3.4	0.0	0.0	0.5	0.3	0.5	0.5	10.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.5	0.0	0.0	2.2	0.3	1.4	1.5	8.1	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	0.0	31.8	0.0	0.0	24.1	27.0	21.8	21.8	29.8	10.1	10.1
LnGrp LOS	C	A	C	A	A	C	C	C	C	C	B	B
Approach Vol, veh/h		58			343			264			964	
Approach Delay, s/veh		31.4			24.1			22.2			21.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	34.5	15.5		6.5	8.0	32.0		14.2
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	27.6	29.0		4.0	5.0	51.0		29.0
Max Q Clear Time (g_c+I1), s	19.9	5.6		3.1	2.6	6.4		8.3
Green Ext Time (p_c), s	0.6	1.0		0.0	0.0	2.1		0.8

Intersection Summary	
HCM 6th Ctrl Delay	22.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	164	2	4	81	140	207
Future Volume (veh/h)	164	2	4	81	140	207
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	170	0	4	0	144	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	790	415	700		287	
Arrive On Green	0.22	0.00	0.37	0.00	0.08	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	170	0	4	0	144	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	1.5	0.0	0.1	0.0	1.5	0.0
Cycle Q Clear(g_c), s	1.5	0.0	0.1	0.0	1.5	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	790	415	700		287	
V/C Ratio(X)	0.22	0.00	0.01		0.50	
Avail Cap(c_a), veh/h	1048	550	700		1201	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	11.9	0.0	7.3	0.0	16.4	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.0	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.0	0.0	7.3	0.0	17.8	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		170	4	A	144	A
Approach Delay, s/veh		12.0	7.3		17.8	
Approach LOS		B	A		B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		12.3		7.1		18.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		11.0		13.0		14.0
Max Q Clear Time (g_c+I1), s		3.5		3.5		2.1
Green Ext Time (p_c), s		0.3		0.3		0.0

Intersection Summary		
HCM 6th Ctrl Delay		14.6
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

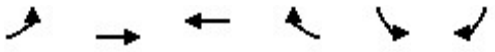
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	133	69	0	0	2
Future Vol, veh/h	9	133	69	0	0	2
Conflicting Peds, #/hr	7	0	0	7	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	155	80	0	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	87	0	-	0	186	49
Stage 1	-	-	-	-	87	-
Stage 2	-	-	-	-	99	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1507	-	-	-	786	1009
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	914	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1497	-	-	-	769	1000
Mov Cap-2 Maneuver	-	-	-	-	769	-
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	908	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1497	-	-	-	1000
HCM Lane V/C Ratio	0.007	-	-	-	0.002
HCM Control Delay (s)	7.4	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑	↑↑↑↑		Y	
Traffic Volume (veh/h)	0	2892	3351	0	0	0
Future Volume (veh/h)	0	2892	3351	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1900
Adj Flow Rate, veh/h	0	3143	3642	0	1412	1406
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	0
Cap, veh/h	0	2574	2574	0	9999	9999
Arrive On Green	0.00	0.40	0.40	0.00	0.40	0.40
Sat Flow, veh/h	0	6958	6958	2516	3469	4452
Grp Volume(v), veh/h	0	3143	3642	0	1412	1406
Grp Sat Flow(s),veh/h/ln	0	1609	1609	0	1781	1610
Q Serve(g_s), s	0.0	18.0	18.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	18.0	18.0	0.0	0.0	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2574	2574	1006	6773	2960
V/C Ratio(X)	0.00	1.22	1.42	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	2574	2574	1006	6773	2960
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	13.5	13.5	0.0	8.1	8.1
Incr Delay (d2), s/veh	0.0	103.3	189.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	22.7	38.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	116.8	202.7	0.0	8.1	8.1
LnGrp LOS	A	F	F	A	A	A
Approach Vol, veh/h		3143	3642	1077	1255	04
Approach Delay, s/veh		116.8	202.7		8.1	
Approach LOS		F	F		A	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	20.0	2.0	20.0
Green Ext Time (p_c), s	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

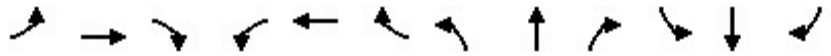
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3477	48	123	1576	27	168
Future Volume (veh/h)	3477	48	123	1576	27	168
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.95	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	3699	51	131	1677	29	179
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	2	2	5	2	2
Cap, veh/h	4276	1029	183	4844	254	203
Arrive On Green	0.68	0.68	0.11	1.00	0.14	0.14
Sat Flow, veh/h	6537	1511	3456	6537	1781	1427
Grp Volume(v), veh/h	3699	51	131	1677	29	179
Grp Sat Flow(s),veh/h/ln	1570	1511	1728	1570	1781	1427
Q Serve(g_s), s	54.0	1.3	4.3	0.0	1.7	14.5
Cycle Q Clear(g_c), s	54.0	1.3	4.3	0.0	1.7	14.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	4276	1029	183	4844	254	203
V/C Ratio(X)	0.87	0.05	0.71	0.35	0.11	0.88
Avail Cap(c_a), veh/h	4276	1029	223	4844	483	387
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.96	0.96	1.00	1.00
Uniform Delay (d), s/veh	14.6	6.2	51.9	0.0	44.1	49.6
Incr Delay (d2), s/veh	0.2	0.0	5.5	0.2	0.1	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.4	1.9	0.1	0.8	5.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.9	6.2	57.4	0.2	44.2	54.4
LnGrp LOS	B	A	E	A	D	D
Approach Vol, veh/h	3750			1808	208	
Approach Delay, s/veh	14.8			4.3	53.0	
Approach LOS	B			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	10.7	85.6				96.3	21.7
Change Period (Y+Rc), s	4.4	5.3				5.3	4.9
Max Green Setting (Gmax), s	7.6	63.8				75.8	32.0
Max Q Clear Time (g_c+I1), s	6.3	56.0				2.0	16.5
Green Ext Time (p_c), s	0.0	7.8				48.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	12.9
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	3475	0	6	1521	72	0	0	0	5	0	5
Future Volume (veh/h)	11	3475	0	6	1521	72	0	0	0	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	0.98		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	3658	0	6	1601	76	0	0	0	5	0	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	20	4109	0	60	5241	249	0	34	0	93	0	28
Arrive On Green	0.02	1.00	0.00	0.03	0.85	0.85	0.00	0.00	0.00	0.02	0.00	0.02
Sat Flow, veh/h	1781	5149	0	1781	6186	294	0	1870	0	1752	0	1571
Grp Volume(v), veh/h	12	3658	0	6	1219	458	0	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1769	0	1870	0	1752	0	1571
Q Serve(g_s), s	0.8	0.0	0.0	0.4	6.3	6.3	0.0	0.0	0.0	0.3	0.0	0.4
Cycle Q Clear(g_c), s	0.8	0.0	0.0	0.4	6.3	6.3	0.0	0.0	0.0	0.3	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.17	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	20	4109	0	60	3991	1498	0	34	0	93	0	28
V/C Ratio(X)	0.61	0.89	0.00	0.10	0.31	0.31	0.00	0.00	0.00	0.05	0.00	0.18
Avail Cap(c_a), veh/h	60	4109	0	60	3991	1498	0	507	0	536	0	426
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.41	0.41	0.00	0.93	0.93	0.93	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.4	0.0	0.0	55.3	1.9	1.9	0.0	0.0	0.0	57.0	0.0	57.1
Incr Delay (d2), s/veh	4.6	1.4	0.0	0.2	0.2	0.5	0.0	0.0	0.0	0.1	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.5	0.0	0.2	0.9	1.1	0.0	0.0	0.0	0.2	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.1	1.4	0.0	55.5	2.0	2.4	0.0	0.0	0.0	57.1	0.0	58.2
LnGrp LOS	E	A	A	E	A	A	A	A	A	E	A	E
Approach Vol, veh/h		3670			1683			0			10	
Approach Delay, s/veh		1.6			2.3			0.0			57.6	
Approach LOS		A			A						E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	102.6		7.0	5.7	105.3		7.0
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	4.0	67.4		32.0	4.0	67.4		32.0
Max Q Clear Time (g_c+I1), s	2.4	2.0		2.4	2.8	8.3		0.0
Green Ext Time (p_c), s	0.0	65.2		0.0	0.0	37.3		0.0

Intersection Summary	
HCM 6th Ctrl Delay	1.9
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3443	2	30	1716	0	19
Future Volume (veh/h)	3443	2	30	1716	0	19
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.94	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1870	1826	1900	1900
Adj Flow Rate, veh/h	3702	2	32	1845	0	20
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	5	2	5	0	0
Cap, veh/h	4132	2	43	4365	0	28
Arrive On Green	0.80	0.80	0.02	0.88	0.00	0.02
Sat Flow, veh/h	5310	3	1781	5149	0	1521
Grp Volume(v), veh/h	2391	1313	32	1845	0	21
Grp Sat Flow(s),veh/h/ln	1662	1825	1781	1662	0	1597
Q Serve(g_s), s	46.1	46.1	1.6	6.7	0.0	1.2
Cycle Q Clear(g_c), s	46.1	46.1	1.6	6.7	0.0	1.2
Prop In Lane		0.00	1.00		0.00	0.95
Lane Grp Cap(c), veh/h	2668	1466	43	4365	0	29
V/C Ratio(X)	0.90	0.90	0.74	0.42	0.00	0.73
Avail Cap(c_a), veh/h	2670	1466	90	4496	0	315
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.3	6.3	44.2	1.1	0.0	44.6
Incr Delay (d2), s/veh	4.9	8.4	8.7	0.2	0.0	29.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	10.1	0.8	0.1	0.0	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.2	14.7	52.9	1.4	0.0	73.6
LnGrp LOS	B	B	D	A	A	E
Approach Vol, veh/h	3704			1877	21	
Approach Delay, s/veh	12.5			2.2	73.6	
Approach LOS	B			A	E	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.6	78.5				85.1	6.2
Change Period (Y+Rc), s	4.4	5.2				5.2	4.5
Max Green Setting (Gmax), s	4.6	73.3				82.3	18.0
Max Q Clear Time (g_c+I1), s	3.6	48.1				8.7	3.2
Green Ext Time (p_c), s	0.0	25.1				57.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	82

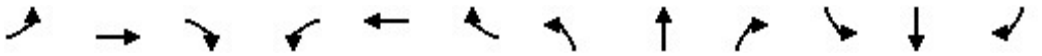
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	247	0	0	1655	1042
Future Vol, veh/h	0	247	0	0	1655	1042
Conflicting Peds, #/hr	0	0	10	0	0	10
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	274	0	0	1839	1158

Major/Minor	Minor2			Major2	
Conflicting Flow All	2428	1509		-	0
Stage 1	2428	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	55	~ 94		-	-
Stage 1	30	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	54	~ 93		-	-
Mov Cap-2 Maneuver	54	-		-	-
Stage 1	30	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	$ 976.8	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	93	-	-
HCM Lane V/C Ratio	-	2.951	-	-
HCM Control Delay (s)	0	$ 976.8	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	26.6	-	-

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



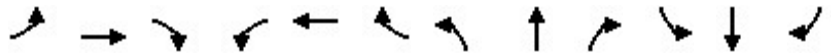
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	822	119	66	897	367	50	36	25	222	92	149
Future Volume (veh/h)	148	822	119	66	897	367	50	36	25	222	92	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	166	924	134	74	1008	412	56	40	28	249	103	167
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	2773	838	94	2492	755	263	256	181	380	487	424
Arrive On Green	0.22	1.00	1.00	0.11	0.98	0.98	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1781	5106	1544	1781	5106	1546	739	933	661	1321	1777	1548
Grp Volume(v), veh/h	166	924	134	74	1008	412	57	0	67	249	103	167
Grp Sat Flow(s),veh/h/ln	1781	1702	1544	1781	1702	1546	758	0	1574	1321	1777	1548
Q Serve(g_s), s	10.6	0.0	0.0	4.8	0.9	1.6	5.1	0.0	3.8	20.8	5.3	10.4
Cycle Q Clear(g_c), s	10.6	0.0	0.0	4.8	0.9	1.6	15.5	0.0	3.8	24.6	5.3	10.4
Prop In Lane	1.00		1.00	1.00		1.00	0.98		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	192	2773	838	94	2492	755	268	0	431	380	487	424
V/C Ratio(X)	0.87	0.33	0.16	0.79	0.40	0.55	0.21	0.00	0.15	0.65	0.21	0.39
Avail Cap(c_a), veh/h	326	2773	838	175	2492	755	351	0	548	479	619	539
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	0.93	0.93	0.93	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	0.0	0.0	52.2	0.7	0.7	41.0	0.0	32.5	41.8	33.0	34.9
Incr Delay (d2), s/veh	4.5	0.3	0.3	5.1	0.5	2.6	0.1	0.0	0.1	5.6	0.6	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.1	0.1	2.1	0.3	0.8	1.4	0.0	1.5	7.3	2.4	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.0	0.3	0.3	57.3	1.2	3.4	41.2	0.0	32.5	47.4	33.6	36.6
LnGrp LOS	D	A	A	E	A	A	D	A	C	D	C	D
Approach Vol, veh/h		1224			1494			124			519	
Approach Delay, s/veh		7.0			4.6			36.5			41.2	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	70.2		37.2	17.1	63.7		37.2				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	11.6	* 50		41.1	21.6	39.9		41.1				
Max Q Clear Time (g_c+I1), s	6.8	2.0		26.6	12.6	3.6		17.5				
Green Ext Time (p_c), s	0.0	14.6		4.7	0.1	23.6		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		12.3
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	478	0	0	589	461	0	0	0	607	0	96
Future Volume (veh/h)	60	478	0	0	589	461	0	0	0	607	0	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	562	0	0	693	0	0	0	0	819	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	86	2300	0	2	1996		0	2	1	900	473	0
Arrive On Green	0.05	0.65	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.25	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3558	1870	0
Grp Volume(v), veh/h	71	562	0	0	693	0	0	0	0	819	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1779	1870	0
Q Serve(g_s), s	4.7	7.8	0.0	0.0	20.0	0.0	0.0	0.0	0.0	26.4	0.0	0.0
Cycle Q Clear(g_c), s	4.7	7.8	0.0	0.0	20.0	0.0	0.0	0.0	0.0	26.4	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	86	2300	0	2	1996		0	2	1	900	473	0
V/C Ratio(X)	0.83	0.24	0.00	0.00	0.35		0.00	0.00	0.00	0.91	0.00	0.00
Avail Cap(c_a), veh/h	86	2300	0	62	1996		0	476	403	1116	586	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.91	0.00	0.00	0.00	0.00	0.80	0.00	0.00
Uniform Delay (d), s/veh	55.7	8.7	0.0	0.0	29.2	0.0	0.0	0.0	0.0	42.8	0.0	0.0
Incr Delay (d2), s/veh	43.2	0.3	0.0	0.0	0.4	0.0	0.0	0.0	0.0	7.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	2.8	0.0	0.0	9.6	0.0	0.0	0.0	0.0	12.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.9	9.0	0.0	0.0	29.7	0.0	0.0	0.0	0.0	49.9	0.0	0.0
LnGrp LOS	F	A	A	A	C		A	A	A	D	A	A
Approach Vol, veh/h		633			693	A		0			819	
Approach Delay, s/veh		19.1			29.7			0.0			49.9	
Approach LOS		B			C						D	

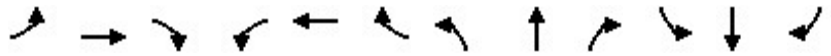
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	82.3		35.7	10.1	72.2		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	4.1	* 27		37.0	5.7	24.2		30.0				
Max Q Clear Time (g_c+I1), s	0.0	9.8		28.4	6.7	22.0		0.0				
Green Ext Time (p_c), s	0.0	7.2		1.4	0.0	1.3		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	34.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



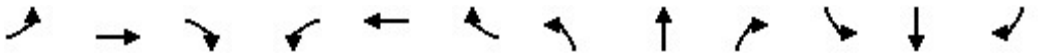
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	336	342	219	110	246	115	136	939	109	144	1207	102
Future Volume (veh/h)	336	342	219	110	246	115	136	939	109	144	1207	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	354	360	231	116	259	121	143	988	115	152	1271	107
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	460	289	142	428	272	199	1526	178	191	1684	736
Arrive On Green	0.18	0.22	0.22	0.08	0.12	0.12	0.06	0.48	0.48	0.06	0.47	0.47
Sat Flow, veh/h	1781	2066	1299	1781	3554	1538	3456	3204	373	3456	3554	1553
Grp Volume(v), veh/h	354	309	282	116	259	121	143	548	555	152	1271	107
Grp Sat Flow(s),veh/h/ln	1781	1777	1588	1781	1777	1538	1728	1777	1800	1728	1777	1553
Q Serve(g_s), s	20.6	19.0	19.5	7.4	8.0	5.2	4.7	27.1	27.1	5.0	34.0	2.2
Cycle Q Clear(g_c), s	20.6	19.0	19.5	7.4	8.0	5.2	4.7	27.1	27.1	5.0	34.0	2.2
Prop In Lane	1.00		0.82	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	316	396	354	142	428	272	199	846	857	191	1684	736
V/C Ratio(X)	1.12	0.78	0.80	0.82	0.61	0.44	0.72	0.65	0.65	0.80	0.75	0.15
Avail Cap(c_a), veh/h	316	528	472	227	888	472	256	846	857	191	1684	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	42.4	42.6	52.6	48.4	20.3	53.7	23.0	23.0	54.2	25.0	4.1
Incr Delay (d2), s/veh	86.7	3.7	5.0	5.0	0.5	0.4	4.2	3.8	3.8	19.2	3.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.7	8.7	8.1	3.5	3.6	2.2	2.2	12.0	12.1	2.7	14.7	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	134.4	46.1	47.6	57.6	48.9	20.7	58.0	26.8	26.8	73.4	28.2	4.6
LnGrp LOS	F	D	D	E	D	C	E	C	C	E	C	A
Approach Vol, veh/h		945			496			1246			1530	
Approach Delay, s/veh		79.6			44.0			30.4			31.0	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	60.5	13.6	31.0	11.1	60.3	25.8	18.9
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	6.4	* 41	14.8	34.5	8.6	38.8	20.6	* 29
Max Q Clear Time (g_c+I1), s	7.0	29.1	9.4	21.5	6.7	36.0	22.6	10.0
Green Ext Time (p_c), s	0.0	2.4	0.0	1.2	0.0	1.4	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	43.2
HCM 6th LOS	D

Notes

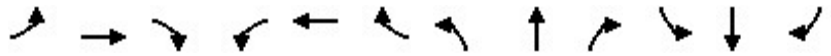
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	290	106	161	217	72	147	124	206	59	115	71
Future Volume (veh/h)	50	290	106	161	217	72	147	124	206	59	115	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.92	1.00		0.96	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	309	113	171	231	77	156	132	219	63	122	76
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	1199	660	246	692	543	190	1088	579	82	872	361
Arrive On Green	0.04	0.34	0.34	0.07	0.37	0.37	0.11	0.31	0.31	0.05	0.25	0.25
Sat Flow, veh/h	1781	3554	1455	3456	1870	1466	1781	3554	1525	1781	3554	1470
Grp Volume(v), veh/h	53	309	113	171	231	77	156	132	219	63	122	76
Grp Sat Flow(s),veh/h/ln	1781	1777	1455	1728	1870	1466	1781	1777	1525	1781	1777	1470
Q Serve(g_s), s	2.9	6.2	4.6	4.7	8.7	3.4	8.4	2.6	10.2	3.4	2.6	4.0
Cycle Q Clear(g_c), s	2.9	6.2	4.6	4.7	8.7	3.4	8.4	2.6	10.2	3.4	2.6	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	69	1199	660	246	692	543	190	1088	579	82	872	361
V/C Ratio(X)	0.77	0.26	0.17	0.70	0.33	0.14	0.82	0.12	0.38	0.77	0.14	0.21
Avail Cap(c_a), veh/h	547	1454	764	1061	765	600	547	1454	737	547	1454	601
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.6	23.5	16.4	44.4	22.1	20.5	42.8	24.4	22.1	46.1	28.8	29.3
Incr Delay (d2), s/veh	6.7	0.1	0.1	1.3	0.2	0.1	3.4	0.0	0.4	5.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.6	1.5	2.1	3.8	1.2	3.8	1.1	3.7	1.6	1.1	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.3	23.6	16.5	45.7	22.3	20.5	46.1	24.5	22.5	51.7	28.8	29.5
LnGrp LOS	D	C	B	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		475			479			507			261	
Approach Delay, s/veh		25.2			30.4			30.3			34.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	38.9	15.8	30.7	9.2	42.1	9.9	36.6
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	6.7	8.2	10.4	6.0	4.9	10.7	5.4	12.2
Green Ext Time (p_c), s	0.3	3.1	0.2	0.6	0.1	1.1	0.1	1.6

Intersection Summary	
HCM 6th Ctrl Delay	29.6
HCM 6th LOS	C



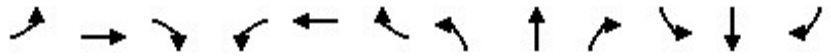
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	0	21	19	2	50	31	367	19	52	306	25
Future Volume (veh/h)	11	0	21	19	2	50	31	367	19	52	306	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.97		0.97	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	0	23	21	2	55	34	403	21	57	336	27
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	219	50	272	525	42	496	57	1434	74	85	1467	116
Arrive On Green	0.27	0.00	0.27	0.27	0.27	0.27	0.03	0.29	0.29	0.05	0.31	0.31
Sat Flow, veh/h	334	184	993	1251	154	1536	1781	4960	256	1781	4810	380
Grp Volume(v), veh/h	35	0	0	23	0	55	34	275	149	57	236	127
Grp Sat Flow(s),veh/h/ln	511	0	0	1405	0	1536	1781	1702	1811	1781	1702	1785
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	1.0	0.7	2.4	2.4	1.2	2.0	2.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.4	0.0	1.0	0.7	2.4	2.4	1.2	2.0	2.0
Prop In Lane	0.34		0.66	0.91		1.00	1.00		0.14	1.00		0.21
Lane Grp Cap(c), veh/h	542	0	0	567	0	496	57	984	524	85	1038	545
V/C Ratio(X)	0.06	0.00	0.00	0.04	0.00	0.11	0.60	0.28	0.28	0.67	0.23	0.23
Avail Cap(c_a), veh/h	1681	0	0	1653	0	1703	1415	5409	2878	1415	5409	2837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.2	0.0	0.0	10.1	0.0	9.0	18.0	10.4	10.4	17.7	9.8	9.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.2	0.4	3.4	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.1	0.0	0.2	0.3	0.7	0.8	0.5	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.2	0.0	0.0	10.1	0.0	9.0	21.8	10.6	10.8	21.1	9.9	10.1
LnGrp LOS	B	A	A	B	A	A	C	B	B	C	A	B
Approach Vol, veh/h		35			78			458			420	
Approach Delay, s/veh		10.2			9.4			11.5			11.5	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.2	16.3		15.2	5.6	16.9		15.2
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.2	4.4		2.6	2.7	4.0		3.0
Green Ext Time (p_c), s	0.1	4.1		0.1	0.0	3.0		0.2

Intersection Summary	
HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	25	60	51	41	15	246	609	68	26	519	109
Future Volume (veh/h)	17	25	60	51	41	15	246	609	68	26	519	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.89	1.00		0.89	1.00		0.95	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	27	65	55	45	16	267	662	74	28	564	118
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	502	377	71	507	381	310	1601	681	38	889	185
Arrive On Green	0.04	0.27	0.27	0.04	0.27	0.27	0.17	0.45	0.45	0.02	0.31	0.31
Sat Flow, veh/h	1781	1870	1404	1781	1870	1406	1781	3554	1512	1781	2894	603
Grp Volume(v), veh/h	18	27	65	55	45	16	267	662	74	28	345	337
Grp Sat Flow(s),veh/h/ln	1781	1870	1404	1781	1870	1406	1781	1777	1512	1781	1777	1719
Q Serve(g_s), s	1.0	1.1	3.8	3.3	1.9	0.9	15.5	13.4	3.0	1.7	17.8	17.9
Cycle Q Clear(g_c), s	1.0	1.1	3.8	3.3	1.9	0.9	15.5	13.4	3.0	1.7	17.8	17.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	67	502	377	71	507	381	310	1601	681	38	546	528
V/C Ratio(X)	0.27	0.05	0.17	0.77	0.09	0.04	0.86	0.41	0.11	0.74	0.63	0.64
Avail Cap(c_a), veh/h	503	528	396	503	528	397	503	2006	853	503	1003	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	28.9	29.9	50.5	29.0	28.6	42.7	19.7	16.9	51.7	31.7	31.7
Incr Delay (d2), s/veh	0.8	0.0	0.1	6.4	0.0	0.0	10.9	0.2	0.1	10.2	3.3	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.5	1.3	1.6	0.9	0.3	7.7	5.5	1.1	0.8	8.0	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.6	28.9	29.9	56.9	29.0	28.6	53.6	19.9	17.0	61.9	35.0	35.2
LnGrp LOS	D	C	C	E	C	C	D	B	B	E	C	D
Approach Vol, veh/h		110			116			1003			710	
Approach Delay, s/veh		33.1			42.2			28.7			36.2	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	56.6	8.7	33.4	22.9	41.4	8.4	33.7
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	3.7	15.4	5.3	5.8	17.5	19.9	3.0	3.9
Green Ext Time (p_c), s	0.0	7.2	0.1	0.2	1.0	11.5	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

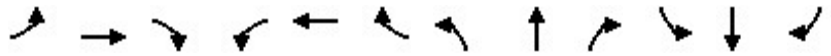
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	396	36	221	137	0	0	0	0	213	39	48
Future Volume (veh/h)	0	396	36	221	137	0	0	0	0	213	39	48
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	417	38	233	144	0				253	0	51
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	348	694	306	402	767	0				834	0	675
Arrive On Green	0.00	0.20	0.20	0.23	0.23	0.00				0.23	0.00	0.23
Sat Flow, veh/h	1781	3554	1565	1781	3572	0				3563	0	1561
Grp Volume(v), veh/h	0	417	38	233	144	0				253	0	51
Grp Sat Flow(s),veh/h/ln	1781	1777	1565	1781	1702	0				1781	0	1561
Q Serve(g_s), s	0.0	4.5	0.8	4.9	1.4	0.0				2.5	0.0	0.8
Cycle Q Clear(g_c), s	0.0	4.5	0.8	4.9	1.4	0.0				2.5	0.0	0.8
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	348	694	306	402	767	0				834	0	675
V/C Ratio(X)	0.00	0.60	0.12	0.58	0.19	0.00				0.30	0.00	0.08
Avail Cap(c_a), veh/h	2545	5078	2236	2545	4864	0				2969	0	1611
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.4	13.9	14.5	13.2	0.0				13.3	0.0	7.1
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.5	0.1	0.0				0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.4	0.2	1.6	0.4	0.0				0.8	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.7	14.0	16.0	13.3	0.0				13.3	0.0	7.1
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		455			377						304	
Approach Delay, s/veh		15.6			15.0						12.3	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		12.2		16.0		13.8
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		6.5		4.5		6.9
Green Ext Time (p_c), s		1.7		0.6		2.6

Intersection Summary	
HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	540	0	2	336	254	53	19	111	19	0	223
Future Volume (veh/h)	121	540	0	2	336	254	53	19	111	19	0	223
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	587	0	2	365	276	58	21	121	21	0	242
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	1626	0	51	562	416	240	31	181	26	0	294
Arrive On Green	0.10	0.46	0.00	0.30	0.30	0.30	0.13	0.13	0.13	0.20	0.00	0.20
Sat Flow, veh/h	1781	3647	0	2	1893	1400	1781	234	1346	127	0	1459
Grp Volume(v), veh/h	132	587	0	362	0	281	58	0	142	263	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1868	0	1427	1781	0	1579	1586	0	0
Q Serve(g_s), s	5.2	7.7	0.0	0.0	0.0	12.4	2.1	0.0	6.1	11.4	0.0	0.0
Cycle Q Clear(g_c), s	5.2	7.7	0.0	12.1	0.0	12.4	2.1	0.0	6.1	11.4	0.0	0.0
Prop In Lane	1.00		0.00	0.01		0.98	1.00		0.85	0.08		0.92
Lane Grp Cap(c), veh/h	175	1626	0	605	0	424	240	0	213	320	0	0
V/C Ratio(X)	0.76	0.36	0.00	0.60	0.00	0.66	0.24	0.00	0.67	0.82	0.00	0.00
Avail Cap(c_a), veh/h	744	2967	0	1604	0	1192	992	0	879	883	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.6	12.7	0.0	22.0	0.0	22.1	27.8	0.0	29.6	27.4	0.0	0.0
Incr Delay (d2), s/veh	7.8	0.1	0.0	1.1	0.0	2.2	0.2	0.0	1.4	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	2.6	0.0	4.9	0.0	3.9	0.9	0.0	2.3	4.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.3	12.7	0.0	23.2	0.0	24.3	28.0	0.0	30.9	29.5	0.0	0.0
LnGrp LOS	D	B	A	C	A	C	C	A	C	C	A	A
Approach Vol, veh/h		719			643			200			263	
Approach Delay, s/veh		17.6			23.6			30.1			29.5	
Approach LOS		B			C			C			C	

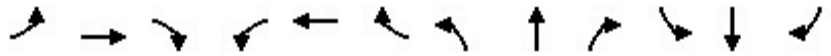
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		37.3		18.5	11.5	25.7		16.1				
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4				
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s		9.7		13.4	7.2	14.4		8.1				
Green Ext Time (p_c), s		2.4		1.2	0.4	5.2		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		22.8
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



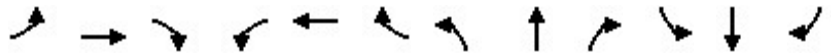
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	518	205	281	406	0	0	0	0	336	189	205
Future Volume (veh/h)	0	518	205	281	406	0	0	0	0	336	189	205
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	545	216	296	427	0				354	199	216
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1885	825	371	2453	0				688	361	297
Arrive On Green	0.00	0.53	0.53	0.21	1.00	0.00				0.19	0.19	0.19
Sat Flow, veh/h	0	3647	1555	3456	3647	0				3563	1870	1538
Grp Volume(v), veh/h	0	545	216	296	427	0				354	199	216
Grp Sat Flow(s),veh/h/ln	0	1777	1555	1728	1777	0				1781	1870	1538
Q Serve(g_s), s	0.0	7.1	6.4	6.8	0.0	0.0				7.5	8.1	11.1
Cycle Q Clear(g_c), s	0.0	7.1	6.4	6.8	0.0	0.0				7.5	8.1	11.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1885	825	371	2453	0				688	361	297
V/C Ratio(X)	0.00	0.29	0.26	0.80	0.17	0.00				0.51	0.55	0.73
Avail Cap(c_a), veh/h	0	1885	825	518	2453	0				1361	715	588
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.96	0.96	0.95	0.95	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.9	10.8	32.1	0.0	0.0				30.4	30.6	31.8
Incr Delay (d2), s/veh	0.0	0.4	0.7	3.7	0.1	0.0				0.2	0.5	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.5	2.0	2.6	0.1	0.0				3.2	3.6	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.3	11.5	35.8	0.1	0.0				30.6	31.1	33.1
LnGrp LOS	A	B	B	D	A	A				C	C	C
Approach Vol, veh/h		761			723						769	
Approach Delay, s/veh		11.4			14.7						31.4	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.4	49.5		21.1		62.9
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	12.6	25.1		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.8	9.1		13.1		2.0
Green Ext Time (p_c), s	0.2	4.4		1.8		3.1

Intersection Summary	
HCM 6th Ctrl Delay	19.3
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

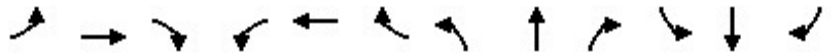


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	309	542	0	0	564	463	124	257	20	0	0	0
Future Volume (veh/h)	309	542	0	0	564	463	124	257	20	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	336	589	0	0	613	503	135	279	22			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1236	2668	0	0	1189	517	203	464	37			
Arrive On Green	0.72	1.00	0.00	0.00	0.33	0.33	0.13	0.13	0.13			
Sat Flow, veh/h	3456	3647	0	0	3647	1547	1533	3499	276			
Grp Volume(v), veh/h	336	589	0	0	613	503	158	134	144			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1547	1794	1702	1813			
Q Serve(g_s), s	2.9	0.0	0.0	0.0	11.7	26.9	7.0	6.2	6.3			
Cycle Q Clear(g_c), s	2.9	0.0	0.0	0.0	11.7	26.9	7.0	6.2	6.3			
Prop In Lane	1.00		0.00	0.00		1.00	0.85		0.15			
Lane Grp Cap(c), veh/h	1236	2668	0	0	1189	517	238	226	241			
V/C Ratio(X)	0.27	0.22	0.00	0.00	0.52	0.97	0.66	0.59	0.60			
Avail Cap(c_a), veh/h	1236	2668	0	0	1189	517	600	569	606			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.93	0.93	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	8.1	0.0	0.0	0.0	22.5	27.6	34.6	34.3	34.3			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.6	33.2	1.2	0.9	0.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.9	0.1	0.0	0.0	4.7	13.7	3.1	2.6	2.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.2	0.2	0.0	0.0	24.1	60.8	35.8	35.2	35.2			
LnGrp LOS	A	A	A	A	C	E	D	D	D			
Approach Vol, veh/h		925			1116			436				
Approach Delay, s/veh		3.1			40.6			35.4				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.0			35.0	33.0		16.0				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			4.9	28.9		9.0				
Green Ext Time (p_c), s		4.9			0.7	0.0		1.6				

Intersection Summary	
HCM 6th Ctrl Delay	25.7
HCM 6th LOS	C

Notes

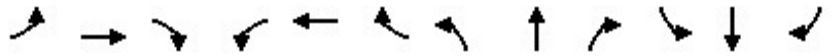
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	22	63	23	1368	15	0	0	0
Future Volume (veh/h)	0	0	0	0	22	63	23	1368	15	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	24	69	25	1503	16			
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	32	91	102	3454	36			
Arrive On Green				0.00	0.07	0.07	0.69	0.69	0.69			
Sat Flow, veh/h				0	426	1224	32	5015	53			
Grp Volume(v), veh/h				0	0	93	564	468	511			
Grp Sat Flow(s),veh/h/ln				0	0	1650	1860	1549	1691			
Q Serve(g_s), s				0.0	0.0	2.6	0.0	6.3	6.3			
Cycle Q Clear(g_c), s				0.0	0.0	2.6	6.3	6.3	6.3			
Prop In Lane				0.00		0.74	0.04		0.03			
Lane Grp Cap(c), veh/h				0	0	123	1362	1067	1165			
V/C Ratio(X)				0.00	0.00	0.76	0.41	0.44	0.44			
Avail Cap(c_a), veh/h				0	0	1408	2451	1982	2164			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	21.3	3.3	3.3	3.3			
Incr Delay (d2), s/veh				0.0	0.0	3.5	0.3	0.4	0.4			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	1.0	1.1	0.9	1.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	24.8	3.5	3.7	3.6			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					93			1544				
Approach Delay, s/veh					24.8			3.6				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	37.9							9.0				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	8.3							4.6				
Green Ext Time (p_c), s	24.0							0.4				

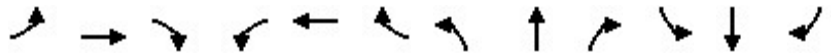
Intersection Summary												
HCM 6th Ctrl Delay			4.8									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	259	99	415	606	141	205	300	147	96	343	118
Future Volume (veh/h)	89	259	99	415	606	141	205	300	147	96	343	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.96	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	278	106	446	652	152	220	323	158	103	369	127
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	528	444	434	671	156	197	752	336	129	690	223
Arrive On Green	0.07	0.28	0.28	0.24	0.46	0.46	0.11	0.22	0.22	0.07	0.18	0.18
Sat Flow, veh/h	1781	1870	1573	1781	1465	342	1781	3404	1521	1781	3767	1218
Grp Volume(v), veh/h	96	278	106	446	0	804	220	323	158	103	331	165
Grp Sat Flow(s),veh/h/ln	1781	1870	1573	1781	0	1807	1781	1702	1521	1781	1702	1581
Q Serve(g_s), s	5.6	13.2	5.5	25.6	0.0	45.7	11.6	8.6	9.5	6.0	9.3	10.0
Cycle Q Clear(g_c), s	5.6	13.2	5.5	25.6	0.0	45.7	11.6	8.6	9.5	6.0	9.3	10.0
Prop In Lane	1.00		1.00	1.00		0.19	1.00		1.00	1.00		0.77
Lane Grp Cap(c), veh/h	121	528	444	434	0	827	197	752	336	129	623	290
V/C Ratio(X)	0.79	0.53	0.24	1.03	0.00	0.97	1.12	0.43	0.47	0.80	0.53	0.57
Avail Cap(c_a), veh/h	173	587	494	434	0	832	197	936	418	229	998	463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	31.8	29.0	39.8	0.0	27.8	46.8	35.2	35.6	48.0	38.8	39.1
Incr Delay (d2), s/veh	9.4	0.3	0.1	50.6	0.0	24.4	99.8	0.7	1.9	4.2	1.3	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	6.0	2.1	17.2	0.0	24.7	10.5	3.6	3.6	2.8	3.9	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.7	32.1	29.1	90.3	0.0	52.2	146.5	36.0	37.5	52.1	40.1	42.3
LnGrp LOS	E	C	C	F	A	D	F	D	D	D	D	D
Approach Vol, veh/h		480			1250			701			599	
Approach Delay, s/veh		36.6			65.8			71.0			42.8	
Approach LOS		D			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	28.5	30.0	34.6	16.0	24.5	11.5	53.0
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	13.5	28.9	25.6	33.0	11.6	30.8	10.2	48.4
Max Q Clear Time (g_c+I1), s	8.0	11.5	27.6	15.2	13.6	12.0	7.6	47.7
Green Ext Time (p_c), s	0.0	4.6	0.0	1.2	0.0	4.8	0.0	0.4

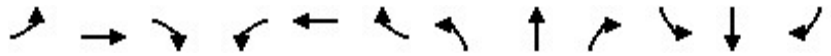
Intersection Summary	
HCM 6th Ctrl Delay	57.8
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	188	380	109	299	0	0	0	0	70	1763	779
Future Volume (veh/h)	0	188	380	109	299	0	0	0	0	70	1763	779
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	192	388	111	305	0				71	1799	795
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	504	427	179	543	0				1058	2113	852
Arrive On Green	0.00	0.27	0.27	0.27	0.27	0.00				0.59	0.59	0.59
Sat Flow, veh/h	0	1870	1585	442	2100	0				1781	3557	1434
Grp Volume(v), veh/h	0	192	388	186	230	0				71	1714	880
Grp Sat Flow(s),veh/h/ln	0	1870	1585	840	1617	0				1781	1702	1587
Q Serve(g_s), s	0.0	8.0	22.6	13.4	11.5	0.0				1.6	39.2	48.1
Cycle Q Clear(g_c), s	0.0	8.0	22.6	21.4	11.5	0.0				1.6	39.2	48.1
Prop In Lane	0.00		1.00	0.60		0.00				1.00		0.90
Lane Grp Cap(c), veh/h	0	504	427	287	436	0				1058	2022	943
V/C Ratio(X)	0.00	0.38	0.91	0.65	0.53	0.00				0.07	0.85	0.93
Avail Cap(c_a), veh/h	0	654	554	372	565	0				1060	2025	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	28.3	33.7	35.0	29.6	0.0				8.2	15.8	17.6
Incr Delay (d2), s/veh	0.0	0.2	14.0	1.8	0.7	0.0				0.0	3.8	16.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.6	10.2	4.3	4.6	0.0				0.6	14.6	19.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.5	47.7	36.9	30.4	0.0				8.2	19.6	33.6
LnGrp LOS	A	C	D	D	C	A				A	B	C
Approach Vol, veh/h		580			416						2665	
Approach Delay, s/veh		41.3			33.3						23.9	
Approach LOS		D			C						C	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		32.4		62.9		32.4
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		33.3		56.7		33.3
Max Q Clear Time (g_c+I1), s		24.6		50.1		23.4
Green Ext Time (p_c), s		1.1		6.5		1.8

Intersection Summary	
HCM 6th Ctrl Delay	27.7
HCM 6th LOS	C



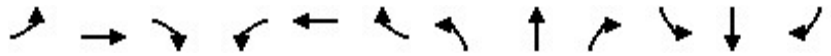
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	17	80	0	27	16	379	1358	35	0	0	0
Future Volume (veh/h)	163	17	80	0	27	16	379	1358	35	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	190	20	93	0	31	19	441	1579	41			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	384	27	1254	0	244	150	1011	2007	52			
Arrive On Green	0.23	0.23	0.23	0.00	0.23	0.23	0.57	0.57	0.57			
Sat Flow, veh/h	1128	119	1574	0	1084	664	1781	3536	92			
Grp Volume(v), veh/h	210	0	93	0	0	50	441	792	828			
Grp Sat Flow(s),veh/h/ln	1246	0	1574	0	0	1748	1781	1777	1851			
Q Serve(g_s), s	7.5	0.0	0.0	0.0	0.0	1.2	7.5	18.3	18.4			
Cycle Q Clear(g_c), s	8.7	0.0	0.0	0.0	0.0	1.2	7.5	18.3	18.4			
Prop In Lane	0.90		1.00	0.00		0.38	1.00		0.05			
Lane Grp Cap(c), veh/h	411	0	1254	0	0	394	1011	1009	1051			
V/C Ratio(X)	0.51	0.00	0.07	0.00	0.00	0.13	0.44	0.78	0.79			
Avail Cap(c_a), veh/h	697	0	1579	0	0	704	1114	1111	1157			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	19.7	0.0	1.2	0.0	0.0	16.3	6.5	8.9	8.9			
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.0	0.0	0.1	0.3	3.5	3.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	0.0	0.0	0.5	2.1	5.9	6.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.7	0.0	1.2	0.0	0.0	16.3	6.8	12.3	12.3			
LnGrp LOS	C	A	A	A	A	B	A	B	B			
Approach Vol, veh/h		303			50			2061				
Approach Delay, s/veh		14.7			16.3			11.1				
Approach LOS		B			B			B				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	34.4	18.3	18.3
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	32.9	* 23	21.2
Max Q Clear Time (g_c+I1), s	20.4	10.7	3.2
Green Ext Time (p_c), s	9.4	1.2	0.1

Intersection Summary	
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	27	208	14	88	14	560	172	39	869	2
Future Volume (veh/h)	5	0	27	208	14	88	14	560	172	39	869	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	0	28	219	15	93	15	589	181	41	915	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	420	0	423	495	60	373	27	2038	619	120	2203	5
Arrive On Green	0.27	0.00	0.27	0.27	0.27	0.27	0.02	0.40	0.40	0.03	0.42	0.42
Sat Flow, veh/h	1279	0	1574	1373	224	1386	1781	5106	1552	3456	5260	11
Grp Volume(v), veh/h	5	0	28	219	0	108	15	589	181	41	592	325
Grp Sat Flow(s),veh/h/ln	1279	0	1574	1373	0	1610	1781	1702	1552	1728	1702	1868
Q Serve(g_s), s	0.2	0.0	0.7	7.1	0.0	2.6	0.4	3.9	4.0	0.6	6.1	6.1
Cycle Q Clear(g_c), s	2.8	0.0	0.7	7.7	0.0	2.6	0.4	3.9	4.0	0.6	6.1	6.1
Prop In Lane	1.00		1.00	1.00		0.86	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	420	0	423	495	0	433	27	2038	619	120	1425	782
V/C Ratio(X)	0.01	0.00	0.07	0.44	0.00	0.25	0.56	0.29	0.29	0.34	0.42	0.42
Avail Cap(c_a), veh/h	1097	0	1257	1222	0	1285	1066	6113	1858	2069	4075	2236
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	0.0	13.6	16.5	0.0	14.4	24.5	10.2	10.2	23.6	10.2	10.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.1	6.6	0.1	0.5	0.6	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	2.0	0.0	0.9	0.2	1.2	1.2	0.2	1.8	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	0.0	13.7	16.7	0.0	14.5	31.2	10.4	10.7	24.3	10.4	10.6
LnGrp LOS	B	A	B	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		33			327			785			958	
Approach Delay, s/veh		13.9			16.0			10.8			11.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.1	25.7		18.3	5.2	26.7		18.3
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	2.6	6.0		4.8	2.4	8.1		9.7
Green Ext Time (p_c), s	0.0	9.8		0.1	0.0	7.1		0.8

Intersection Summary	
HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

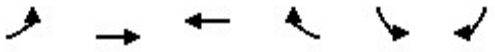
Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4830	14	0	2390	0	2
Future Vol, veh/h	4830	14	0	2390	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	2	2	5	2	2
Mvmt Flow	4979	14	0	2464	0	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	2497
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	19
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	19
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	216.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	19	-	-	-
HCM Lane V/C Ratio	0.109	-	-	-
HCM Control Delay (s)	216.3	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1345	2886	3523	11	14	90
Future Volume (veh/h)	1345	2886	3523	11	14	90
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1416	3038	3708	0	15	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	720	4167	2942		134	119
Arrive On Green	0.21	0.84	0.59	0.00	0.08	0.08
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1416	3038	3708	0	15	95
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	24.6	30.2	69.6	0.0	0.9	7.0
Cycle Q Clear(g_c), s	24.6	30.2	69.6	0.0	0.9	7.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	720	4167	2942		134	119
V/C Ratio(X)	1.97	0.73	1.26		0.11	0.80
Avail Cap(c_a), veh/h	720	4167	2942		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	4.1	24.2	0.0	50.9	53.7
Incr Delay (d2), s/veh	439.5	1.2	117.4	0.0	0.1	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	54.2	5.2	55.6	0.0	0.4	6.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	486.2	5.2	141.6	0.0	51.0	58.3
LnGrp LOS	F	A	F		D	E
Approach Vol, veh/h		4454	3708	A	110	
Approach Delay, s/veh		158.1	141.6		57.3	
Approach LOS		F	F		E	

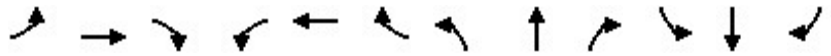
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		103.9		14.1	29.0	74.9
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	24.6	* 49
Max Q Clear Time (g_c+I1), s		32.2		9.0	26.6	71.6
Green Ext Time (p_c), s		45.1		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	149.4
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	1153	93	59	1370	91	119	322	82	87	183	711
Future Volume (veh/h)	305	1153	93	59	1370	91	119	322	82	87	183	711
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.94	1.00		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	311	1177	95	60	1398	93	121	329	84	89	187	726
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	336	1560	126	217	1377	91	144	818	197	111	934	560
Arrive On Green	0.19	0.47	0.47	0.04	0.13	0.13	0.08	0.20	0.20	0.06	0.18	0.18
Sat Flow, veh/h	1781	3329	268	1781	3378	224	1781	4053	976	1781	5106	1430
Grp Volume(v), veh/h	311	627	645	60	733	758	121	273	140	89	187	726
Grp Sat Flow(s),veh/h/ln	1781	1777	1821	1781	1777	1826	1781	1702	1626	1781	1702	1430
Q Serve(g_s), s	24.0	40.6	40.8	4.6	57.1	57.1	9.4	9.7	10.5	6.9	4.3	25.6
Cycle Q Clear(g_c), s	24.0	40.6	40.8	4.6	57.1	57.1	9.4	9.7	10.5	6.9	4.3	25.6
Prop In Lane	1.00		0.15	1.00		0.12	1.00		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	336	833	853	217	724	744	144	687	328	111	934	560
V/C Ratio(X)	0.93	0.75	0.76	0.28	1.01	1.02	0.84	0.40	0.43	0.81	0.20	1.30
Avail Cap(c_a), veh/h	382	833	853	217	724	744	244	687	328	244	934	560
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.70	0.70	0.70	0.98	0.98	0.98	0.92	0.92	0.92
Uniform Delay (d), s/veh	55.9	30.6	30.6	61.2	60.6	60.6	63.4	48.5	48.8	64.8	48.5	44.7
Incr Delay (d2), s/veh	26.6	6.3	6.2	2.2	31.0	32.5	4.7	0.4	1.0	4.7	0.1	145.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.1	18.2	18.7	2.2	33.5	34.7	4.4	4.2	4.4	3.3	1.9	41.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.4	36.8	36.8	63.4	91.6	93.0	68.2	48.9	49.8	69.5	48.7	189.8
LnGrp LOS	F	D	D	E	F	F	E	D	D	E	D	F
Approach Vol, veh/h		1583			1551			534			1002	
Approach Delay, s/veh		45.8			91.2			53.5			152.7	
Approach LOS		D			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	33.3	22.8	70.8	15.8	30.6	30.8	62.9
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	8.7	12.5	6.6	42.8	11.4	27.6	26.0	59.1
Green Ext Time (p_c), s	0.1	2.3	0.0	11.9	0.1	0.0	0.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	84.7
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1127	113	43	200	0	0	0	0	147	201	1327
Future Volume (veh/h)	0	1127	113	43	200	0	0	0	0	147	201	1327
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1225	123	47	217	0				160	218	1442
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1619	162	72	2021	0				268	1658	537
Arrive On Green	0.00	0.16	0.16	0.04	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3354	327	1781	3647	0				775	4797	1553
Grp Volume(v), veh/h	0	666	682	47	217	0				378	0	1442
Grp Sat Flow(s),veh/h/ln	0	1777	1810	1781	1777	0				1832	1870	1553
Q Serve(g_s), s	0.0	50.1	50.4	3.6	3.9	0.0				23.8	0.0	48.4
Cycle Q Clear(g_c), s	0.0	50.1	50.4	3.6	3.9	0.0				23.8	0.0	48.4
Prop In Lane	0.00		0.18	1.00		0.00				0.42		1.00
Lane Grp Cap(c), veh/h	0	882	899	72	2021	0				633	1293	537
V/C Ratio(X)	0.00	0.75	0.76	0.65	0.11	0.00				0.60	0.00	2.69
Avail Cap(c_a), veh/h	0	882	899	313	2021	0				633	1293	537
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.74	0.74	0.80	0.80	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	50.4	50.5	66.2	13.9	0.0				37.8	0.0	45.8
Incr Delay (d2), s/veh	0.0	4.5	4.5	2.9	0.1	0.0				4.1	0.0	763.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	25.0	25.6	1.7	1.6	0.0				11.6	0.0	132.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	54.9	55.0	69.1	14.0	0.0				41.9	0.0	809.5
LnGrp LOS	A	D	D	E	B	A				D	A	F
Approach Vol, veh/h		1348			264						1820	
Approach Delay, s/veh		54.9			23.8						650.1	
Approach LOS		D			C						F	

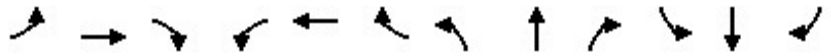
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.1	76.1		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	5.6	52.4		50.4		5.9
Green Ext Time (p_c), s	0.0	0.0		0.0		0.5

Intersection Summary	
HCM 6th Ctrl Delay	368.2
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1004	314	0	0	181	166	39	104	63	0	0	0
Future Volume (veh/h)	1004	314	0	0	181	166	39	104	63	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	1080	338	0	0	195	178	42	112	68			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1520	1496	0	0	538	462	72	207	118			
Arrive On Green	0.44	0.80	0.00	0.00	0.30	0.30	0.08	0.08	0.08			
Sat Flow, veh/h	3456	1870	0	0	1895	1545	932	2669	1518			
Grp Volume(v), veh/h	1080	338	0	0	192	181	82	72	68			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1570	1824	1777	1518			
Q Serve(g_s), s	20.4	3.5	0.0	0.0	6.8	7.3	3.5	3.1	3.5			
Cycle Q Clear(g_c), s	20.4	3.5	0.0	0.0	6.8	7.3	3.5	3.1	3.5			
Prop In Lane	1.00		0.00	0.00		0.98	0.51		1.00			
Lane Grp Cap(c), veh/h	1520	1496	0	0	531	469	141	138	118			
V/C Ratio(X)	0.71	0.23	0.00	0.00	0.36	0.39	0.58	0.52	0.58			
Avail Cap(c_a), veh/h	1520	1496	0	0	580	512	390	380	325			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.55	0.55	0.00	0.00	1.00	1.00	0.96	0.96	0.96			
Uniform Delay (d), s/veh	18.3	2.0	0.0	0.0	22.0	22.2	35.6	35.5	35.6			
Incr Delay (d2), s/veh	0.9	0.2	0.0	0.0	0.2	0.2	1.3	1.1	1.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.4	0.5	0.0	0.0	2.7	2.5	1.6	1.4	1.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	2.1	0.0	0.0	22.2	22.4	37.0	36.6	37.2			
LnGrp LOS	B	A	A	A	C	C	D	D	D			
Approach Vol, veh/h		1418			373			222				
Approach Delay, s/veh		15.1			22.3			36.9				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.9			40.1	28.8		11.1				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		5.5			22.4	9.3		5.5				
Green Ext Time (p_c), s		1.2			0.0	1.2		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	18.8
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

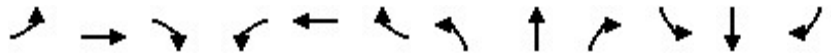
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	165	2345	825	0	0	2890
Future Volume (veh/h)	165	2345	825	0	0	2890
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	168	0	842	0	0	2949
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	199		3181	0	215	5019
Arrive On Green	0.11	0.00	0.64	0.00	0.00	0.80
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	168	0	842	0	0	2949
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	10.2	0.0	8.1	0.0	0.0	19.6
Cycle Q Clear(g_c), s	10.2	0.0	8.1	0.0	0.0	19.6
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	199		3181	0	215	5019
V/C Ratio(X)	0.84		0.26	0.00	0.00	0.59
Avail Cap(c_a), veh/h	486		3181	0	742	5019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.20	0.00	0.42	0.00	0.00	0.59
Uniform Delay (d), s/veh	47.9	0.0	8.7	0.0	0.0	4.2
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	2.5	0.0	0.0	3.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.7	0.0	8.7	0.0	0.0	4.5
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	168	A	842			2949
Approach Delay, s/veh	48.7		8.7			4.5
Approach LOS	D		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	17.7	75.1			92.8	17.2
Change Period (Y+Rc), s	4.4	4.9			4.9	4.9
Max Green Setting (Gmax), s	45.8	20.0			70.2	30.0
Max Q Clear Time (g_c+I1), s	10.0	10.1			21.6	12.2
Green Ext Time (p_c), s	0.0	4.8			44.4	0.2

Intersection Summary	
HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



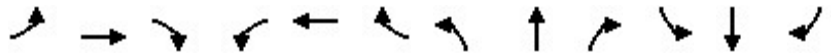
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	262	2388	192	154	348	0	0	242	45
Future Volume (veh/h)	0	0	0	262	2388	192	154	348	0	0	242	45
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.91
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				270	2462	198	159	359	0	0	249	46
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				269	2609	211	186	1502	0	0	567	99
Arrive On Green				0.19	0.19	0.19	0.21	0.59	0.00	0.00	0.13	0.13
Sat Flow, veh/h				466	4513	365	1781	5274	0	0	4473	748
Grp Volume(v), veh/h				1070	886	974	159	359	0	0	194	101
Grp Sat Flow(s),veh/h/ln				1847	1702	1795	1781	1702	0	0	1702	1648
Q Serve(g_s), s				63.6	56.0	58.8	9.5	3.7	0.0	0.0	5.8	6.3
Cycle Q Clear(g_c), s				63.6	56.0	58.8	9.5	3.7	0.0	0.0	5.8	6.3
Prop In Lane				0.25		0.20	1.00		0.00	0.00		0.45
Lane Grp Cap(c), veh/h				1068	984	1038	186	1502	0	0	449	217
V/C Ratio(X)				1.00	0.90	0.94	0.86	0.24	0.00	0.00	0.43	0.47
Avail Cap(c_a), veh/h				1068	984	1038	188	1606	0	0	529	256
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.23	0.23	0.23	0.68	0.68	0.00	0.00	0.94	0.94
Uniform Delay (d), s/veh				44.5	41.4	42.6	42.7	16.7	0.0	0.0	44.0	44.2
Incr Delay (d2), s/veh				13.7	3.5	5.1	21.2	0.1	0.0	0.0	0.4	1.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				35.4	26.4	29.7	4.8	1.4	0.0	0.0	2.4	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				58.2	44.9	47.7	64.0	16.8	0.0	0.0	44.4	45.2
LnGrp LOS				F	D	D	E	B	A	A	D	D
Approach Vol, veh/h					2930			518			295	
Approach Delay, s/veh					50.7			31.3			44.7	
Approach LOS					D			C			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	17.4	20.9	69.5	38.3
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	11.6	* 17	63.6	34.6
Max Q Clear Time (g_c+I1), s	11.5	8.3	65.6	5.7
Green Ext Time (p_c), s	0.0	0.9	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	47.5
HCM 6th LOS	D

Notes

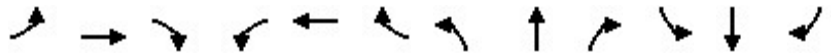
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	241	3002	0	0	0	0	0	183	84
Future Volume (veh/h)	0	0	0	241	3002	0	0	0	0	0	183	84
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.93
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				251	3127	0				0	191	88
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				268	3583	0				0	613	247
Arrive On Green				0.24	0.24	0.00				0.00	0.18	0.18
Sat Flow, veh/h				366	5059	0				0	3664	1407
Grp Volume(v), veh/h				1272	2106	0				0	185	94
Grp Sat Flow(s),veh/h/ln				1852	1702	0				0	1702	1499
Q Serve(g_s), s				74.0	64.8	0.0				0.0	5.2	6.1
Cycle Q Clear(g_c), s				74.0	64.8	0.0				0.0	5.2	6.1
Prop In Lane				0.20		0.00				0.00		0.94
Lane Grp Cap(c), veh/h				1357	2494	0				0	597	263
V/C Ratio(X)				0.94	0.84	0.00				0.00	0.31	0.36
Avail Cap(c_a), veh/h				1357	2494	0				0	597	263
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				39.2	35.7	0.0				0.0	39.5	39.9
Incr Delay (d2), s/veh				13.4	3.7	0.0				0.0	1.3	3.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				41.6	30.7	0.0				0.0	2.3	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				52.6	39.4	0.0				0.0	40.9	43.6
LnGrp LOS				D	D	A				A	D	D
Approach Vol, veh/h					3378						279	
Approach Delay, s/veh					44.4						41.8	
Approach LOS					D						D	

Timer - Assigned Phs		4		6
Phs Duration (G+Y+Rc), s		24.2		85.8
Change Period (Y+Rc), s		4.9		5.2
Max Green Setting (Gmax), s		19.3		80.6
Max Q Clear Time (g_c+I1), s		8.1		76.0
Green Ext Time (p_c), s		0.4		3.2

Intersection Summary	
HCM 6th Ctrl Delay	44.2
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	3209	156	97	94	0	0	0	0
Future Volume (veh/h)	0	0	0	0	3209	156	97	94	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	3308	161	100	97	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3641	174	299	326	0			
Arrive On Green				0.00	0.24	0.24	0.18	0.18	0.00			
Sat Flow, veh/h				0	5155	238	1703	1952	0			
Grp Volume(v), veh/h				0	2239	1230	105	92	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1821	1785	1777	0			
Q Serve(g_s), s				0.0	70.1	72.6	5.7	5.0	0.0			
Cycle Q Clear(g_c), s				0.0	70.1	72.6	5.7	5.0	0.0			
Prop In Lane				0.00		0.13	0.95		0.00			
Lane Grp Cap(c), veh/h				0	2485	1330	313	312	0			
V/C Ratio(X)				0.00	0.90	0.93	0.33	0.30	0.00			
Avail Cap(c_a), veh/h				0	2485	1330	313	312	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	37.9	38.8	39.7	39.4	0.0			
Incr Delay (d2), s/veh				0.0	5.8	12.3	2.9	2.4	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	33.8	39.7	2.8	2.4	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	43.7	51.1	42.6	41.8	0.0			
LnGrp LOS				A	D	D	D	D	A			
Approach Vol, veh/h					3469			197				
Approach Delay, s/veh					46.3			42.2				
Approach LOS					D			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.8		24.2				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.3		19.3				
Max Q Clear Time (g_c+I1), s						74.6		7.7				
Green Ext Time (p_c), s						5.7		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	46.1
HCM 6th LOS	D

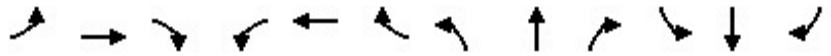
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	242	3442	0	0	0	0	0	139	49
Future Volume (veh/h)	0	0	0	242	3442	0	0	0	0	0	139	49
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				255	3623	0				0	146	52
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				238	3620	0				0	617	265
Arrive On Green				0.24	0.24	0.00				0.00	0.17	0.17
Sat Flow, veh/h				324	5103	0				0	3647	1527
Grp Volume(v), veh/h				1460	2418	0				0	146	52
Grp Sat Flow(s),veh/h/ln				1854	1702	0				0	1777	1527
Q Serve(g_s), s				80.7	77.4	0.0				0.0	3.9	3.2
Cycle Q Clear(g_c), s				80.7	77.4	0.0				0.0	3.9	3.2
Prop In Lane				0.17		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1360	2497	0				0	617	265
V/C Ratio(X)				1.07	0.97	0.00				0.00	0.24	0.20
Avail Cap(c_a), veh/h				1360	2497	0				0	617	265
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				41.7	40.4	0.0				0.0	39.2	38.9
Incr Delay (d2), s/veh				46.7	12.0	0.0				0.0	0.9	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				57.6	39.3	0.0				0.0	1.8	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				88.4	52.4	0.0				0.0	40.1	40.5
LnGrp LOS				F	D	A				A	D	D
Approach Vol, veh/h					3878						198	
Approach Delay, s/veh					65.9						40.2	
Approach LOS					E						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				24.0		86.0						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				19.1		80.7						
Max Q Clear Time (g_c+I1), s				5.9		82.7						
Green Ext Time (p_c), s				0.8		0.0						

Intersection Summary		
HCM 6th Ctrl Delay	64.7	
HCM 6th LOS	E	

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	3456	64	125	68	0	0	0	0
Future Volume (veh/h)	0	0	0	0	3456	64	125	68	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	3600	67	130	71	0			
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3766	70	313	312	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5328	95	1781	1870	0			
Grp Volume(v), veh/h				0	2367	1300	130	71	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1851	1781	1777	0			
Q Serve(g_s), s				0.0	67.8	70.2	7.1	3.8	0.0			
Cycle Q Clear(g_c), s				0.0	67.8	70.2	7.1	3.8	0.0			
Prop In Lane				0.00		0.05	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2485	1351	313	312	0			
V/C Ratio(X)				0.00	0.95	0.96	0.42	0.23	0.00			
Avail Cap(c_a), veh/h				0	2485	1351	313	312	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	13.2	13.5	40.3	38.9	0.0			
Incr Delay (d2), s/veh				0.0	9.9	17.0	4.0	1.7	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	24.2	29.8	3.5	1.8	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	23.1	30.5	44.4	40.6	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					3667			201				
Approach Delay, s/veh					25.7			43.1				
Approach LOS					C			D				

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.8		24.2				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.3		19.3				
Max Q Clear Time (g_c+I1), s						72.2		9.1				
Green Ext Time (p_c), s						8.0		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			26.6									
HCM 6th LOS			C									

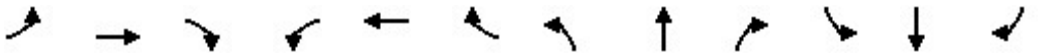
Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	159	552	3	94	0	0	0	11
Future Vol, veh/h	0	0	0	0	159	552	3	94	0	0	0	11
Conflicting Peds, #/hr	6	0	0	0	0	6	15	0	0	0	0	15
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	166	575	3	98	0	0	0	11

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	98	747	-	-	-	392
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	98	747	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	873	340	0	0	0	607
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	898	418	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	856	338	-	-	-	604
Mov Cap-2 Maneuver	-	-	-	856	338	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	881	415	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	19.9	11.1
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	338	-	-	604
HCM Lane V/C Ratio	0.29	-	-	0.019
HCM Control Delay (s)	19.9	-	-	11.1
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.2	-	-	0.1



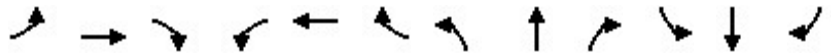
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	762	31	2309	852	0
Future Volume (veh/h)	0	0	0	0	0	0	0	762	31	2309	852	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	802	33	2431	897	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	947	289	3630	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.19	0.19	0.48	0.64	0.00
Sat Flow, veh/h		0					0	5149	1519	5023	1826	0
Grp Volume(v), veh/h		0.0					0	802	33	2431	897	0
Grp Sat Flow(s),veh/h/ln							0	1662	1519	1674	1826	0
Q Serve(g_s), s							0.0	17.1	2.0	40.6	29.1	0.0
Cycle Q Clear(g_c), s							0.0	17.1	2.0	40.6	29.1	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	947	289	3630	1740	0
V/C Ratio(X)							0.00	0.85	0.11	0.67	0.52	0.00
Avail Cap(c_a), veh/h							0	956	291	3630	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	0.67	0.67	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.74	0.74	0.00
Uniform Delay (d), s/veh							0.0	43.0	36.9	18.3	6.2	0.0
Incr Delay (d2), s/veh							0.0	8.1	0.5	0.4	0.8	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	7.5	0.7	16.2	6.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	51.1	37.3	18.7	7.0	0.0
LnGrp LOS							A	D	D	B	A	A
Approach Vol, veh/h								835			3328	
Approach Delay, s/veh								50.5			15.6	
Approach LOS								D			B	

Timer - Assigned Phs	1	2			6							
Phs Duration (G+Y+Rc), s	83.9	26.1			110.0							
Change Period (Y+Rc), s	4.4	* 5.2			5.2							
Max Green Setting (Gmax), s	43.6	* 21			68.8							
Max Q Clear Time (g_c+I1), s	42.6	19.1			31.1							
Green Ext Time (p_c), s	0.9	1.4			10.2							

Intersection Summary		
HCM 6th Ctrl Delay		22.6
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



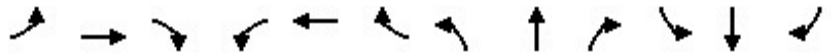
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	1948	101	0	0	0	0	428	150	70	349	0
Future Volume (veh/h)	123	1948	101	0	0	0	0	428	150	70	349	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97				1.00		0.95	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	127	2008	104				0	441	155	72	360	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	189	3186	990				0	624	208	102	1352	0
Arrive On Green	0.21	0.21	0.21				0.00	0.17	0.17	0.11	0.53	0.00
Sat Flow, veh/h	294	4965	1543				0	3900	1245	1781	5274	0
Grp Volume(v), veh/h	801	1334	104				0	400	196	72	360	0
Grp Sat Flow(s),veh/h/ln	1856	1702	1543				0	1702	1572	1781	1702	0
Q Serve(g_s), s	43.6	39.0	6.0				0.0	12.2	13.0	4.3	4.2	0.0
Cycle Q Clear(g_c), s	43.6	39.0	6.0				0.0	12.2	13.0	4.3	4.2	0.0
Prop In Lane	0.16		1.00				0.00		0.79	1.00		0.00
Lane Grp Cap(c), veh/h	1191	2184	990				0	569	263	102	1352	0
V/C Ratio(X)	0.67	0.61	0.11				0.00	0.70	0.74	0.70	0.27	0.00
Avail Cap(c_a), veh/h	1191	2184	990				0	777	359	236	2024	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.09	0.09	0.09				0.00	1.00	1.00	0.83	0.83	0.00
Uniform Delay (d), s/veh	32.7	30.9	17.9				0.0	43.2	43.6	47.8	20.0	0.0
Incr Delay (d2), s/veh	0.3	0.1	0.0				0.0	2.0	5.9	2.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	17.8	2.2				0.0	5.2	5.4	1.9	1.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	31.0	17.9				0.0	45.2	49.5	50.5	20.1	0.0
LnGrp LOS	C	C	B				A	D	D	D	C	A
Approach Vol, veh/h		2239						596			432	
Approach Delay, s/veh		31.1						46.6			25.2	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	75.5	34.5	10.7	23.8
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	56.1	43.6	14.6	* 25
Max Q Clear Time (g_c+I1), s	45.6	6.2	6.3	15.0
Green Ext Time (p_c), s	9.8	2.0	0.0	2.9

Intersection Summary	
HCM 6th Ctrl Delay	33.2
HCM 6th LOS	C

Notes

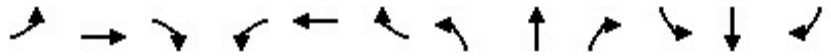
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



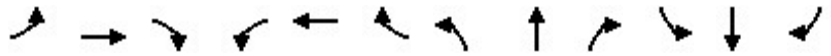
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2169	41	0	0	0	0	0	0	231	263	0
Future Volume (veh/h)	0	2169	41	0	0	0	0	0	0	231	263	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2236	42							238	271	0
Peak Hour Factor	0.97	0.97	0.97							0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3286	62							487	931	0
Arrive On Green	0.00	0.21	0.21							0.09	0.09	0.00
Sat Flow, veh/h	0	5325	97							1781	3572	0
Grp Volume(v), veh/h	0	1474	804							238	271	0
Grp Sat Flow(s),veh/h/ln	0	1702	1850							1781	1702	0
Q Serve(g_s), s	0.0	43.9	44.1							14.0	8.2	0.0
Cycle Q Clear(g_c), s	0.0	43.9	44.1							14.0	8.2	0.0
Prop In Lane	0.00		0.05							1.00		0.00
Lane Grp Cap(c), veh/h	0	2169	1179							487	931	0
V/C Ratio(X)	0.00	0.68	0.68							0.49	0.29	0.00
Avail Cap(c_a), veh/h	0	2169	1179							487	931	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	33.1	33.2							42.7	40.1	0.0
Incr Delay (d2), s/veh	0.0	1.7	3.2							3.5	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	20.5	22.8							7.2	3.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	34.8	36.4							46.2	40.9	0.0
LnGrp LOS	A	C	D							D	D	A
Approach Vol, veh/h		2278									509	
Approach Delay, s/veh		35.4									43.3	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	75.0	35.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	70.1	30.1
Max Q Clear Time (g_c+I1), s	46.1	16.0
Green Ext Time (p_c), s	8.3	1.2

Intersection Summary	
HCM 6th Ctrl Delay	36.8
HCM 6th LOS	D



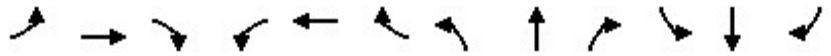
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	2926	0	0	0	0	0	100	235	0	0	0
Future Volume (veh/h)	79	2926	0	0	0	0	0	100	235	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.89			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	81	3016	0				0	103	242			
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	88	3508	0				0	405	323			
Arrive On Green	0.23	0.23	0.00				0.00	0.23	0.23			
Sat Flow, veh/h	129	5307	0				0	1870	1417			
Grp Volume(v), veh/h	1166	1931	0				0	103	242			
Grp Sat Flow(s),veh/h/ln	1864	1702	0				0	1777	1417			
Q Serve(g_s), s	67.2	59.5	0.0				0.0	5.2	17.5			
Cycle Q Clear(g_c), s	67.2	59.5	0.0				0.0	5.2	17.5			
Prop In Lane	0.07		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1273	2324	0				0	405	323			
V/C Ratio(X)	0.92	0.83	0.00				0.00	0.25	0.75			
Avail Cap(c_a), veh/h	1273	2324	0				0	405	323			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	39.5	36.6	0.0				0.0	34.8	39.5			
Incr Delay (d2), s/veh	11.8	3.6	0.0				0.0	1.5	14.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	37.5	28.2	0.0				0.0	2.5	7.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.3	40.2	0.0				0.0	36.3	54.2			
LnGrp LOS	D	D	A				A	D	D			
Approach Vol, veh/h		3097						345				
Approach Delay, s/veh		44.4						48.8				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		80.0						30.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		75.1						25.1				
Max Q Clear Time (g_c+I1), s		69.2						19.5				
Green Ext Time (p_c), s		5.8						1.1				
Intersection Summary												
HCM 6th Ctrl Delay			44.8									
HCM 6th LOS			D									



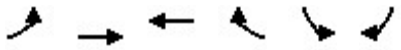
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3304	123	0	0	0	0	0	0	138	252	0
Future Volume (veh/h)	0	3304	123	0	0	0	0	0	0	138	252	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	3371	126							141	257	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3678	136							325	649	0
Arrive On Green	0.00	0.24	0.24							0.06	0.06	0.00
Sat Flow, veh/h	0	5219	186							1781	3647	0
Grp Volume(v), veh/h	0	2257	1240							141	257	0
Grp Sat Flow(s),veh/h/ln	0	1702	1833							1781	1777	0
Q Serve(g_s), s	0.0	70.9	72.8							8.4	7.7	0.0
Cycle Q Clear(g_c), s	0.0	70.9	72.8							8.4	7.7	0.0
Prop In Lane	0.00		0.10							1.00		0.00
Lane Grp Cap(c), veh/h	0	2479	1335							325	649	0
V/C Ratio(X)	0.00	0.91	0.93							0.43	0.40	0.00
Avail Cap(c_a), veh/h	0	2479	1335							325	649	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	38.3	39.0							46.2	45.8	0.0
Incr Delay (d2), s/veh	0.0	6.4	12.6							4.2	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	34.5	40.3							4.4	3.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	44.7	51.6							50.3	47.6	0.0
LnGrp LOS	A	D	D							D	D	A
Approach Vol, veh/h		3497									398	
Approach Delay, s/veh		47.1									48.6	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	85.0	25.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	80.1	20.1
Max Q Clear Time (g_c+I1), s	74.8	10.4
Green Ext Time (p_c), s	5.3	1.5

Intersection Summary	
HCM 6th Ctrl Delay	47.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	2883	0	0	0	0	0	89	38	0	0	0
Future Volume (veh/h)	137	2883	0	0	0	0	0	89	38	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	144	3035	0				0	94	40			
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	161	3624	0				0	474	191			
Arrive On Green	0.24	0.24	0.00				0.00	0.19	0.19			
Sat Flow, veh/h	224	5208	0				0	2564	997			
Grp Volume(v), veh/h	1197	1982	0				0	66	68			
Grp Sat Flow(s),veh/h/ln	1859	1702	0				0	1777	1691			
Q Serve(g_s), s	68.6	60.5	0.0				0.0	3.4	3.7			
Cycle Q Clear(g_c), s	68.6	60.5	0.0				0.0	3.4	3.7			
Prop In Lane	0.12		0.00				0.00		0.59			
Lane Grp Cap(c), veh/h	1337	2448	0				0	341	324			
V/C Ratio(X)	0.90	0.81	0.00				0.00	0.19	0.21			
Avail Cap(c_a), veh/h	1337	2448	0				0	341	324			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	37.9	34.8	0.0				0.0	37.3	37.4			
Incr Delay (d2), s/veh	9.6	3.0	0.0				0.0	1.3	1.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	37.6	28.5	0.0				0.0	1.6	1.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.5	37.9	0.0				0.0	38.6	38.9			
LnGrp LOS	D	D	A				A	D	D			
Approach Vol, veh/h		3179						134				
Approach Delay, s/veh		41.5						38.7				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		84.0						26.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		79.1						21.1				
Max Q Clear Time (g_c+I1), s		70.6						5.7				
Green Ext Time (p_c), s		8.3						0.6				
Intersection Summary												
HCM 6th Ctrl Delay			41.4									
HCM 6th LOS			D									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	27	1066	915	76	103	237
Future Volume (veh/h)	27	1066	915	76	103	237
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	29	1146	984	82	111	255
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	37	3637	3142	261	621	285
Arrive On Green	0.02	0.73	1.00	1.00	0.18	0.18
Sat Flow, veh/h	1781	5149	4844	389	3456	1585
Grp Volume(v), veh/h	29	1146	698	368	111	255
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1746	1728	1585
Q Serve(g_s), s	1.9	9.5	0.0	0.0	3.2	18.6
Cycle Q Clear(g_c), s	1.9	9.5	0.0	0.0	3.2	18.6
Prop In Lane	1.00			0.22	1.00	1.00
Lane Grp Cap(c), veh/h	37	3637	2231	1172	621	285
V/C Ratio(X)	0.78	0.32	0.31	0.31	0.18	0.89
Avail Cap(c_a), veh/h	160	3637	2231	1172	1233	566
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.94	0.94	1.00	1.00
Uniform Delay (d), s/veh	57.5	5.6	0.0	0.0	41.0	47.3
Incr Delay (d2), s/veh	11.3	0.2	0.3	0.7	0.1	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.7	0.1	0.2	1.4	15.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	68.8	5.8	0.3	0.7	41.1	51.3
LnGrp LOS	E	A	A	A	D	D
Approach Vol, veh/h		1175	1066		366	
Approach Delay, s/veh		7.4	0.5		48.2	
Approach LOS		A	A		D	

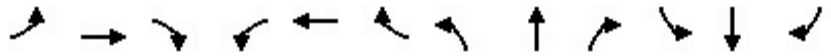
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		91.9		26.1	6.9	85.0
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 65		42.1	10.6	50.2
Max Q Clear Time (g_c+I1), s		11.5		20.6	3.9	2.0
Green Ext Time (p_c), s		26.5		0.7	0.0	20.9

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	1098	30	24	1015	17	21	0	13	9	0	12
Future Volume (veh/h)	153	1098	30	24	1015	17	21	0	13	9	0	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.88	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	158	1132	31	25	1046	0	18	6	13	9	0	12
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	682	3457	95	60	1660		42	11	25	277	0	121
Arrive On Green	0.77	1.00	1.00	0.03	0.33	0.00	0.02	0.02	0.02	0.08	0.00	0.08
Sat Flow, veh/h	1781	4984	136	1781	4985	1585	1781	481	1042	3456	0	1508
Grp Volume(v), veh/h	158	755	408	25	1046	0	18	0	19	9	0	12
Grp Sat Flow(s),veh/h/ln	1781	1662	1797	1781	1662	1585	1781	0	1523	1728	0	1508
Q Serve(g_s), s	3.0	0.0	0.0	1.6	20.9	0.0	1.2	0.0	1.5	0.3	0.0	0.9
Cycle Q Clear(g_c), s	3.0	0.0	0.0	1.6	20.9	0.0	1.2	0.0	1.5	0.3	0.0	0.9
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.68	1.00		1.00
Lane Grp Cap(c), veh/h	682	2305	1247	60	1660		42	0	36	277	0	121
V/C Ratio(X)	0.23	0.33	0.33	0.41	0.63		0.42	0.00	0.52	0.03	0.00	0.10
Avail Cap(c_a), veh/h	682	2305	1247	100	1660		92	0	79	996	0	434
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.9	0.0	0.0	55.9	33.2	0.0	56.8	0.0	56.9	50.1	0.0	50.3
Incr Delay (d2), s/veh	0.1	0.4	0.7	1.7	1.8	0.0	2.5	0.0	4.3	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.1	0.2	0.7	8.4	0.0	0.6	0.0	0.6	0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.0	0.4	0.7	57.5	35.0	0.0	59.3	0.0	61.2	50.1	0.0	50.5
LnGrp LOS	A	A	A	E	D		E	A	E	D	A	D
Approach Vol, veh/h		1321			1071	A		37			21	
Approach Delay, s/veh		1.5			35.6			60.3			50.3	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	87.5		14.3	50.8	45.1		7.7
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	6.6	51.4		34.0	18.6	* 39		6.1
Max Q Clear Time (g_c+I1), s	3.6	2.0		2.9	5.0	22.9		3.5
Green Ext Time (p_c), s	0.0	19.0		0.0	0.2	9.5		0.0

Intersection Summary	
HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

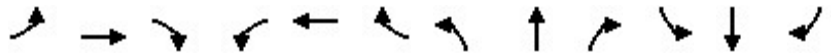
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	338	271	187	467	1144	0	171	52	369	0	36	192
Future Volume (veh/h)	338	271	187	467	1144	0	171	52	369	0	36	192
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	376	301	208	519	1271	0	190	58	0	0	40	213
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	618	3000	1048	193	1900	0	260	141		0	184	264
Arrive On Green	0.35	0.60	0.60	0.06	0.30	0.00	0.08	0.08	0.00	0.00	0.10	0.10
Sat Flow, veh/h	1781	4985	1544	3456	6537	0	3456	1870	1585	0	1870	2679
Grp Volume(v), veh/h	376	301	208	519	1271	0	190	58	0	0	40	213
Grp Sat Flow(s),veh/h/ln	1781	1662	1544	1728	1570	0	1728	1870	1585	0	1870	1340
Q Serve(g_s), s	20.6	3.0	5.9	6.6	20.9	0.0	6.3	3.5	0.0	0.0	2.3	9.2
Cycle Q Clear(g_c), s	20.6	3.0	5.9	6.6	20.9	0.0	6.3	3.5	0.0	0.0	2.3	9.2
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	618	3000	1048	193	1900	0	260	141		0	184	264
V/C Ratio(X)	0.61	0.10	0.20	2.69	0.67	0.00	0.73	0.41		0.00	0.22	0.81
Avail Cap(c_a), veh/h	618	3000	1048	193	1900	0	1084	586		0	255	366
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.00	0.90	0.90	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	31.9	10.0	7.1	55.7	36.0	0.0	53.4	52.1	0.0	0.0	49.0	52.1
Incr Delay (d2), s/veh	1.3	0.1	0.4	759.6	0.2	0.0	1.4	0.6	0.0	0.0	0.6	8.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	1.0	2.4	23.2	7.7	0.0	2.8	1.7	0.0	0.0	1.1	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.2	10.0	7.5	815.3	36.2	0.0	54.8	52.7	0.0	0.0	49.6	61.0
LnGrp LOS	C	B	A	F	D	A	D	D		A	D	E
Approach Vol, veh/h		885			1790			248	A		253	
Approach Delay, s/veh		19.3			262.1			54.3			59.2	
Approach LOS		B			F			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.0	76.7		16.5	46.6	41.1		13.8
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	6.6	38.4		16.1	9.6	* 36		37.0
Max Q Clear Time (g_c+I1), s	8.6	7.9		11.2	22.6	22.9		8.3
Green Ext Time (p_c), s	0.0	5.4		0.4	0.0	10.3		0.5

Intersection Summary	
HCM 6th Ctrl Delay	162.0
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



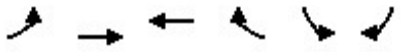
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	0	35	11	7	265	22	285	12	393	326	41
Future Volume (veh/h)	51	0	35	11	7	265	22	285	12	393	326	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.94	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	12	37	0	0	297	23	300	13	414	343	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	23	72	0	262	440	140	762	33	475	1292	160
Arrive On Green	0.06	0.06	0.06	0.00	0.00	0.14	0.08	0.22	0.22	0.27	0.41	0.41
Sat Flow, veh/h	1781	400	1232	0	1870	3136	1781	3461	149	1781	3163	393
Grp Volume(v), veh/h	46	0	49	0	0	297	23	153	160	414	191	195
Grp Sat Flow(s),veh/h/ln	1781	0	1632	0	1870	1568	1781	1777	1833	1781	1777	1779
Q Serve(g_s), s	1.3	0.0	1.5	0.0	0.0	4.6	0.6	3.7	3.8	11.3	3.6	3.7
Cycle Q Clear(g_c), s	1.3	0.0	1.5	0.0	0.0	4.6	0.6	3.7	3.8	11.3	3.6	3.7
Prop In Lane	1.00		0.76	0.00		1.00	1.00		0.08	1.00		0.22
Lane Grp Cap(c), veh/h	103	0	95	0	262	440	140	391	404	475	726	726
V/C Ratio(X)	0.44	0.00	0.52	0.00	0.00	0.68	0.16	0.39	0.40	0.87	0.26	0.27
Avail Cap(c_a), veh/h	140	0	128	0	1066	1788	175	1013	1045	595	1432	1434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	0.0	23.3	0.0	0.0	20.8	21.9	16.9	16.9	17.8	10.0	10.0
Incr Delay (d2), s/veh	2.2	0.0	3.2	0.0	0.0	0.7	0.2	0.5	0.5	9.6	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.6	0.0	0.0	1.6	0.2	1.4	1.4	5.2	1.1	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	0.0	26.5	0.0	0.0	21.4	22.1	17.4	17.4	27.5	10.1	10.1
LnGrp LOS	C	A	C	A	A	C	C	B	B	C	B	B
Approach Vol, veh/h		95			297			336			800	
Approach Delay, s/veh		25.9			21.4			17.7			19.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.6	15.2		7.0	8.0	24.8		11.1
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	17.6	29.0		4.0	5.0	41.0		29.0
Max Q Clear Time (g_c+I1), s	13.3	5.8		3.5	2.6	5.7		6.6
Green Ext Time (p_c), s	0.3	1.4		0.0	0.0	1.9		0.7

Intersection Summary	
HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	202	8	8	112	158	210
Future Volume (veh/h)	202	8	8	112	158	210
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	228	0	9	0	174	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	841	442	677		318	
Arrive On Green	0.24	0.00	0.36	0.00	0.09	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	228	0	9	0	174	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	2.0	0.0	0.1	0.0	1.9	0.0
Cycle Q Clear(g_c), s	2.0	0.0	0.1	0.0	1.9	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	841	442	677		318	
V/C Ratio(X)	0.27	0.00	0.01		0.55	
Avail Cap(c_a), veh/h	1013	532	677		1161	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	12.1	0.0	7.9	0.0	16.8	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.0	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.2	0.0	8.0	0.0	18.3	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		228	9	A	174	A
Approach Delay, s/veh		12.2	8.0		18.3	
Approach LOS		B	A		B	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	13.1		7.6		18.0
Change Period (Y+Rc), s	4.0		4.0		4.0
Max Green Setting (Gmax), s	11.0		13.0		14.0
Max Q Clear Time (g_c+I1), s	4.0		3.9		2.1
Green Ext Time (p_c), s	0.4		0.3		0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

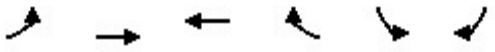
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	157	97	0	1	1
Future Vol, veh/h	13	157	97	0	1	1
Conflicting Peds, #/hr	6	0	0	6	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	185	114	0	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	120	0	-	0	243	64
Stage 1	-	-	-	-	120	-
Stage 2	-	-	-	-	123	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1466	-	-	-	724	987
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	889	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1458	-	-	-	707	980
Mov Cap-2 Maneuver	-	-	-	-	707	-
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	884	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1458	-	-	-	821
HCM Lane V/C Ratio	0.01	-	-	-	0.003
HCM Control Delay (s)	7.5	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑	↑↑↑↑		⋔	
Traffic Volume (veh/h)	0	3082	2941	0	0	0
Future Volume (veh/h)	0	3082	2941	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1900
Adj Flow Rate, veh/h	0	3350	3197	0	1412	1406
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	0
Cap, veh/h	0	2574	2574	0	9999	9999
Arrive On Green	0.00	0.40	0.40	0.00	0.40	0.40
Sat Flow, veh/h	0	6958	6958	2516	3693	4842
Grp Volume(v), veh/h	0	3350	3197	0	1412	1406
Grp Sat Flow(s),veh/h/ln	0	1609	1609	0	1781	1610
Q Serve(g_s), s	0.0	18.0	18.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	18.0	18.0	0.0	0.0	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2574	2574	1006	6773	2930
V/C Ratio(X)	0.00	1.30	1.24	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	2574	2574	1006	6773	2930
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	13.5	13.5	0.0	8.1	8.1
Incr Delay (d2), s/veh	0.0	138.7	112.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	29.0	24.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	152.2	126.0	0.0	8.1	8.1
LnGrp LOS	A	F	F	A	A	A
Approach Vol, veh/h		3350	3197	1077	1255	04
Approach Delay, s/veh		152.2	126.0		8.1	
Approach LOS		F	F		A	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	20.0	2.0	20.0
Green Ext Time (p_c), s	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

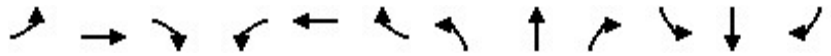
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3571	44	101	1080	34	126
Future Volume (veh/h)	3571	44	101	1080	34	126
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.94	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	3681	45	104	1113	35	130
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	2	2	5	2	2
Cap, veh/h	4545	1081	154	5060	192	154
Arrive On Green	0.72	0.72	0.09	1.00	0.11	0.11
Sat Flow, veh/h	6537	1493	3456	6537	1781	1427
Grp Volume(v), veh/h	3681	45	104	1113	35	130
Grp Sat Flow(s),veh/h/ln	1570	1493	1728	1570	1781	1427
Q Serve(g_s), s	46.2	1.0	3.4	0.0	2.1	10.6
Cycle Q Clear(g_c), s	46.2	1.0	3.4	0.0	2.1	10.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	4545	1081	154	5060	192	154
V/C Ratio(X)	0.81	0.04	0.67	0.22	0.18	0.84
Avail Cap(c_a), veh/h	4545	1081	193	5060	483	387
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.99	0.99	1.00	1.00
Uniform Delay (d), s/veh	10.9	4.6	52.9	0.0	47.9	51.7
Incr Delay (d2), s/veh	0.2	0.0	3.5	0.1	0.2	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.3	1.5	0.0	1.0	4.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.0	4.7	56.4	0.1	48.1	56.4
LnGrp LOS	B	A	E	A	D	E
Approach Vol, veh/h	3726			1217	165	
Approach Delay, s/veh	11.0			4.9	54.6	
Approach LOS	B			A	D	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.7	90.7			100.4	17.6
Change Period (Y+Rc), s	4.4	5.3			5.3	4.9
Max Green Setting (Gmax), s	5.6	64.8			75.8	32.0
Max Q Clear Time (g_c+I1), s	5.4	48.2			2.0	12.6
Green Ext Time (p_c), s	0.0	16.6			25.9	0.2

Intersection Summary	
HCM 6th Ctrl Delay	10.9
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	3504	1	8	740	99	1	0	1	5	0	5
Future Volume (veh/h)	15	3504	1	8	740	99	1	0	1	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	0.98		0.97	0.98		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	3650	1	8	771	103	1	0	1	5	0	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	25	4151	1	60	4672	612	62	11	28	111	0	55
Arrive On Green	0.03	1.00	1.00	0.03	0.83	0.83	0.04	0.00	0.04	0.04	0.00	0.04
Sat Flow, veh/h	1781	5147	1	1781	5652	740	463	308	771	1381	0	1545
Grp Volume(v), veh/h	16	2356	1295	8	640	234	2	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	1826	1781	1570	1681	1542	0	0	1381	0	1545
Q Serve(g_s), s	1.0	0.0	0.0	0.5	3.2	3.3	0.0	0.0	0.0	0.2	0.0	0.4
Cycle Q Clear(g_c), s	1.0	0.0	0.0	0.5	3.2	3.3	0.1	0.0	0.0	0.4	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.44	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	25	2680	1472	60	3894	1390	101	0	0	111	0	55
V/C Ratio(X)	0.65	0.88	0.88	0.13	0.16	0.17	0.02	0.00	0.00	0.05	0.00	0.09
Avail Cap(c_a), veh/h	80	2680	1472	60	3894	1390	444	0	0	436	0	419
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.47	0.98	0.98	0.98	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.1	0.0	0.0	55.3	2.1	2.1	54.9	0.0	0.0	55.0	0.0	55.0
Incr Delay (d2), s/veh	4.9	2.2	3.9	0.4	0.1	0.3	0.0	0.0	0.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.8	1.6	0.2	0.6	0.7	0.1	0.0	0.0	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	2.2	3.9	55.7	2.1	2.3	54.9	0.0	0.0	55.1	0.0	55.3
LnGrp LOS	E	A	A	E	A	A	D	A	A	E	A	E
Approach Vol, veh/h		3667			882			2			10	
Approach Delay, s/veh		3.1			2.7			54.9			55.2	
Approach LOS		A			A			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	100.5		9.1	6.0	102.8		9.1
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	4.0	67.4		32.0	5.3	66.1		32.0
Max Q Clear Time (g_c+I1), s	2.5	2.0		2.4	3.0	5.3		2.1
Green Ext Time (p_c), s	0.0	65.2		0.0	0.0	15.2		0.0

Intersection Summary	
HCM 6th Ctrl Delay	3.1
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3490	11	26	944	0	27
Future Volume (veh/h)	3490	11	26	944	0	27
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.93	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1870	1826	1900	1900
Adj Flow Rate, veh/h	3598	11	27	973	0	28
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	5	2	5	0	0
Cap, veh/h	4113	13	39	4346	0	35
Arrive On Green	0.80	0.80	0.02	0.87	0.00	0.02
Sat Flow, veh/h	5294	16	1781	5149	0	1538
Grp Volume(v), veh/h	2329	1280	27	973	0	29
Grp Sat Flow(s),veh/h/ln	1662	1822	1781	1662	0	1593
Q Serve(g_s), s	42.3	42.7	1.4	2.8	0.0	1.7
Cycle Q Clear(g_c), s	42.3	42.7	1.4	2.8	0.0	1.7
Prop In Lane		0.01	1.00		0.00	0.97
Lane Grp Cap(c), veh/h	2665	1461	39	4346	0	36
V/C Ratio(X)	0.87	0.88	0.70	0.22	0.00	0.80
Avail Cap(c_a), veh/h	2667	1462	90	4492	0	318
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.0	6.0	44.3	0.9	0.0	44.4
Incr Delay (d2), s/veh	4.0	7.1	8.1	0.1	0.0	31.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	9.2	0.7	0.0	0.0	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.0	13.2	52.4	1.0	0.0	75.7
LnGrp LOS	B	B	D	A	A	E
Approach Vol, veh/h	3609			1000	29	
Approach Delay, s/veh	11.1			2.4	75.7	
Approach LOS	B			A	E	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.4	78.4			84.7	6.5
Change Period (Y+Rc), s	4.4	5.2			5.2	4.4
Max Green Setting (Gmax), s	4.6	73.2			82.2	18.2
Max Q Clear Time (g_c+I1), s	3.4	44.7			4.8	3.7
Green Ext Time (p_c), s	0.0	28.5			23.8	0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	144

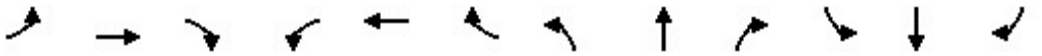
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	375	0	0	1483	1032
Future Vol, veh/h	0	375	0	0	1483	1032
Conflicting Peds, #/hr	0	0	5	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	399	0	0	1578	1098

Major/Minor	Minor2			Major2	
Conflicting Flow All	2132	1343		-	0
Stage 1	2132	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	79	~ 122		-	-
Stage 1	47	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	78	~ 121		-	-
Mov Cap-2 Maneuver	78	-		-	-
Stage 1	47	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, $	1109.5	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	121	-	-
HCM Lane V/C Ratio	-	3.297	-	-
HCM Control Delay (s)	$	1109.5	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	38.6	-	-

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



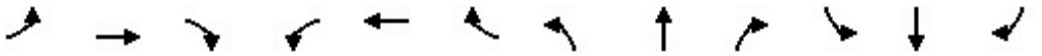
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	692	44	53	662	246	38	41	29	215	42	166
Future Volume (veh/h)	112	692	44	53	662	246	38	41	29	215	42	166
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	114	706	45	54	676	251	39	42	30	219	43	169
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	2179	660	70	1966	597	350	407	313	545	681	602
Arrive On Green	0.03	0.14	0.14	0.04	0.39	0.39	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1781	5106	1548	1781	5106	1550	754	1061	818	1318	1777	1571
Grp Volume(v), veh/h	114	706	45	54	676	251	54	0	57	219	43	169
Grp Sat Flow(s),veh/h/ln	1781	1702	1548	1781	1702	1550	1087	0	1546	1318	1777	1571
Q Serve(g_s), s	6.5	12.7	2.6	3.1	9.6	12.1	1.9	0.0	2.4	13.0	1.6	7.6
Cycle Q Clear(g_c), s	6.5	12.7	2.6	3.1	9.6	12.1	9.5	0.0	2.4	15.4	1.6	7.6
Prop In Lane	1.00		1.00	1.00		1.00	0.72		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	144	2179	660	70	1966	597	477	0	593	545	681	602
V/C Ratio(X)	0.79	0.32	0.07	0.78	0.34	0.42	0.11	0.00	0.10	0.40	0.06	0.28
Avail Cap(c_a), veh/h	272	2179	660	185	1966	597	477	0	593	545	681	602
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.94	0.94	0.94	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.8	30.6	26.2	48.6	22.2	23.0	22.9	0.0	20.1	25.1	19.9	21.7
Incr Delay (d2), s/veh	3.4	0.4	0.2	6.4	0.5	2.0	0.5	0.0	0.3	1.4	0.1	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	5.7	0.9	1.4	3.7	4.5	1.0	0.0	0.9	4.2	0.7	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	30.9	26.4	55.0	22.7	25.1	23.3	0.0	20.5	26.5	20.0	22.5
LnGrp LOS	D	C	C	D	C	C	C	A	C	C	B	C
Approach Vol, veh/h		865			981			111			431	
Approach Delay, s/veh		33.5			25.1			21.9			24.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	49.6		44.0	12.6	45.4		44.0				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	10.6	* 37		39.1	15.6	31.9		39.1				
Max Q Clear Time (g_c+I1), s	5.1	14.7		17.4	8.5	14.1		11.5				
Green Ext Time (p_c), s	0.0	7.7		4.7	0.1	9.9		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		27.8
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



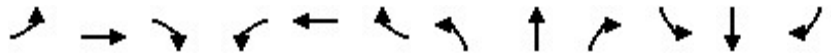
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	407	0	0	458	423	0	0	0	431	0	98
Future Volume (veh/h)	68	407	0	0	458	423	0	0	0	431	0	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	447	0	0	503	0	0	0	0	575	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	96	2429	0	2	2084		0	2	2	709	375	0
Arrive On Green	0.05	0.68	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.20	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3531	1870	0
Grp Volume(v), veh/h	75	447	0	0	503	0	0	0	0	575	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1765	1870	0
Q Serve(g_s), s	4.2	4.6	0.0	0.0	12.2	0.0	0.0	0.0	0.0	15.9	0.0	0.0
Cycle Q Clear(g_c), s	4.2	4.6	0.0	0.0	12.2	0.0	0.0	0.0	0.0	15.9	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	96	2429	0	2	2084		0	2	2	709	375	0
V/C Ratio(X)	0.78	0.18	0.00	0.00	0.24		0.00	0.00	0.00	0.81	0.00	0.00
Avail Cap(c_a), veh/h	176	2429	0	176	2084		0	182	154	1284	680	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.80	0.00	0.00
Uniform Delay (d), s/veh	47.6	5.8	0.0	0.0	21.9	0.0	0.0	0.0	0.0	38.9	0.0	0.0
Incr Delay (d2), s/veh	5.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.4	0.0	0.0	5.6	0.0	0.0	0.0	0.0	6.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	6.0	0.0	0.0	22.2	0.0	0.0	0.0	0.0	39.6	0.0	0.0
LnGrp LOS	D	A	A	A	C		A	A	A	D	A	A
Approach Vol, veh/h		522			503	A		0			575	
Approach Delay, s/veh		12.7			22.2			0.0			39.6	
Approach LOS		B			C						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	75.6		26.4	9.9	65.7		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.1	* 25		37.1	10.1	23.8		9.9				
Max Q Clear Time (g_c+I1), s	0.0	6.6		17.9	6.2	14.2		0.0				
Green Ext Time (p_c), s	0.0	6.0		1.1	0.0	3.5		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		25.4
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



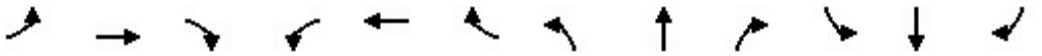
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	242	251	191	111	268	151	208	1030	127	159	1118	99
Future Volume (veh/h)	242	251	191	111	268	151	208	1030	127	159	1118	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	252	261	199	116	279	157	217	1073	132	166	1165	103
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	246	369	269	142	458	293	275	1597	196	209	1716	749
Arrive On Green	0.14	0.19	0.19	0.08	0.13	0.13	0.08	0.50	0.50	0.06	0.48	0.48
Sat Flow, veh/h	1781	1927	1406	1781	3554	1533	3456	3182	391	3456	3554	1551
Grp Volume(v), veh/h	252	240	220	116	279	157	217	599	606	166	1165	103
Grp Sat Flow(s),veh/h/ln	1781	1777	1556	1781	1777	1533	1728	1777	1796	1728	1777	1551
Q Serve(g_s), s	16.0	14.6	15.5	7.4	8.6	7.2	7.2	29.3	29.4	5.5	29.3	2.4
Cycle Q Clear(g_c), s	16.0	14.6	15.5	7.4	8.6	7.2	7.2	29.3	29.4	5.5	29.3	2.4
Prop In Lane	1.00		0.90	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	246	341	298	142	458	293	275	892	902	209	1716	749
V/C Ratio(X)	1.03	0.70	0.74	0.82	0.61	0.53	0.79	0.67	0.67	0.80	0.68	0.14
Avail Cap(c_a), veh/h	246	456	400	229	888	479	411	892	902	209	1716	749
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	43.8	44.1	52.6	47.7	21.5	52.4	21.7	21.7	53.8	23.1	5.2
Incr Delay (d2), s/veh	64.2	1.6	2.9	4.8	0.5	0.5	3.1	4.0	4.0	17.7	2.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.5	6.6	6.2	3.5	3.8	2.6	3.2	12.9	13.0	2.9	12.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	114.2	45.4	47.0	57.4	48.2	22.1	55.6	25.7	25.7	71.4	25.3	5.6
LnGrp LOS	F	D	D	E	D	C	E	C	C	E	C	A
Approach Vol, veh/h		712			552			1422			1434	
Approach Delay, s/veh		70.3			42.7			30.3			29.2	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	63.5	13.6	27.4	13.6	61.3	21.2	19.9
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	7.6	* 45	14.9	29.8	13.8	38.2	16.0	* 29
Max Q Clear Time (g_c+I1), s	17.5	31.4	9.4	17.5	9.2	31.3	18.0	10.6
Green Ext Time (p_c), s	0.0	2.8	0.0	0.9	0.1	2.4	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	38.5
HCM 6th LOS	D

Notes

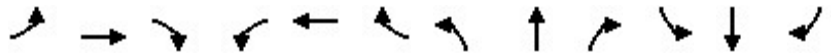
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	597	168	252	255	76	192	193	609	124	251	87
Future Volume (veh/h)	78	597	168	252	255	76	192	193	609	124	251	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.92	1.00		0.82
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	642	181	271	274	82	206	208	655	133	270	94
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	954	617	336	572	467	235	1240	663	161	1091	401
Arrive On Green	0.06	0.27	0.27	0.10	0.31	0.31	0.13	0.35	0.35	0.09	0.31	0.31
Sat Flow, veh/h	1781	3554	1520	3456	1870	1527	1781	3554	1457	1781	3554	1304
Grp Volume(v), veh/h	84	642	181	271	274	82	206	208	655	133	270	94
Grp Sat Flow(s),veh/h/ln	1781	1777	1520	1728	1870	1527	1781	1777	1457	1781	1777	1304
Q Serve(g_s), s	5.6	19.4	9.7	9.2	14.3	4.7	13.6	4.9	41.9	8.8	6.8	6.5
Cycle Q Clear(g_c), s	5.6	19.4	9.7	9.2	14.3	4.7	13.6	4.9	41.9	8.8	6.8	6.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	107	954	617	336	572	467	235	1240	663	161	1091	401
V/C Ratio(X)	0.79	0.67	0.29	0.81	0.48	0.18	0.88	0.17	0.99	0.83	0.25	0.23
Avail Cap(c_a), veh/h	445	1184	716	864	623	509	445	1240	663	445	1184	435
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	39.2	24.5	53.1	33.9	30.6	51.1	27.0	33.3	53.7	31.2	31.0
Incr Delay (d2), s/veh	4.7	1.2	0.3	1.7	0.3	0.1	4.0	0.1	31.9	4.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	8.6	3.6	4.1	6.6	1.8	6.3	2.1	24.3	4.1	3.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.4	40.4	24.8	54.8	34.2	30.7	55.2	27.1	65.3	57.8	31.2	31.2
LnGrp LOS	E	D	C	D	C	C	E	C	E	E	C	C
Approach Vol, veh/h		907			627			1069			497	
Approach Delay, s/veh		39.2			42.6			55.9			38.3	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	38.1	21.2	43.6	12.6	42.6	16.2	48.6
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	11.2	21.4	15.6	8.8	7.6	16.3	10.8	43.9
Green Ext Time (p_c), s	0.5	5.8	0.2	1.4	0.1	1.3	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	45.5
HCM 6th LOS	D



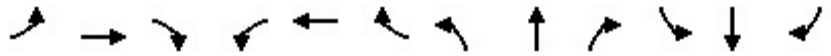
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	0	121	55	0	80	26	695	23	71	592	20
Future Volume (veh/h)	98	0	121	55	0	80	26	695	23	71	592	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	0.99		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	111	0	138	62	0	91	30	790	26	81	673	23
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	37	241	511	0	551	49	1759	58	104	1915	65
Arrive On Green	0.30	0.00	0.30	0.30	0.00	0.30	0.03	0.35	0.35	0.06	0.38	0.38
Sat Flow, veh/h	525	123	805	1224	0	1532	1781	5076	167	1781	5069	173
Grp Volume(v), veh/h	249	0	0	62	0	91	30	529	287	81	451	245
Grp Sat Flow(s),veh/h/ln	1452	0	0	1224	0	1532	1781	1702	1838	1781	1702	1837
Q Serve(g_s), s	4.5	0.0	0.0	0.0	0.0	2.0	0.8	6.0	6.0	2.2	4.7	4.8
Cycle Q Clear(g_c), s	6.9	0.0	0.0	1.9	0.0	2.0	0.8	6.0	6.0	2.2	4.7	4.8
Prop In Lane	0.45		0.55	1.00		1.00	1.00		0.09	1.00		0.09
Lane Grp Cap(c), veh/h	539	0	0	511	0	551	49	1180	637	104	1286	694
V/C Ratio(X)	0.46	0.00	0.00	0.12	0.00	0.17	0.62	0.45	0.45	0.78	0.35	0.35
Avail Cap(c_a), veh/h	1252	0	0	1135	0	1325	1075	4108	2218	1075	4108	2217
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.5	0.0	0.0	12.9	0.0	10.9	23.9	12.6	12.6	23.1	11.1	11.1
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.1	4.7	0.4	0.7	4.6	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	0.4	0.0	0.6	0.4	2.0	2.2	1.0	1.5	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.7	0.0	0.0	12.9	0.0	11.0	28.6	12.9	13.2	27.7	11.3	11.5
LnGrp LOS	B	A	A	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		249			153			846			777	
Approach Delay, s/veh		14.7			11.7			13.6			13.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.3	22.6		19.8	5.8	24.2		19.8
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	4.2	8.0		8.9	2.8	6.8		4.0
Green Ext Time (p_c), s	0.1	8.9		1.1	0.0	6.2		0.4

Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	25	273	272	75	186	278	616	26	30	1330	83
Future Volume (veh/h)	185	25	273	272	75	186	278	616	26	30	1330	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.84	1.00		0.86	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	195	26	287	286	79	196	293	648	27	32	1400	87
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	215	327	232	304	420	308	310	1759	766	41	1188	74
Arrive On Green	0.12	0.17	0.17	0.17	0.22	0.22	0.17	0.49	0.49	0.02	0.35	0.35
Sat Flow, veh/h	1781	1870	1329	1781	1870	1370	1781	3554	1547	1781	3398	211
Grp Volume(v), veh/h	195	26	287	286	79	196	293	648	27	32	730	757
Grp Sat Flow(s),veh/h/ln	1781	1870	1329	1781	1870	1370	1781	1777	1547	1781	1777	1831
Q Serve(g_s), s	18.5	2.0	30.0	27.2	5.9	22.2	27.9	19.3	1.5	3.1	60.0	60.0
Cycle Q Clear(g_c), s	18.5	2.0	30.0	27.2	5.9	22.2	27.9	19.3	1.5	3.1	60.0	60.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	215	327	232	304	420	308	310	1759	766	41	621	640
V/C Ratio(X)	0.91	0.08	1.23	0.94	0.19	0.64	0.94	0.37	0.04	0.77	1.17	1.18
Avail Cap(c_a), veh/h	311	327	232	311	420	308	311	1759	766	311	621	640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.5	59.2	70.8	70.3	53.9	60.2	70.0	26.8	22.3	83.3	55.8	55.8
Incr Delay (d2), s/veh	17.7	0.0	137.0	34.8	0.1	3.3	36.5	0.2	0.0	10.8	94.9	97.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	1.0	19.1	15.4	2.8	8.1	15.9	8.4	0.6	1.5	43.2	45.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.2	59.3	207.8	105.1	53.9	63.5	106.5	26.9	22.3	94.1	150.6	153.0
LnGrp LOS	F	E	F	F	D	E	F	C	C	F	F	F
Approach Vol, veh/h		508			561			968			1519	
Approach Delay, s/veh		155.8			83.4			50.9			150.6	
Approach LOS		F			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	93.6	33.7	34.9	34.3	68.7	25.1	43.4
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	5.1	21.3	29.2	32.0	29.9	62.0	20.5	24.2
Green Ext Time (p_c), s	0.0	6.6	0.0	0.0	0.0	0.0	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	113.6
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

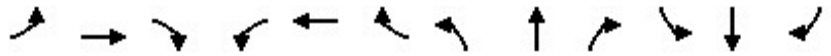
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	489	49	265	92	0	0	0	0	539	123	46
Future Volume (veh/h)	0	489	49	265	92	0	0	0	0	539	123	46
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	526	53	285	99	0				674	0	49
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	393	784	347	425	813	0				882	0	742
Arrive On Green	0.00	0.22	0.22	0.24	0.24	0.00				0.25	0.00	0.25
Sat Flow, veh/h	1781	3554	1571	1781	3572	0				3563	0	1583
Grp Volume(v), veh/h	0	526	53	285	99	0				674	0	49
Grp Sat Flow(s),veh/h/ln	1781	1777	1571	1781	1702	0				1781	0	1583
Q Serve(g_s), s	0.0	6.7	1.3	7.2	1.1	0.0				8.7	0.0	0.8
Cycle Q Clear(g_c), s	0.0	6.7	1.3	7.2	1.1	0.0				8.7	0.0	0.8
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	393	784	347	425	813	0				882	0	742
V/C Ratio(X)	0.00	0.67	0.15	0.67	0.12	0.00				0.76	0.00	0.07
Avail Cap(c_a), veh/h	2161	4311	1905	2161	4129	0				2521	0	1470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.6	15.5	17.1	14.8	0.0				17.3	0.0	7.2
Incr Delay (d2), s/veh	0.0	0.4	0.1	2.1	0.1	0.0				0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.2	0.4	2.6	0.4	0.0				3.2	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.0	15.6	19.1	14.8	0.0				17.8	0.0	7.2
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		579			384						723	
Approach Delay, s/veh		17.8			18.0						17.1	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		14.9		18.4		16.1
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		8.7		10.7		9.2
Green Ext Time (p_c), s		2.2		1.4		2.6

Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	1012	0	0	329	267	44	23	126	32	0	261
Future Volume (veh/h)	110	1012	0	0	329	267	44	23	126	32	0	261
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	1112	0	0	362	293	48	25	138	35	0	287
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	160	1499	0	0	512	409	254	35	194	41	0	338
Arrive On Green	0.09	0.42	0.00	0.00	0.27	0.27	0.14	0.14	0.14	0.24	0.00	0.24
Sat Flow, veh/h	1781	3647	0	0	1972	1499	1781	247	1362	171	0	1405
Grp Volume(v), veh/h	121	1112	0	0	342	313	48	0	163	322	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1601	1781	0	1608	1577	0	0
Q Serve(g_s), s	5.0	19.9	0.0	0.0	13.1	13.4	1.8	0.0	7.3	14.8	0.0	0.0
Cycle Q Clear(g_c), s	5.0	19.9	0.0	0.0	13.1	13.4	1.8	0.0	7.3	14.8	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.94	1.00		0.85	0.11		0.89
Lane Grp Cap(c), veh/h	160	1499	0	0	484	436	254	0	229	379	0	0
V/C Ratio(X)	0.76	0.74	0.00	0.00	0.71	0.72	0.19	0.00	0.71	0.85	0.00	0.00
Avail Cap(c_a), veh/h	706	2816	0	0	1408	1268	941	0	849	833	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	33.6	18.4	0.0	0.0	24.8	24.9	28.6	0.0	31.0	27.5	0.0	0.0
Incr Delay (d2), s/veh	8.4	0.3	0.0	0.0	2.3	2.7	0.1	0.0	1.5	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	7.0	0.0	0.0	5.3	4.9	0.8	0.0	2.8	5.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	18.7	0.0	0.0	27.1	27.6	28.8	0.0	32.5	29.6	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	C	C	A	A
Approach Vol, veh/h		1233			655			211			322	
Approach Delay, s/veh		21.0			27.3			31.7			29.6	
Approach LOS		C			C			C			C	

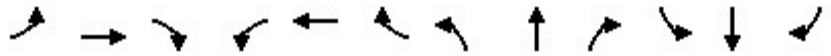
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		36.4		22.2	11.3	25.0		17.2				
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4				
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s		21.9		16.8	7.0	15.4		9.3				
Green Ext Time (p_c), s		5.4		1.5	0.4	5.3		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		24.8
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



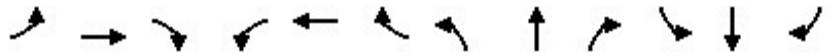
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	906	250	266	438	0	0	0	0	921	422	186
Future Volume (veh/h)	0	906	250	266	438	0	0	0	0	921	422	186
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	954	263	280	461	0				969	444	196
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1448	633	365	2010	0				1132	594	501
Arrive On Green	0.00	0.41	0.41	0.14	0.75	0.00				0.32	0.32	0.32
Sat Flow, veh/h	0	3647	1552	3456	3647	0				3563	1870	1576
Grp Volume(v), veh/h	0	954	263	280	461	0				969	444	196
Grp Sat Flow(s),veh/h/ln	0	1777	1552	1728	1777	0				1781	1870	1576
Q Serve(g_s), s	0.0	18.3	10.2	6.6	3.3	0.0				21.4	17.8	8.1
Cycle Q Clear(g_c), s	0.0	18.3	10.2	6.6	3.3	0.0				21.4	17.8	8.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1448	633	365	2010	0				1132	594	501
V/C Ratio(X)	0.00	0.66	0.42	0.77	0.23	0.00				0.86	0.75	0.39
Avail Cap(c_a), veh/h	0	1448	633	703	2010	0				1361	715	602
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.75	0.75	0.95	0.95	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	20.2	17.8	35.1	4.9	0.0				26.8	25.6	22.3
Incr Delay (d2), s/veh	0.0	1.8	1.5	1.2	0.3	0.0				4.2	2.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.0	3.5	2.6	1.0	0.0				9.3	8.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.9	19.3	36.3	5.2	0.0				31.0	28.3	22.5
LnGrp LOS	A	C	B	D	A	A				C	C	C
Approach Vol, veh/h		1217			741						1609	
Approach Delay, s/veh		21.4			16.9						29.2	
Approach LOS		C			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.3	39.1		31.6		52.4
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.6	20.3		23.4		5.3
Green Ext Time (p_c), s	0.3	0.2		3.3		3.4

Intersection Summary	
HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

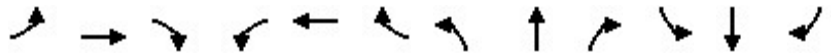


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	338	1474	0	0	569	491	128	280	41	0	0	0
Future Volume (veh/h)	338	1474	0	0	569	491	128	280	41	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	356	1552	0	0	599	517	135	295	43			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1170	2599	0	0	1189	530	214	511	74			
Arrive On Green	0.68	1.00	0.00	0.00	0.33	0.33	0.15	0.15	0.15			
Sat Flow, veh/h	3456	3647	0	0	3647	1585	1410	3366	489			
Grp Volume(v), veh/h	356	1552	0	0	599	517	172	146	155			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	1800	1702	1764			
Q Serve(g_s), s	3.5	0.0	0.0	0.0	11.3	27.1	7.5	6.7	6.9			
Cycle Q Clear(g_c), s	3.5	0.0	0.0	0.0	11.3	27.1	7.5	6.7	6.9			
Prop In Lane	1.00		0.00	0.00		1.00	0.78		0.28			
Lane Grp Cap(c), veh/h	1170	2599	0	0	1189	530	273	259	268			
V/C Ratio(X)	0.30	0.60	0.00	0.00	0.50	0.98	0.63	0.56	0.58			
Avail Cap(c_a), veh/h	1170	2599	0	0	1189	530	602	569	590			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.48	0.48	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	9.5	0.0	0.0	0.0	22.4	27.6	33.4	33.0	33.1			
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.0	1.5	33.4	0.9	0.7	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.1	0.2	0.0	0.0	4.6	14.1	3.3	2.7	2.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.6	0.5	0.0	0.0	23.9	61.0	34.3	33.8	33.9			
LnGrp LOS	A	A	A	A	C	E	C	C	C			
Approach Vol, veh/h		1908			1116			473				
Approach Delay, s/veh		2.2			41.1			34.0				
Approach LOS		A			D			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		66.3			33.3	33.0		17.7				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			5.5	29.1		9.5				
Green Ext Time (p_c), s		19.5			0.7	0.0		1.7				

Intersection Summary	
HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B

Notes

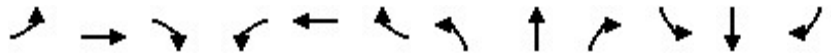
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	23	48	23	1644	25	0	0	0
Future Volume (veh/h)	0	0	0	0	23	48	23	1644	25	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.99			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	24	51	24	1731	26			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	31	66	90	3662	55			
Arrive On Green				0.00	0.06	0.06	0.73	0.73	0.73			
Sat Flow, veh/h				0	533	1133	27	4997	74			
Grp Volume(v), veh/h				0	0	75	651	541	589			
Grp Sat Flow(s),veh/h/ln				0	0	1666	1862	1549	1688			
Q Serve(g_s), s				0.0	0.0	2.4	0.0	7.6	7.6			
Cycle Q Clear(g_c), s				0.0	0.0	2.4	7.6	7.6	7.6			
Prop In Lane				0.00		0.68	0.04		0.04			
Lane Grp Cap(c), veh/h				0	0	98	1435	1135	1237			
V/C Ratio(X)				0.00	0.00	0.77	0.45	0.48	0.48			
Avail Cap(c_a), veh/h				0	0	1252	2164	1746	1902			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	24.7	2.9	2.9	2.9			
Incr Delay (d2), s/veh				0.0	0.0	4.7	0.3	0.5	0.4			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	1.0	1.2	1.0	1.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	29.4	3.2	3.4	3.3			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					75			1781				
Approach Delay, s/veh					29.4			3.3				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	44.6							8.6				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	9.6							4.4				
Green Ext Time (p_c), s	29.4							0.3				

Intersection Summary												
HCM 6th Ctrl Delay			4.4									
HCM 6th LOS			A									



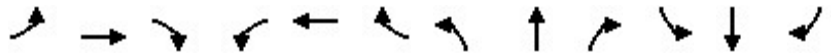
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	282	121	323	437	150	179	453	73	261	1140	101
Future Volume (veh/h)	108	282	121	323	437	150	179	453	73	261	1140	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	115	300	129	344	465	160	190	482	78	278	1213	107
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	142	444	375	372	487	168	161	931	148	294	1361	120
Arrive On Green	0.08	0.24	0.24	0.21	0.37	0.37	0.09	0.21	0.21	0.17	0.29	0.29
Sat Flow, veh/h	1781	1870	1581	1781	1330	458	1781	4437	703	1781	4774	421
Grp Volume(v), veh/h	115	300	129	344	0	625	190	367	193	278	865	455
Grp Sat Flow(s),veh/h/ln	1781	1870	1581	1781	0	1787	1781	1702	1736	1781	1702	1791
Q Serve(g_s), s	6.8	15.5	7.2	20.2	0.0	36.3	9.6	10.2	10.5	16.4	25.9	25.9
Cycle Q Clear(g_c), s	6.8	15.5	7.2	20.2	0.0	36.3	9.6	10.2	10.5	16.4	25.9	25.9
Prop In Lane	1.00		1.00	1.00		0.26	1.00		0.40	1.00		0.24
Lane Grp Cap(c), veh/h	142	444	375	372	0	655	161	714	364	294	970	510
V/C Ratio(X)	0.81	0.68	0.34	0.92	0.00	0.95	1.18	0.51	0.53	0.94	0.89	0.89
Avail Cap(c_a), veh/h	177	474	401	395	0	671	161	729	372	294	985	518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	36.9	33.7	41.3	0.0	32.8	48.4	37.3	37.4	44.0	36.5	36.5
Incr Delay (d2), s/veh	16.0	2.7	0.2	25.6	0.0	23.7	128.7	1.1	2.3	37.3	10.6	18.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	7.4	2.8	11.5	0.0	19.8	9.9	4.3	4.6	10.2	11.9	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.2	39.6	33.9	66.9	0.0	56.5	177.2	38.3	39.7	81.3	47.1	54.5
LnGrp LOS	E	D	C	E	A	E	F	D	D	F	D	D
Approach Vol, veh/h		544			969			750			1598	
Approach Delay, s/veh		43.4			60.2			73.9			55.2	
Approach LOS		D			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	27.6	26.7	30.2	14.0	35.6	12.9	43.9
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	17.6	22.8	23.6	27.0	9.6	30.8	10.6	40.0
Max Q Clear Time (g_c+I1), s	18.3	12.5	22.2	17.5	11.6	27.9	8.8	38.3
Green Ext Time (p_c), s	0.0	3.8	0.1	1.1	0.0	2.4	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	58.4
HCM 6th LOS	E

Notes

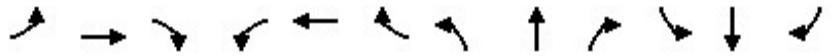
User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	308	420	79	251	0	0	0	0	204	2664	525
Future Volume (veh/h)	0	308	420	79	251	0	0	0	0	204	2664	525
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	331	452	85	270	0				219	2865	565
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	510	432	107	497	0				1141	2773	514
Arrive On Green	0.00	0.27	0.27	0.27	0.27	0.00				0.64	0.64	0.64
Sat Flow, veh/h	0	1870	1582	241	1908	0				1781	4328	802
Grp Volume(v), veh/h	0	331	452	137	218	0				219	2214	1216
Grp Sat Flow(s),veh/h/ln	0	1870	1582	447	1617	0				1781	1702	1726
Q Serve(g_s), s	0.0	21.9	38.2	16.3	15.9	0.0				7.1	89.7	89.7
Cycle Q Clear(g_c), s	0.0	21.9	38.2	38.2	15.9	0.0				7.1	89.7	89.7
Prop In Lane	0.00		1.00	0.62		0.00				1.00		0.46
Lane Grp Cap(c), veh/h	0	510	432	164	441	0				1141	2181	1106
V/C Ratio(X)	0.00	0.65	1.05	0.84	0.49	0.00				0.19	1.01	1.10
Avail Cap(c_a), veh/h	0	510	432	164	441	0				1141	2181	1106
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	45.0	50.9	59.2	42.8	0.0				10.3	25.1	25.2
Incr Delay (d2), s/veh	0.0	2.3	56.3	29.1	0.6	0.0				0.1	23.1	58.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.6	21.9	6.3	6.5	0.0				2.8	40.7	52.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	47.2	107.2	88.3	43.4	0.0				10.4	48.2	83.9
LnGrp LOS	A	D	F	F	D	A				B	F	F
Approach Vol, veh/h		783			355						3649	
Approach Delay, s/veh		81.8			60.7						57.9	
Approach LOS		F			E						E	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		44.0		96.0		44.0
Change Period (Y+Rc), s		5.8		6.3		5.8
Max Green Setting (Gmax), s		38.2		89.7		38.2
Max Q Clear Time (g_c+I1), s		40.2		91.7		40.2
Green Ext Time (p_c), s		0.0		0.0		0.0

Intersection Summary		
HCM 6th Ctrl Delay		62.0
HCM 6th LOS		E



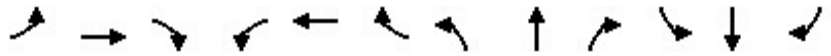
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	48	257	0	23	13	302	1677	48	0	0	0
Future Volume (veh/h)	226	48	257	0	23	13	302	1677	48	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	238	51	271	0	24	14	318	1765	51			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	381	61	1332	0	286	167	1041	2061	59			
Arrive On Green	0.26	0.26	0.26	0.00	0.26	0.26	0.58	0.58	0.58			
Sat Flow, veh/h	1109	238	1570	0	1108	646	1781	3526	101			
Grp Volume(v), veh/h	289	0	271	0	0	38	318	886	930			
Grp Sat Flow(s),veh/h/ln	1346	0	1570	0	0	1754	1781	1777	1851			
Q Serve(g_s), s	13.2	0.0	0.0	0.0	0.0	1.1	6.3	28.7	29.2			
Cycle Q Clear(g_c), s	14.4	0.0	0.0	0.0	0.0	1.1	6.3	28.7	29.2			
Prop In Lane	0.82		1.00	0.00		0.37	1.00		0.05			
Lane Grp Cap(c), veh/h	443	0	1332	0	0	453	1041	1039	1082			
V/C Ratio(X)	0.65	0.00	0.20	0.00	0.00	0.08	0.31	0.85	0.86			
Avail Cap(c_a), veh/h	543	0	1442	0	0	538	1097	1094	1140			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	25.0	0.0	1.0	0.0	0.0	19.5	7.3	12.0	12.1			
Incr Delay (d2), s/veh	2.0	0.0	0.1	0.0	0.0	0.0	0.2	6.4	6.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.6	0.0	5.3	0.0	0.0	0.5	2.0	10.9	11.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.0	0.0	1.1	0.0	0.0	19.6	7.5	18.4	18.6			
LnGrp LOS	C	A	A	A	A	B	A	B	B			
Approach Vol, veh/h		560			38			2134				
Approach Delay, s/veh		14.5			19.6			16.9				
Approach LOS		B			B			B				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	45.1	24.4	24.4
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	42.8	* 23	21.3
Max Q Clear Time (g_c+I1), s	31.2	16.4	3.1
Green Ext Time (p_c), s	9.5	1.6	0.1

Intersection Summary	
HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	10	26	161	4	14	7	622	316	267	1482	4
Future Volume (veh/h)	5	10	26	161	4	14	7	622	316	267	1482	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	12	30	187	5	16	8	723	367	310	1723	5
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	403	105	262	383	86	277	15	2172	670	431	2847	8
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.01	0.43	0.43	0.12	0.54	0.54
Sat Flow, veh/h	1377	470	1174	1352	388	1242	1781	5106	1575	3456	5256	15
Grp Volume(v), veh/h	6	0	42	187	0	21	8	723	367	310	1116	612
Grp Sat Flow(s),veh/h/ln	1377	0	1644	1352	0	1631	1781	1702	1575	1728	1702	1867
Q Serve(g_s), s	0.2	0.0	1.3	8.4	0.0	0.7	0.3	6.2	11.4	5.7	14.7	14.7
Cycle Q Clear(g_c), s	0.9	0.0	1.3	9.7	0.0	0.7	0.3	6.2	11.4	5.7	14.7	14.7
Prop In Lane	1.00		0.71	1.00		0.76	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	403	0	366	383	0	363	15	2172	670	431	1844	1012
V/C Ratio(X)	0.01	0.00	0.11	0.49	0.00	0.06	0.54	0.33	0.55	0.72	0.61	0.61
Avail Cap(c_a), veh/h	936	0	1003	907	0	995	815	4673	1442	1581	3116	1709
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	0.0	20.3	24.2	0.0	20.1	32.4	12.6	14.1	27.6	10.2	10.2
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.4	0.0	0.0	11.1	0.2	1.3	0.9	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.5	2.6	0.0	0.2	0.2	2.1	3.7	2.2	4.4	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.4	0.0	20.4	24.6	0.0	20.1	43.4	12.8	15.4	28.4	10.6	10.8
LnGrp LOS	C	A	C	C	A	C	D	B	B	C	B	B
Approach Vol, veh/h		48			208			1098			2038	
Approach Delay, s/veh		20.4			24.1			13.9			13.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.6	33.6		19.4	4.9	41.2		19.4
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	11.7	13.4		3.3	2.3	16.7		11.7
Green Ext Time (p_c), s	0.5	14.4		0.2	0.0	17.9		0.4

Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.1

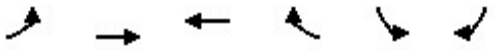
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5782	12	0	2337	0	1
Future Vol, veh/h	5782	12	0	2337	0	1
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	5	2	2	5	2	2
Mvmt Flow	5900	12	0	2385	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	2957
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	9
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	9
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	$ 450.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	9	-	-	-
HCM Lane V/C Ratio	0.113	-	-	-
HCM Control Delay (s)	$ 450.9	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1806	3626	3223	31	55	51
Future Volume (veh/h)	1806	3626	3223	31	55	51
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1881	3777	3357	0	57	53
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	867	4294	2858		88	79
Arrive On Green	0.25	0.86	0.57	0.00	0.05	0.05
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1881	3777	3357	0	57	53
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	29.6	51.1	67.6	0.0	3.7	3.9
Cycle Q Clear(g_c), s	29.6	51.1	67.6	0.0	3.7	3.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	867	4294	2858		88	79
V/C Ratio(X)	2.17	0.88	1.17		0.65	0.67
Avail Cap(c_a), veh/h	867	4294	2858		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.00	1.00	1.00
Uniform Delay (d), s/veh	44.2	4.7	25.2	0.0	55.1	55.1
Incr Delay (d2), s/veh	530.3	2.9	79.0	0.0	2.9	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	76.0	6.3	44.2	0.0	1.7	3.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	574.5	7.6	104.2	0.0	58.0	58.8
LnGrp LOS	F	A	F		E	E
Approach Vol, veh/h		5658	3357	A	110	
Approach Delay, s/veh		196.0	104.2		58.4	
Approach LOS		F	F		E	

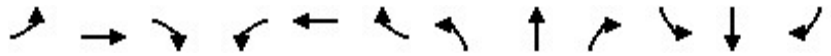
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		106.9		11.1	34.0	72.9
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	29.6	* 44
Max Q Clear Time (g_c+I1), s		53.1		5.9	31.6	69.6
Green Ext Time (p_c), s		24.3		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	160.6
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



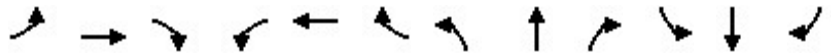
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	337	1672	116	111	1093	124	122	361	159	220	890	703
Future Volume (veh/h)	337	1672	116	111	1093	124	122	361	159	220	890	703
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	392	1944	135	129	1271	144	142	420	185	256	1035	817
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	382	1579	108	172	1147	129	166	536	224	244	1002	647
Arrive On Green	0.21	0.47	0.47	0.03	0.12	0.12	0.09	0.15	0.15	0.14	0.20	0.20
Sat Flow, veh/h	1781	3371	231	1781	3218	363	1781	3519	1473	1781	5106	1565
Grp Volume(v), veh/h	392	1013	1066	129	699	716	142	406	199	256	1035	817
Grp Sat Flow(s),veh/h/ln	1781	1777	1825	1781	1777	1804	1781	1702	1588	1781	1702	1565
Q Serve(g_s), s	30.0	65.6	65.6	10.1	49.9	49.9	11.0	16.1	17.1	19.2	27.5	27.5
Cycle Q Clear(g_c), s	30.0	65.6	65.6	10.1	49.9	49.9	11.0	16.1	17.1	19.2	27.5	27.5
Prop In Lane	1.00		0.13	1.00		0.20	1.00		0.93	1.00		1.00
Lane Grp Cap(c), veh/h	382	833	855	172	633	643	166	518	242	244	1002	647
V/C Ratio(X)	1.03	1.22	1.25	0.75	1.10	1.11	0.86	0.78	0.83	1.05	1.03	1.26
Avail Cap(c_a), veh/h	382	833	855	172	633	643	244	625	292	244	1002	647
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.83	0.83	0.83	0.97	0.97	0.97	0.79	0.79	0.79
Uniform Delay (d), s/veh	55.0	37.2	37.2	66.1	61.8	61.8	62.6	57.1	57.5	60.4	56.3	41.4
Incr Delay (d2), s/veh	53.1	108.4	120.9	22.0	65.1	67.9	12.1	5.4	15.0	64.3	34.1	128.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.9	52.2	56.6	5.8	35.3	36.3	5.5	7.3	7.8	13.0	14.9	44.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	108.1	145.6	158.1	88.1	126.9	129.6	74.7	62.5	72.5	124.7	90.4	169.6
LnGrp LOS	F	F	F	F	F	F	E	E	E	F	F	F
Approach Vol, veh/h		2471			1544			747			2108	
Approach Delay, s/veh		145.0			124.9			67.5			125.2	
Approach LOS		F			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.6	26.3	19.3	70.8	17.4	32.5	34.4	55.7
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	21.2	19.1	12.1	67.6	13.0	29.5	32.0	51.9
Green Ext Time (p_c), s	0.0	2.3	0.0	0.0	0.1	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	126.0
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1796	189	44	217	0	0	0	0	298	789	1131
Future Volume (veh/h)	0	1796	189	44	217	0	0	0	0	298	789	1131
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1911	201	47	231	0				317	839	1203
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1614	167	72	2021	0				489	1427	543
Arrive On Green	0.00	0.16	0.16	0.04	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3343	336	1781	3647	0				1414	4127	1570
Grp Volume(v), veh/h	0	1029	1083	47	231	0				404	752	1203
Grp Sat Flow(s),veh/h/ln	0	1777	1809	1781	1777	0				1800	1870	1570
Q Serve(g_s), s	0.0	69.5	69.5	3.6	4.2	0.0				26.5	23.1	48.4
Cycle Q Clear(g_c), s	0.0	69.5	69.5	3.6	4.2	0.0				26.5	23.1	48.4
Prop In Lane	0.00		0.19	1.00		0.00				0.79		1.00
Lane Grp Cap(c), veh/h	0	882	898	72	2021	0				622	1293	543
V/C Ratio(X)	0.00	1.17	1.21	0.65	0.11	0.00				0.65	0.58	2.22
Avail Cap(c_a), veh/h	0	882	898	313	2021	0				622	1293	543
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.68	0.68	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	58.5	58.5	66.2	13.9	0.0				38.6	37.5	45.8
Incr Delay (d2), s/veh	0.0	76.0	93.7	2.5	0.1	0.0				5.2	1.9	553.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	51.8	57.1	1.7	1.7	0.0				12.7	11.1	102.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	134.5	152.2	68.7	14.0	0.0				43.8	39.4	599.2
LnGrp LOS	A	F	F	E	B	A				D	D	F
Approach Vol, veh/h		2112			278						2359	
Approach Delay, s/veh		143.6			23.3						325.6	
Approach LOS		F			C						F	

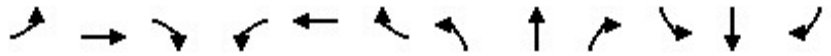
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.1	76.1		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	5.6	71.5		50.4		6.2
Green Ext Time (p_c), s	0.0	0.0		0.0		0.5

Intersection Summary		
HCM 6th Ctrl Delay		227.0
HCM 6th LOS		F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1095	1001	0	0	228	180	39	250	135	0	0	0
Future Volume (veh/h)	1095	1001	0	0	228	180	39	250	135	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	1177	1076	0	0	245	194	42	269	145			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1528	1370	0	0	440	335	68	459	212			
Arrive On Green	0.44	0.73	0.00	0.00	0.23	0.23	0.15	0.15	0.15			
Sat Flow, veh/h	3456	1870	0	0	2015	1462	467	3157	1460			
Grp Volume(v), veh/h	1177	1076	0	0	226	213	166	145	145			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1607	1847	1777	1460			
Q Serve(g_s), s	23.1	29.0	0.0	0.0	9.0	9.4	6.8	6.1	7.5			
Cycle Q Clear(g_c), s	23.1	29.0	0.0	0.0	9.0	9.4	6.8	6.1	7.5			
Prop In Lane	1.00		0.00	0.00		0.91	0.25		1.00			
Lane Grp Cap(c), veh/h	1528	1370	0	0	407	368	268	258	212			
V/C Ratio(X)	0.77	0.79	0.00	0.00	0.56	0.58	0.62	0.56	0.68			
Avail Cap(c_a), veh/h	1528	1370	0	0	580	524	395	380	312			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	0.89	0.89	0.89			
Uniform Delay (d), s/veh	18.9	6.8	0.0	0.0	27.2	27.4	32.1	31.8	32.4			
Incr Delay (d2), s/veh	0.2	0.4	0.0	0.0	0.4	0.5	0.8	0.6	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.1	6.8	0.0	0.0	3.6	3.4	3.0	2.6	2.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	7.2	0.0	0.0	27.7	28.0	32.9	32.5	33.7			
LnGrp LOS	B	A	A	A	C	C	C	C	C			
Approach Vol, veh/h		2253			439			456				
Approach Delay, s/veh		13.4			27.8			33.0				
Approach LOS		B			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		63.5			40.3	23.2		16.5				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		31.0			25.1	11.4		9.5				
Green Ext Time (p_c), s		5.7			0.0	1.4		1.0				

Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

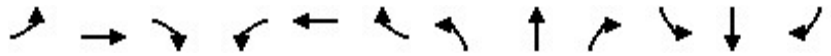
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	208	1831	1203	0	0	3790
Future Volume (veh/h)	208	1831	1203	0	0	3790
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	217	0	1253	0	0	3948
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	249		3181	0	166	4844
Arrive On Green	0.14	0.00	0.64	0.00	0.00	0.77
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	217	0	1253	0	0	3948
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	13.1	0.0	13.4	0.0	0.0	42.6
Cycle Q Clear(g_c), s	13.1	0.0	13.4	0.0	0.0	42.6
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	249		3181	0	166	4844
V/C Ratio(X)	0.87		0.39	0.00	0.00	0.82
Avail Cap(c_a), veh/h	486		3181	0	607	4844
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.21	0.00	0.30	0.00	0.00	0.30
Uniform Delay (d), s/veh	46.4	0.0	9.6	0.0	0.0	7.8
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.0	4.2	0.0	0.0	9.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	47.2	0.0	9.7	0.0	0.0	8.2
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	217	A	1253			3948
Approach Delay, s/veh	47.2		9.7			8.2
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	14.6	75.1				89.7	20.3
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	37.5	28.3				70.2	30.0
Max Q Clear Time (g_c+I1), s	10.0	15.4				44.6	15.1
Green Ext Time (p_c), s	0.0	8.3				25.5	0.3

Intersection Summary	
HCM 6th Ctrl Delay	10.1
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



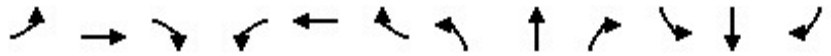
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	279	1900	142	149	500	0	0	992	45
Future Volume (veh/h)	0	0	0	279	1900	142	149	500	0	0	992	45
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				294	2000	149	157	526	0	0	1044	47
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				309	2247	171	184	1965	0	0	1118	50
Arrive On Green				0.17	0.17	0.17	0.21	0.77	0.00	0.00	0.22	0.22
Sat Flow, veh/h				606	4406	334	1781	5274	0	0	5169	225
Grp Volume(v), veh/h				893	746	804	157	526	0	0	710	381
Grp Sat Flow(s),veh/h/ln				1840	1702	1805	1781	1702	0	0	1702	1822
Q Serve(g_s), s				52.9	46.9	47.8	9.3	3.3	0.0	0.0	22.5	22.6
Cycle Q Clear(g_c), s				52.9	46.9	47.8	9.3	3.3	0.0	0.0	22.5	22.6
Prop In Lane				0.33		0.19	1.00		0.00	0.00		0.12
Lane Grp Cap(c), veh/h				938	868	920	184	1965	0	0	761	407
V/C Ratio(X)				0.95	0.86	0.87	0.85	0.27	0.00	0.00	0.93	0.93
Avail Cap(c_a), veh/h				938	868	920	188	1965	0	0	761	407
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.46	0.46	0.46	0.60	0.60	0.00	0.00	0.19	0.19
Uniform Delay (d), s/veh				44.4	41.9	42.3	42.9	8.2	0.0	0.0	41.9	41.9
Incr Delay (d2), s/veh				11.4	5.4	5.7	18.7	0.0	0.0	0.0	4.8	8.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				29.0	22.6	24.5	4.6	1.1	0.0	0.0	9.8	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				55.8	47.3	47.9	61.6	8.2	0.0	0.0	46.7	50.3
LnGrp LOS				E	D	D	E	A	A	A	D	D
Approach Vol, veh/h					2443			683			1091	
Approach Delay, s/veh					50.6			20.5			48.0	
Approach LOS					D			C			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	17.2	31.0	62.0	48.2
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	11.6	* 25	56.1	42.1
Max Q Clear Time (g_c+I1), s	11.3	24.6	54.9	5.3
Green Ext Time (p_c), s	0.0	0.0	1.1	4.3

Intersection Summary	
HCM 6th Ctrl Delay	45.0
HCM 6th LOS	D

Notes

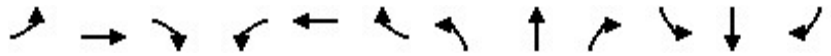
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	309	2374	0	0	0	0	0	583	98
Future Volume (veh/h)	0	0	0	309	2374	0	0	0	0	0	583	98
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				322	2473	0				0	607	102
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				392	3252	0				0	938	155
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				565	4850	0				0	4559	725
Grp Volume(v), veh/h				1051	1744	0				0	468	241
Grp Sat Flow(s),veh/h/ln				1842	1702	0				0	1702	1711
Q Serve(g_s), s				59.6	52.3	0.0				0.0	13.8	14.2
Cycle Q Clear(g_c), s				59.6	52.3	0.0				0.0	13.8	14.2
Prop In Lane				0.31		0.00				0.00		0.42
Lane Grp Cap(c), veh/h				1279	2364	0				0	727	366
V/C Ratio(X)				0.82	0.74	0.00				0.00	0.64	0.66
Avail Cap(c_a), veh/h				1279	2364	0				0	727	366
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				35.9	33.1	0.0				0.0	39.4	39.6
Incr Delay (d2), s/veh				6.0	2.1	0.0				0.0	4.4	9.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				31.4	24.4	0.0				0.0	6.2	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				41.9	35.2	0.0				0.0	43.8	48.6
LnGrp LOS				D	D	A				A	D	D
Approach Vol, veh/h					2795						709	
Approach Delay, s/veh					37.7						45.4	
Approach LOS					D						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				28.4		81.6						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				23.5		76.4						
Max Q Clear Time (g_c+I1), s				16.2		61.6						
Green Ext Time (p_c), s				0.8		5.1						

Intersection Summary												
HCM 6th Ctrl Delay			39.3									
HCM 6th LOS			D									



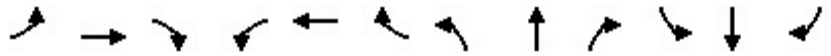
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2632	126	100	192	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2632	126	100	192	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2713	130	103	198	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3611	171	213	443	0			
Arrive On Green				0.00	0.24	0.24	0.06	0.06	0.00			
Sat Flow, veh/h				0	5164	236	1165	2517	0			
Grp Volume(v), veh/h				0	1836	1007	160	141	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1828	1812	1777	0			
Q Serve(g_s), s				0.0	55.0	56.4	9.4	8.4	0.0			
Cycle Q Clear(g_c), s				0.0	55.0	56.4	9.4	8.4	0.0			
Prop In Lane				0.00		0.13	0.64		0.00			
Lane Grp Cap(c), veh/h				0	2460	1321	331	325	0			
V/C Ratio(X)				0.00	0.75	0.76	0.48	0.43	0.00			
Avail Cap(c_a), veh/h				0	2460	1321	331	325	0			
HCM Platoon Ratio				1.00	0.33	0.33	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	32.5	33.1	46.7	46.2	0.0			
Incr Delay (d2), s/veh				0.0	2.1	4.2	5.0	4.2	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	25.6	29.0	5.0	4.3	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	34.7	37.3	51.6	50.4	0.0			
LnGrp LOS				A	C	D	D	D	A			
Approach Vol, veh/h					2843			301				
Approach Delay, s/veh					35.6			51.1				
Approach LOS					D			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.0		25.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						79.5		20.1				
Max Q Clear Time (g_c+I1), s						58.4		11.4				
Green Ext Time (p_c), s						19.2		1.1				

Intersection Summary	
HCM 6th Ctrl Delay	37.1
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	277	2774	0	0	0	0	0	520	64
Future Volume (veh/h)	0	0	0	277	2774	0	0	0	0	0	520	64
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				295	2951	0				0	553	68
Peak Hour Factor				0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				315	3395	0				0	714	312
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				446	4974	0				0	3647	1552
Grp Volume(v), veh/h				1222	2024	0				0	553	68
Grp Sat Flow(s),veh/h/ln				1848	1702	0				0	1777	1552
Q Serve(g_s), s				71.4	62.4	0.0				0.0	16.2	4.0
Cycle Q Clear(g_c), s				71.4	62.4	0.0				0.0	16.2	4.0
Prop In Lane				0.24		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1305	2405	0				0	714	312
V/C Ratio(X)				0.94	0.84	0.00				0.00	0.77	0.22
Avail Cap(c_a), veh/h				1305	2405	0				0	714	312
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				39.7	36.3	0.0				0.0	41.6	36.7
Incr Delay (d2), s/veh				13.7	3.8	0.0				0.0	8.0	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				40.2	29.6	0.0				0.0	7.9	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				53.4	40.1	0.0				0.0	49.6	38.3
LnGrp LOS				D	D	A				A	D	D
Approach Vol, veh/h					3246						621	
Approach Delay, s/veh					45.1						48.4	
Approach LOS					D						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				27.0		83.0						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				22.1		77.7						
Max Q Clear Time (g_c+I1), s				18.2		73.4						
Green Ext Time (p_c), s				1.5		4.3						

Intersection Summary												
HCM 6th Ctrl Delay			45.6									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2936	42	157	166	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2936	42	157	166	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	3091	44	165	175	0			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3778	54	290	342	0			
Arrive On Green				0.00	0.73	0.73	0.06	0.06	0.00			
Sat Flow, veh/h				0	5356	74	1638	2021	0			
Grp Volume(v), veh/h				0	2023	1112	180	160	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1857	1788	1777	0			
Q Serve(g_s), s				0.0	43.8	44.6	10.8	9.6	0.0			
Cycle Q Clear(g_c), s				0.0	43.8	44.6	10.8	9.6	0.0			
Prop In Lane				0.00		0.04	0.92		0.00			
Lane Grp Cap(c), veh/h				0	2479	1352	317	315	0			
V/C Ratio(X)				0.00	0.82	0.82	0.57	0.51	0.00			
Avail Cap(c_a), veh/h				0	2479	1352	317	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	10.0	10.1	47.7	47.1	0.0			
Incr Delay (d2), s/veh				0.0	3.1	5.7	7.2	5.7	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	14.6	17.2	5.8	5.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	13.1	15.9	54.9	52.9	0.0			
LnGrp LOS				A	B	B	D	D	A			
Approach Vol, veh/h					3135			340				
Approach Delay, s/veh					14.1			53.9				
Approach LOS					B			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						46.6		12.8				
Green Ext Time (p_c), s						30.9		1.1				
Intersection Summary												
HCM 6th Ctrl Delay			18.0									
HCM 6th LOS			B									

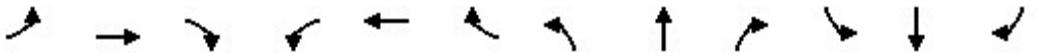
Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	224	651	5	109	0	0	0	26
Future Vol, veh/h	0	0	0	0	224	651	5	109	0	0	0	26
Conflicting Peds, #/hr	0	0	7	7	0	0	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	233	678	5	114	0	0	0	27

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	117	911	-	-	-	456
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	117	911	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	847	273	0	0	0	551
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	875	351	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	805	273	-	-	-	551
Mov Cap-2 Maneuver	-	-	-	805	273	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	832	351	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	27.3	11.9
HCM LOS		D	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	273	-	-	551
HCM Lane V/C Ratio	0.416	-	-	0.049
HCM Control Delay (s)	27.3	-	-	11.9
HCM Lane LOS	D	-	-	B
HCM 95th %tile Q(veh)	1.9	-	-	0.2



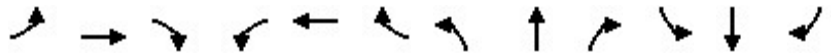
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	1163	21	2554	1460	0
Future Volume (veh/h)	0	0	0	0	0	0	0	1163	21	2554	1460	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.88	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	1187	21	2606	1490	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1308	366	3267	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.26	0.26	0.44	0.64	0.00
Sat Flow, veh/h		0					0	5149	1395	5023	1826	0
Grp Volume(v), veh/h		0.0					0	1187	21	2606	1490	0
Grp Sat Flow(s),veh/h/ln							0	1662	1395	1674	1826	0
Q Serve(g_s), s							0.0	25.4	1.2	49.4	71.6	0.0
Cycle Q Clear(g_c), s							0.0	25.4	1.2	49.4	71.6	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1308	366	3267	1740	0
V/C Ratio(X)							0.00	0.91	0.06	0.80	0.86	0.00
Avail Cap(c_a), veh/h							0	1319	369	3267	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	0.67	0.67	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.41	0.41	0.00
Uniform Delay (d), s/veh							0.0	39.3	30.4	24.8	13.9	0.0
Incr Delay (d2), s/veh							0.0	10.0	0.2	0.6	2.4	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	11.1	0.4	20.0	24.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	49.2	30.6	25.4	16.3	0.0
LnGrp LOS							A	D	C	C	B	A
Approach Vol, veh/h								1208			4096	
Approach Delay, s/veh								48.9			22.1	
Approach LOS								D			C	

Timer - Assigned Phs	1	2			6							
Phs Duration (G+Y+Rc), s	75.9	34.1			110.0							
Change Period (Y+Rc), s	4.4	* 5.2			5.2							
Max Green Setting (Gmax), s	33.6	* 29			66.8							
Max Q Clear Time (g_c+I1), s	51.4	27.4			73.6							
Green Ext Time (p_c), s	0.0	1.5			0.0							

Intersection Summary		
HCM 6th Ctrl Delay		28.2
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



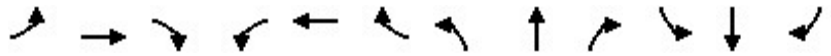
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	2218	116	0	0	0	0	556	172	140	1024	0
Future Volume (veh/h)	123	2218	116	0	0	0	0	556	172	140	1024	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.93	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	126	2263	118				0	567	176	143	1045	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	152	2921	920				0	710	212	172	1646	0
Arrive On Green	0.19	0.19	0.19				0.00	0.19	0.19	0.19	0.64	0.00
Sat Flow, veh/h	261	5001	1574				0	3986	1142	1781	5274	0
Grp Volume(v), veh/h	898	1491	118				0	503	240	143	1045	0
Grp Sat Flow(s),veh/h/ln	1857	1702	1574				0	1702	1556	1781	1702	0
Q Serve(g_s), s	51.1	45.5	6.8				0.0	15.5	16.3	8.5	13.5	0.0
Cycle Q Clear(g_c), s	51.1	45.5	6.8				0.0	15.5	16.3	8.5	13.5	0.0
Prop In Lane	0.14		1.00				0.00		0.73	1.00		0.00
Lane Grp Cap(c), veh/h	1085	1988	920				0	633	289	172	1646	0
V/C Ratio(X)	0.83	0.75	0.13				0.00	0.79	0.83	0.83	0.63	0.00
Avail Cap(c_a), veh/h	1085	1988	920				0	715	327	285	2070	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.09	0.09	0.09				0.00	1.00	1.00	0.18	0.18	0.00
Uniform Delay (d), s/veh	39.1	36.8	21.2				0.0	42.8	43.1	43.6	15.7	0.0
Incr Delay (d2), s/veh	0.7	0.2	0.0				0.0	5.7	15.0	0.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.6	20.8	2.6				0.0	6.9	7.4	3.4	3.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.8	37.1	21.2				0.0	48.5	58.1	44.3	15.7	0.0
LnGrp LOS	D	D	C				A	D	E	D	B	A
Approach Vol, veh/h		2507						743			1188	
Approach Delay, s/veh		37.3						51.6			19.2	
Approach LOS		D						D			B	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	69.1	40.9	15.0	25.9
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	55.1	44.6	17.6	* 23
Max Q Clear Time (g_c+I1), s	53.1	15.5	10.5	18.3
Green Ext Time (p_c), s	2.0	6.5	0.1	2.2

Intersection Summary	
HCM 6th Ctrl Delay	34.8
HCM 6th LOS	C

Notes

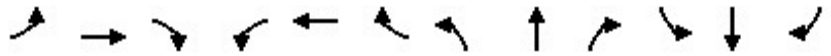
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



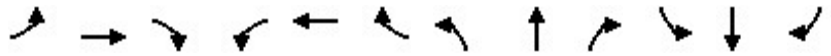
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2571	38	0	0	0	0	0	0	442	547	0
Future Volume (veh/h)	0	2571	38	0	0	0	0	0	0	442	547	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2825	42							486	601	0
Peak Hour Factor	0.91	0.91	0.91							0.91	0.91	0.91
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3067	45							568	1086	0
Arrive On Green	0.00	0.20	0.20							0.11	0.11	0.00
Sat Flow, veh/h	0	5350	77							1781	3572	0
Grp Volume(v), veh/h	0	1851	1016							486	601	0
Grp Sat Flow(s),veh/h/ln	0	1702	1854							1781	1702	0
Q Serve(g_s), s	0.0	58.6	59.2							29.5	18.5	0.0
Cycle Q Clear(g_c), s	0.0	58.6	59.2							29.5	18.5	0.0
Prop In Lane	0.00		0.04							1.00		0.00
Lane Grp Cap(c), veh/h	0	2015	1097							568	1086	0
V/C Ratio(X)	0.00	0.92	0.93							0.86	0.55	0.00
Avail Cap(c_a), veh/h	0	2015	1097							568	1086	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	41.7	41.9							46.7	41.8	0.0
Incr Delay (d2), s/veh	0.0	8.2	14.3							15.2	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	29.0	33.7							16.5	8.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	49.9	56.2							61.9	43.8	0.0
LnGrp LOS	A	D	E							E	D	A
Approach Vol, veh/h		2867									1087	
Approach Delay, s/veh		52.1									51.9	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	70.0	40.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	65.1	35.1
Max Q Clear Time (g_c+I1), s	61.2	31.5
Green Ext Time (p_c), s	3.2	1.3

Intersection Summary	
HCM 6th Ctrl Delay	52.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	3592	0	0	0	0	0	193	278	0	0	0
Future Volume (veh/h)	84	3592	0	0	0	0	0	193	278	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.93			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	92	3947	0				0	212	305			
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	80	3661	0				0	357	296			
Arrive On Green	0.23	0.23	0.00				0.00	0.20	0.20			
Sat Flow, veh/h	113	5324	0				0	1870	1471			
Grp Volume(v), veh/h	1521	2518	0				0	212	305			
Grp Sat Flow(s),veh/h/ln	1865	1702	0				0	1777	1471			
Q Serve(g_s), s	78.1	78.1	0.0				0.0	11.9	22.1			
Cycle Q Clear(g_c), s	78.1	78.1	0.0				0.0	11.9	22.1			
Prop In Lane	0.06		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1324	2417	0				0	357	296			
V/C Ratio(X)	1.15	1.04	0.00				0.00	0.59	1.03			
Avail Cap(c_a), veh/h	1324	2417	0				0	357	296			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	42.1	42.1	0.0				0.0	39.9	44.0			
Incr Delay (d2), s/veh	76.1	30.4	0.0				0.0	7.1	60.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	66.9	45.7	0.0				0.0	5.9	13.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	118.2	72.5	0.0				0.0	47.0	104.7			
LnGrp LOS	F	F	A				A	D	F			
Approach Vol, veh/h		4039						517				
Approach Delay, s/veh		89.7						81.0				
Approach LOS		F						F				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		83.0						27.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		78.1						22.1				
Max Q Clear Time (g_c+I1), s		80.1						24.1				
Green Ext Time (p_c), s		0.0						0.0				
Intersection Summary												
HCM 6th Ctrl Delay			88.7									
HCM 6th LOS			F									



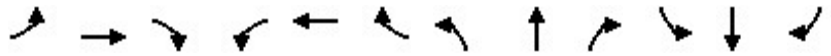
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	4204	112	0	0	0	0	0	0	325	447	0
Future Volume (veh/h)	0	4204	112	0	0	0	0	0	0	325	447	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	4570	122							353	486	0
Peak Hour Factor	0.92	0.92	0.92							0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3770	100							309	617	0
Arrive On Green	0.00	0.24	0.24							0.06	0.06	0.00
Sat Flow, veh/h	0	5281	135							1781	3647	0
Grp Volume(v), veh/h	0	3028	1664							353	486	0
Grp Sat Flow(s),veh/h/ln	0	1702	1844							1781	1777	0
Q Serve(g_s), s	0.0	81.1	81.1							19.1	14.9	0.0
Cycle Q Clear(g_c), s	0.0	81.1	81.1							19.1	14.9	0.0
Prop In Lane	0.00		0.07							1.00		0.00
Lane Grp Cap(c), veh/h	0	2510	1360							309	617	0
V/C Ratio(X)	0.00	1.21	1.22							1.14	0.79	0.00
Avail Cap(c_a), veh/h	0	2510	1360							309	617	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	41.6	41.6							51.8	49.8	0.0
Incr Delay (d2), s/veh	0.0	97.0	107.5							95.0	9.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	70.7	80.5							17.3	7.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	138.6	149.1							146.9	59.7	0.0
LnGrp LOS	A	F	F							F	E	A
Approach Vol, veh/h		4692									839	
Approach Delay, s/veh		142.3									96.4	
Approach LOS		F									F	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	86.0	24.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	81.1	19.1
Max Q Clear Time (g_c+I1), s	83.1	21.1
Green Ext Time (p_c), s	0.0	0.0

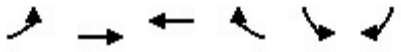
Intersection Summary	
HCM 6th Ctrl Delay	135.3
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	3806	0	0	0	0	0	176	45	0	0	0
Future Volume (veh/h)	173	3806	0	0	0	0	0	176	45	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	204	4478	0				0	207	53			
Peak Hour Factor	0.85	0.85	0.85				0.85	0.85	0.85			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	159	3722	0				0	489	122			
Arrive On Green	0.24	0.24	0.00				0.00	0.17	0.17			
Sat Flow, veh/h	215	5217	0				0	2909	704			
Grp Volume(v), veh/h	1763	2919	0				0	129	131			
Grp Sat Flow(s),veh/h/ln	1860	1702	0				0	1777	1744			
Q Serve(g_s), s	81.1	81.1	0.0				0.0	7.1	7.4			
Cycle Q Clear(g_c), s	81.1	81.1	0.0				0.0	7.1	7.4			
Prop In Lane	0.12		0.00				0.00		0.40			
Lane Grp Cap(c), veh/h	1371	2510	0				0	309	303			
V/C Ratio(X)	1.29	1.16	0.00				0.00	0.42	0.43			
Avail Cap(c_a), veh/h	1371	2510	0				0	309	303			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	41.6	41.6	0.0				0.0	40.5	40.6			
Incr Delay (d2), s/veh	134.2	78.2	0.0				0.0	4.1	4.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	91.4	64.2	0.0				0.0	3.5	3.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	175.8	119.9	0.0				0.0	44.6	45.1			
LnGrp LOS	F	F	A				A	D	D			
Approach Vol, veh/h		4682						260				
Approach Delay, s/veh		140.9						44.8				
Approach LOS		F						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		86.0						24.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		81.1						19.1				
Max Q Clear Time (g_c+I1), s		83.1						9.4				
Green Ext Time (p_c), s		0.0						1.0				
Intersection Summary												
HCM 6th Ctrl Delay			135.9									
HCM 6th LOS			F									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	14	1482	1178	5	122	193
Future Volume (veh/h)	14	1482	1178	5	122	193
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	15	1611	1280	5	133	210
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	23	3777	3625	14	524	240
Arrive On Green	0.01	0.76	1.00	1.00	0.15	0.15
Sat Flow, veh/h	1781	5149	5290	20	3456	1585
Grp Volume(v), veh/h	15	1611	830	455	133	210
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1822	1728	1585
Q Serve(g_s), s	1.0	13.7	0.0	0.0	4.0	15.3
Cycle Q Clear(g_c), s	1.0	13.7	0.0	0.0	4.0	15.3
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	23	3777	2350	1289	524	240
V/C Ratio(X)	0.64	0.43	0.35	0.35	0.25	0.87
Avail Cap(c_a), veh/h	130	3777	2350	1289	1116	512
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.89	0.89	1.00	1.00
Uniform Delay (d), s/veh	57.9	5.1	0.0	0.0	44.2	48.9
Incr Delay (d2), s/veh	8.9	0.3	0.4	0.7	0.1	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.6	0.1	0.2	1.7	13.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	66.9	5.4	0.4	0.7	44.3	52.8
LnGrp LOS	E	A	A	A	D	D
Approach Vol, veh/h		1626	1285		343	
Approach Delay, s/veh		6.0	0.5		49.5	
Approach LOS		A	A		D	

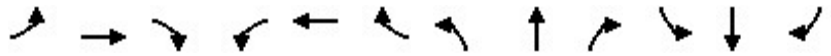
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		95.2		22.8	6.0	89.2
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 69		38.1	8.6	56.2
Max Q Clear Time (g_c+I1), s		15.7		17.3	3.0	2.0
Green Ext Time (p_c), s		39.5		0.6	0.0	28.1

Intersection Summary		
HCM 6th Ctrl Delay		8.4
HCM 6th LOS		A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	1428	19	16	1120	9	0	11	26	71	0	30
Future Volume (veh/h)	133	1428	19	16	1120	9	0	11	26	71	0	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	153	1641	22	18	1287	0	0	13	30	82	0	34
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	668	3565	48	60	1745		58	16	37	214	0	98
Arrive On Green	0.75	1.00	1.00	0.03	0.35	0.00	0.00	0.03	0.03	0.06	0.00	0.06
Sat Flow, veh/h	1781	5069	68	1781	4985	1585	1781	499	1152	3456	0	1577
Grp Volume(v), veh/h	153	1076	587	18	1287	0	0	0	43	82	0	34
Grp Sat Flow(s),veh/h/ln	1781	1662	1814	1781	1662	1585	1781	0	1651	1728	0	1577
Q Serve(g_s), s	3.1	0.0	0.0	1.2	26.7	0.0	0.0	0.0	3.1	2.7	0.0	2.4
Cycle Q Clear(g_c), s	3.1	0.0	0.0	1.2	26.7	0.0	0.0	0.0	3.1	2.7	0.0	2.4
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	668	2337	1275	60	1745		58	0	54	214	0	98
V/C Ratio(X)	0.23	0.46	0.46	0.30	0.74		0.00	0.00	0.80	0.38	0.00	0.35
Avail Cap(c_a), veh/h	668	2337	1275	83	1745		92	0	85	996	0	454
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.6	0.0	0.0	55.6	33.6	0.0	0.0	0.0	56.7	53.2	0.0	53.1
Incr Delay (d2), s/veh	0.1	0.6	1.1	1.0	2.8	0.0	0.0	0.0	10.7	0.4	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.2	0.4	0.5	10.7	0.0	0.0	0.0	1.4	1.2	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.6	0.6	1.1	56.6	36.4	0.0	0.0	0.0	67.4	53.6	0.0	53.9
LnGrp LOS	A	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		1816			1305	A		43			116	
Approach Delay, s/veh		1.5			36.7			67.4			53.7	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	88.7		12.2	50.0	47.1		8.7
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	5.5	52.5		34.0	16.6	* 41		6.1
Max Q Clear Time (g_c+I1), s	3.2	2.0		4.7	5.1	28.7		5.1
Green Ext Time (p_c), s	0.0	31.4		0.3	0.1	9.2		0.0

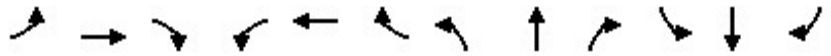
Intersection Summary	
HCM 6th Ctrl Delay	18.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	1009	309	772	1050	0	280	39	706	0	30	176
Future Volume (veh/h)	247	1009	309	772	1050	0	280	39	706	0	30	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	266	1085	332	830	1129	0	301	42	0	0	32	189
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	542	2658	1016	340	2001	0	372	202		0	172	242
Arrive On Green	0.30	0.53	0.53	0.10	0.32	0.00	0.11	0.11	0.00	0.00	0.09	0.09
Sat Flow, veh/h	1781	4985	1584	3456	6537	0	3456	1870	1585	0	1870	2626
Grp Volume(v), veh/h	266	1085	332	830	1129	0	301	42	0	0	32	189
Grp Sat Flow(s),veh/h/ln	1781	1662	1584	1728	1570	0	1728	1870	1585	0	1870	1313
Q Serve(g_s), s	14.4	15.3	11.2	11.6	17.6	0.0	10.0	2.4	0.0	0.0	1.9	8.3
Cycle Q Clear(g_c), s	14.4	15.3	11.2	11.6	17.6	0.0	10.0	2.4	0.0	0.0	1.9	8.3
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	542	2658	1016	340	2001	0	372	202		0	172	242
V/C Ratio(X)	0.49	0.41	0.33	2.44	0.56	0.00	0.81	0.21		0.00	0.19	0.78
Avail Cap(c_a), veh/h	542	2658	1016	340	2001	0	1086	588		0	303	425
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.00	0.62	0.62	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	16.4	9.6	53.2	33.4	0.0	51.4	48.0	0.0	0.0	49.5	52.4
Incr Delay (d2), s/veh	0.3	0.5	0.9	650.3	0.1	0.0	1.0	0.1	0.0	0.0	0.5	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	5.5	5.2	35.6	6.5	0.0	4.4	1.1	0.0	0.0	0.9	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.8	16.9	10.5	703.5	33.5	0.0	52.5	48.2	0.0	0.0	50.0	57.9
LnGrp LOS	C	B	B	F	C	A	D	D		A	D	E
Approach Vol, veh/h		1683			1959			343	A		221	
Approach Delay, s/veh		18.3			317.4			51.9			56.7	
Approach LOS		B			F			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.0	68.6		15.8	41.6	43.0		17.6
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	11.6	30.3		19.1	4.6	* 38		37.1
Max Q Clear Time (g_c+I1), s	13.6	17.3		10.3	16.4	19.6		12.0
Green Ext Time (p_c), s	0.0	9.7		0.6	0.0	12.6		0.7

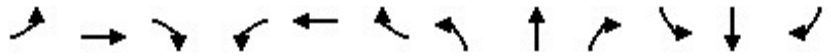
Intersection Summary	
HCM 6th Ctrl Delay	162.4
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



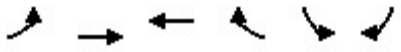
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	0	58	7	0	510	31	423	13	750	441	54
Future Volume (veh/h)	65	0	58	7	0	510	31	423	13	750	441	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.96	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	5	62	0	0	550	33	450	14	798	469	57
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	6	70	0	373	609	62	635	20	780	1861	225
Arrive On Green	0.05	0.05	0.05	0.00	0.00	0.20	0.03	0.18	0.18	0.44	0.58	0.58
Sat Flow, veh/h	1781	113	1406	0	1870	3054	1781	3514	109	1781	3187	386
Grp Volume(v), veh/h	66	0	67	0	0	550	33	227	237	798	260	266
Grp Sat Flow(s),veh/h/ln	1781	0	1519	0	1870	1527	1781	1777	1846	1781	1777	1796
Q Serve(g_s), s	4.4	0.0	5.3	0.0	0.0	21.3	2.2	14.5	14.6	53.0	8.6	8.7
Cycle Q Clear(g_c), s	4.4	0.0	5.3	0.0	0.0	21.3	2.2	14.5	14.6	53.0	8.6	8.7
Prop In Lane	1.00		0.93	0.00		1.00	1.00		0.06	1.00		0.21
Lane Grp Cap(c), veh/h	88	0	75	0	373	609	62	321	334	780	1038	1049
V/C Ratio(X)	0.75	0.00	0.89	0.00	0.00	0.90	0.53	0.71	0.71	1.02	0.25	0.25
Avail Cap(c_a), veh/h	88	0	75	0	448	732	162	455	473	780	1072	1084
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.7	0.0	57.2	0.0	0.0	47.3	57.4	46.5	46.6	34.0	12.3	12.3
Incr Delay (d2), s/veh	27.8	0.0	66.8	0.0	0.0	11.8	2.6	2.1	2.1	38.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	3.4	0.0	0.0	9.1	1.0	6.6	6.8	30.1	3.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.6	0.0	124.0	0.0	0.0	59.1	60.0	48.7	48.7	72.1	12.4	12.4
LnGrp LOS	F	A	F	A	A	E	E	D	D	F	B	B
Approach Vol, veh/h		133			550			497			1324	
Approach Delay, s/veh		104.4			59.1			49.4			48.3	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	57.0	25.9		10.0	8.2	74.7		28.1
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	53.0	31.0		6.0	11.0	73.0		29.0
Max Q Clear Time (g_c+I1), s	55.3	16.6		7.3	4.2	10.7		23.3
Green Ext Time (p_c), s	0.0	1.8		0.0	0.0	2.7		0.8

Intersection Summary	
HCM 6th Ctrl Delay	53.9
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	279	11	7	184	209	292
Future Volume (veh/h)	279	11	7	184	209	292
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	316	0	8	0	230	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	857	450	649		397	
Arrive On Green	0.24	0.00	0.35	0.00	0.11	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	316	0	8	0	230	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	3.0	0.0	0.1	0.0	2.5	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.1	0.0	2.5	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	857	450	649		397	
V/C Ratio(X)	0.37	0.00	0.01		0.58	
Avail Cap(c_a), veh/h	971	510	649		1113	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	12.8	0.0	8.6	0.0	16.9	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.0	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.0	0.0	8.7	0.0	18.3	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		316	8	A	230	A
Approach Delay, s/veh		13.0	8.7		18.3	
Approach LOS		B	A		B	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	13.7		8.6		18.0
Change Period (Y+Rc), s	4.0		4.0		4.0
Max Green Setting (Gmax), s	11.0		13.0		14.0
Max Q Clear Time (g_c+I1), s	5.0		4.5		2.1
Green Ext Time (p_c), s	0.6		0.5		0.0

Intersection Summary	
HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

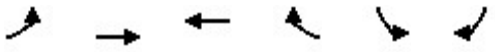
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	223	184	10	1	1
Future Vol, veh/h	9	223	184	10	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	259	214	12	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	226	0	-	0	370	113
Stage 1	-	-	-	-	220	-
Stage 2	-	-	-	-	150	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1340	-	-	-	603	918
Stage 1	-	-	-	-	795	-
Stage 2	-	-	-	-	862	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1340	-	-	-	598	918
Mov Cap-2 Maneuver	-	-	-	-	598	-
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	862	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1340	-	-	-	724
HCM Lane V/C Ratio	0.008	-	-	-	0.003
HCM Control Delay (s)	7.7	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑	↑↑↑↑		↑	
Traffic Volume (veh/h)	0	3040	3130	0	0	0
Future Volume (veh/h)	0	3040	3130	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1900
Adj Flow Rate, veh/h	0	3304	3402	0	1412	1406
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	0
Cap, veh/h	0	2413	2413	0	9999	9999
Arrive On Green	0.00	0.38	0.38	0.00	0.40	0.40
Sat Flow, veh/h	0	6958	6958	2516	3484	4512
Grp Volume(v), veh/h	0	3304	3402	0	1412	1406
Grp Sat Flow(s),veh/h/ln	0	1609	1609	0	1781	1610
Q Serve(g_s), s	0.0	15.0	15.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	15.0	15.0	0.0	0.0	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2413	2413	1006	6773	3246
V/C Ratio(X)	0.00	1.37	1.41	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	2413	2413	1006	6773	3246
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	12.5	12.5	0.0	7.2	7.2
Incr Delay (d2), s/veh	0.0	168.9	187.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	31.6	34.6	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	181.4	199.5	0.0	7.2	7.2
LnGrp LOS	A	F	F	A	A	A
Approach Vol, veh/h		3304	3402	1077	1255	04
Approach Delay, s/veh		181.4	199.5		7.2	
Approach LOS		F	F		A	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	19.5	20.5	19.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	15.0	16.0	15.0
Max Q Clear Time (g_c+I1), s	17.0	2.0	17.0
Green Ext Time (p_c), s	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

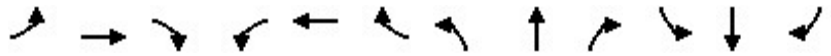
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	4340	58	115	1472	46	170
Future Volume (veh/h)	4340	58	115	1472	46	170
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	4667	62	124	1583	49	183
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	2	2	5	2	2
Cap, veh/h	4345	1095	135	4824	259	208
Arrive On Green	0.69	0.69	0.08	1.00	0.15	0.15
Sat Flow, veh/h	6537	1583	3456	6537	1781	1427
Grp Volume(v), veh/h	4667	62	124	1583	49	183
Grp Sat Flow(s),veh/h/ln	1570	1583	1728	1570	1781	1427
Q Serve(g_s), s	81.6	1.5	4.2	0.0	2.9	14.8
Cycle Q Clear(g_c), s	81.6	1.5	4.2	0.0	2.9	14.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	4345	1095	135	4824	259	208
V/C Ratio(X)	1.07	0.06	0.92	0.33	0.19	0.88
Avail Cap(c_a), veh/h	4345	1095	135	4824	483	387
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.98	0.98	1.00	1.00
Uniform Delay (d), s/veh	18.2	5.8	54.2	0.0	44.3	49.4
Incr Delay (d2), s/veh	33.9	0.0	52.5	0.2	0.1	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	63.3	0.4	2.7	0.1	1.3	5.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	52.0	5.8	106.7	0.2	44.4	54.2
LnGrp LOS	F	A	F	A	D	D
Approach Vol, veh/h	4729			1707	232	
Approach Delay, s/veh	51.4			7.9	52.1	
Approach LOS	D			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.0	86.9				95.9	22.1
Change Period (Y+Rc), s	4.4	5.3				5.3	4.9
Max Green Setting (Gmax), s	4.6	66.8				75.8	32.0
Max Q Clear Time (g_c+I1), s	6.2	83.6				2.0	16.8
Green Ext Time (p_c), s	0.0	0.0				44.5	0.3

Intersection Summary	
HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	4399	0	11	1241	60	0	0	0	5	0	5
Future Volume (veh/h)	9	4399	0	11	1241	60	0	0	0	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	4680	0	12	1320	64	0	0	0	5	0	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	17	4067	0	60	5197	251	0	49	0	107	0	41
Arrive On Green	0.02	1.00	0.00	0.03	0.84	0.84	0.00	0.00	0.00	0.03	0.00	0.03
Sat Flow, veh/h	1781	5149	0	1781	6184	299	0	1870	0	1741	0	1557
Grp Volume(v), veh/h	10	4680	0	12	1005	379	0	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1772	0	1870	0	1741	0	1557
Q Serve(g_s), s	0.7	0.0	0.0	0.8	5.1	5.1	0.0	0.0	0.0	0.3	0.0	0.4
Cycle Q Clear(g_c), s	0.7	0.0	0.0	0.8	5.1	5.1	0.0	0.0	0.0	0.3	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.17	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	4067	0	60	3959	1489	0	49	0	107	0	41
V/C Ratio(X)	0.59	1.15	0.00	0.20	0.25	0.25	0.00	0.00	0.00	0.05	0.00	0.12
Avail Cap(c_a), veh/h	60	4067	0	60	3959	1489	0	507	0	533	0	422
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.00	0.96	0.96	0.96	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.7	0.0	0.0	55.4	1.9	1.9	0.0	0.0	0.0	56.1	0.0	56.1
Incr Delay (d2), s/veh	1.1	68.1	0.0	0.6	0.1	0.4	0.0	0.0	0.0	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	25.6	0.0	0.3	0.8	1.0	0.0	0.0	0.0	0.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.8	68.1	0.0	56.0	2.1	2.3	0.0	0.0	0.0	56.2	0.0	56.6
LnGrp LOS	E	F	A	E	A	A	A	A	A	E	A	E
Approach Vol, veh/h		4690			1396			0			10	
Approach Delay, s/veh		68.1			2.6			0.0			56.4	
Approach LOS		E			A						E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	101.6		8.0	5.5	104.5		8.0
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	4.0	67.4		32.0	4.0	67.4		32.0
Max Q Clear Time (g_c+I1), s	2.8	2.0		2.4	2.7	7.1		0.0
Green Ext Time (p_c), s	0.0	65.1		0.0	0.0	29.1		0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	4383	1	15	1389	0	18
Future Volume (veh/h)	4383	1	15	1389	0	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	0.75
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1870	1826	1900	1900
Adj Flow Rate, veh/h	4566	1	16	1447	0	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	2	5	0	0
Cap, veh/h	4190	1	23	4275	0	87
Arrive On Green	0.81	0.81	0.01	0.86	0.00	0.08
Sat Flow, veh/h	5312	1	1781	5149	0	1147
Grp Volume(v), veh/h	2947	1620	16	1447	0	20
Grp Sat Flow(s),veh/h/ln	1662	1826	1781	1662	0	1207
Q Serve(g_s), s	117.8	117.8	1.3	8.4	0.0	2.3
Cycle Q Clear(g_c), s	117.8	117.8	1.3	8.4	0.0	2.3
Prop In Lane		0.00	1.00		0.00	0.95
Lane Grp Cap(c), veh/h	2705	1486	23	4275	0	92
V/C Ratio(X)	1.09	1.09	0.69	0.34	0.00	0.22
Avail Cap(c_a), veh/h	2705	1486	49	4347	0	118
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.5	13.5	71.1	2.1	0.0	62.8
Incr Delay (d2), s/veh	47.2	51.8	12.4	0.2	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	46.4	52.9	0.7	1.5	0.0	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	60.7	65.3	83.5	2.2	0.0	64.0
LnGrp LOS	F	F	F	A	A	E
Approach Vol, veh/h	4567			1463	20	
Approach Delay, s/veh	62.3			3.1	64.0	
Approach LOS	E			A	E	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.3	123.0				129.3	15.4
Change Period (Y+Rc), s	4.4	5.2				5.2	4.4
Max Green Setting (Gmax), s	4.6	117.8				126.2	14.2
Max Q Clear Time (g_c+I1), s	3.3	119.8				10.4	4.3
Green Ext Time (p_c), s	0.0	0.0				53.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	48.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	537.9

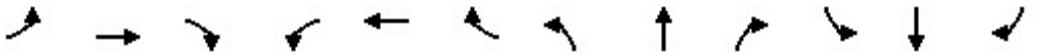
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	571	0	0	2510	647
Future Vol, veh/h	0	571	0	0	2510	647
Conflicting Peds, #/hr	0	3	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	607	0	0	2670	688

Major/Minor	Minor2			Major2	
Conflicting Flow All	3014	1682		-	0
Stage 1	3014	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	26	~ 71		-	-
Stage 1	12	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	26	~ 71		-	-
Mov Cap-2 Maneuver	26	-		-	-
Stage 1	12	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	$ 3512.2	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	71	-	-
HCM Lane V/C Ratio	-	8.556	-	-
HCM Control Delay (s)	$	3512.2	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	70.3	-	-

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



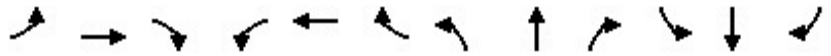
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	1000	27	18	922	386	32	61	36	265	28	172
Future Volume (veh/h)	122	1000	27	18	922	386	32	61	36	265	28	172
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.97	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	137	1124	30	20	1036	434	36	69	40	298	31	193
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	166	1700	524	380	2371	732	207	403	252	413	559	491
Arrive On Green	0.03	0.11	0.11	0.21	0.46	0.46	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1781	5106	1574	1781	5106	1577	512	1282	800	1270	1777	1562
Grp Volume(v), veh/h	137	1124	30	20	1036	434	68	0	77	298	31	193
Grp Sat Flow(s),veh/h/ln	1781	1702	1574	1781	1702	1577	1062	0	1532	1270	1777	1562
Q Serve(g_s), s	9.2	25.4	2.0	1.1	16.4	24.4	2.3	0.0	4.3	26.6	1.5	11.6
Cycle Q Clear(g_c), s	9.2	25.4	2.0	1.1	16.4	24.4	13.9	0.0	4.3	30.9	1.5	11.6
Prop In Lane	1.00		1.00	1.00		1.00	0.53		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	166	1700	524	380	2371	732	380	0	482	413	559	491
V/C Ratio(X)	0.83	0.66	0.06	0.05	0.44	0.59	0.18	0.00	0.16	0.72	0.06	0.39
Avail Cap(c_a), veh/h	276	2179	671	380	2371	732	501	0	614	523	712	626
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.93	0.93	0.93	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.2	46.9	36.5	37.5	21.6	23.8	32.8	0.0	29.7	40.8	28.7	32.2
Incr Delay (d2), s/veh	3.6	1.8	0.2	0.0	0.5	3.3	0.1	0.0	0.1	7.2	0.1	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	11.8	0.8	0.5	6.3	9.2	1.6	0.0	1.6	9.1	0.6	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.8	48.7	36.7	37.6	22.1	27.0	32.8	0.0	29.7	48.1	28.8	33.7
LnGrp LOS	E	D	D	D	C	C	C	A	C	D	C	C
Approach Vol, veh/h		1291			1490			145			522	
Approach Delay, s/veh		49.7			23.8			31.2			41.6	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	31.7	45.7		42.6	15.6	61.8		42.6				
Change Period (Y+Rc), s	6.1	* 5.7		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	5.7	* 51		48.1	18.6	37.9		48.1				
Max Q Clear Time (g_c+I1), s	3.1	27.4		32.9	11.2	26.4		15.9				
Green Ext Time (p_c), s	0.0	12.6		4.8	0.1	9.6		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		36.5
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	569	1	0	518	627	1	0	0	558	0	90
Future Volume (veh/h)	129	569	1	0	518	627	1	0	0	558	0	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	142	625	1	0	569	0	1	0	0	705	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	157	959	2	675	1702		52	0	46	812	426	0
Arrive On Green	0.09	0.18	0.18	0.00	0.16	0.00	0.03	0.00	0.00	0.23	0.00	0.00
Sat Flow, veh/h	1781	5264	8	1781	3554	1585	1781	0	1585	3563	1870	0
Grp Volume(v), veh/h	142	404	222	0	569	0	1	0	0	705	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1869	1781	1777	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	9.5	13.2	13.2	0.0	17.1	0.0	0.1	0.0	0.0	22.9	0.0	0.0
Cycle Q Clear(g_c), s	9.5	13.2	13.2	0.0	17.1	0.0	0.1	0.0	0.0	22.9	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	157	620	341	675	1702		52	0	46	812	426	0
V/C Ratio(X)	0.90	0.65	0.65	0.00	0.33		0.02	0.00	0.00	0.87	0.00	0.00
Avail Cap(c_a), veh/h	157	814	447	675	1702		445	0	396	1098	577	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.89	0.00	1.00	0.00	0.00	0.84	0.00	0.00
Uniform Delay (d), s/veh	54.2	45.5	45.5	0.0	33.5	0.0	56.6	0.0	0.0	44.6	0.0	0.0
Incr Delay (d2), s/veh	43.6	5.2	9.3	0.0	0.5	0.0	0.1	0.0	0.0	3.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	5.9	6.9	0.0	8.2	0.0	0.0	0.0	0.0	10.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.8	50.8	54.9	0.0	34.0	0.0	56.7	0.0	0.0	48.5	0.0	0.0
LnGrp LOS	F	D	D	A	C		E	A	A	D	A	A
Approach Vol, veh/h		768			569	A		1			705	
Approach Delay, s/veh		60.6			34.0			56.7			48.5	
Approach LOS		E			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	27.0		33.3	15.0	63.4		8.4				
Change Period (Y+Rc), s	5.9	* 5.1		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	4.6	* 29		37.0	10.6	21.3		30.0				
Max Q Clear Time (g_c+I1), s	10.5	15.2		24.9	11.5	19.1		2.1				
Green Ext Time (p_c), s	0.0	6.6		1.3	0.0	1.1		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	49.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

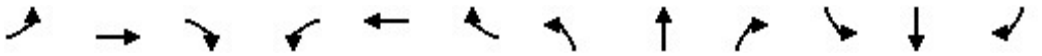
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	283	243	156	96	452	205	239	1259	99	131	1148	178
Future Volume (veh/h)	283	243	156	96	452	205	239	1259	99	131	1148	178
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	301	259	166	102	481	218	254	1339	105	139	1221	189
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	322	549	339	123	523	310	300	1627	127	183	1612	715
Arrive On Green	0.18	0.26	0.26	0.07	0.15	0.15	0.09	0.49	0.49	0.05	0.45	0.45
Sat Flow, veh/h	1781	2095	1293	1781	3554	1537	3456	3338	261	3456	3554	1576
Grp Volume(v), veh/h	301	218	207	102	481	218	254	711	733	139	1221	189
Grp Sat Flow(s),veh/h/ln	1781	1777	1611	1781	1777	1537	1728	1777	1822	1728	1777	1576
Q Serve(g_s), s	25.0	15.5	16.3	8.5	20.0	13.0	10.9	51.3	51.8	6.0	42.9	6.0
Cycle Q Clear(g_c), s	25.0	15.5	16.3	8.5	20.0	13.0	10.9	51.3	51.8	6.0	42.9	6.0
Prop In Lane	1.00		0.80	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	322	466	422	123	523	310	300	866	888	183	1612	715
V/C Ratio(X)	0.94	0.47	0.49	0.83	0.92	0.70	0.85	0.82	0.83	0.76	0.76	0.26
Avail Cap(c_a), veh/h	410	470	426	197	524	310	498	866	888	221	1612	715
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.6	46.6	46.9	69.0	63.1	27.9	67.5	32.9	33.0	70.1	34.1	7.5
Incr Delay (d2), s/veh	23.1	0.3	0.3	6.4	19.2	5.2	3.2	8.6	8.7	9.1	3.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.4	7.0	6.7	4.1	10.5	5.2	5.0	23.9	24.8	2.9	19.2	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.7	46.8	47.2	75.4	82.3	33.1	70.7	41.5	41.6	79.1	37.5	8.4
LnGrp LOS	F	D	D	E	F	C	E	D	D	E	D	A
Approach Vol, veh/h		726			801			1698			1549	
Approach Delay, s/veh		62.2			68.0			45.9			37.7	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	78.4	14.8	44.5	17.4	73.4	32.3	27.0
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	9.6	* 65	16.6	39.7	21.6	52.8	34.5	* 22
Max Q Clear Time (g_c+I1), s	8.0	53.8	10.5	18.3	12.9	44.9	27.0	22.0
Green Ext Time (p_c), s	0.0	3.3	0.0	0.9	0.1	2.7	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	49.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	180	94	416	658	108	200	314	75	106	312	128
Future Volume (veh/h)	84	180	94	416	658	108	200	314	75	106	312	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	194	101	447	708	116	215	338	81	114	335	138
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	973	431	476	747	122	243	511	223	248	556	213
Arrive On Green	0.06	0.27	0.27	0.27	0.48	0.48	0.14	0.14	0.14	0.14	0.15	0.15
Sat Flow, veh/h	1781	3554	1576	1781	1567	257	1781	3554	1554	1781	3595	1378
Grp Volume(v), veh/h	90	194	101	447	0	824	215	338	81	114	316	157
Grp Sat Flow(s),veh/h/ln	1781	1777	1576	1781	0	1823	1781	1777	1554	1781	1702	1569
Q Serve(g_s), s	5.6	4.7	5.6	27.7	0.0	48.7	13.4	10.2	3.1	6.6	9.8	10.6
Cycle Q Clear(g_c), s	5.6	4.7	5.6	27.7	0.0	48.7	13.4	10.2	3.1	6.6	9.8	10.6
Prop In Lane	1.00		1.00	1.00		0.14	1.00		1.00	1.00		0.88
Lane Grp Cap(c), veh/h	114	973	431	476	0	870	243	511	223	248	526	242
V/C Ratio(X)	0.79	0.20	0.23	0.94	0.00	0.95	0.89	0.66	0.36	0.46	0.60	0.65
Avail Cap(c_a), veh/h	185	1039	461	563	0	921	246	935	409	248	805	371
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.1	31.5	31.8	40.5	0.0	28.1	47.9	45.7	15.1	44.7	44.5	44.8
Incr Delay (d2), s/veh	4.6	0.0	0.1	20.6	0.0	17.7	28.5	2.7	1.8	0.5	2.0	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	2.1	2.2	14.9	0.0	25.0	7.8	4.6	2.1	2.9	4.2	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.7	31.5	31.9	61.1	0.0	45.9	76.4	48.5	16.9	45.2	46.4	50.0
LnGrp LOS	E	C	C	E	A	D	E	D	B	D	D	D
Approach Vol, veh/h		385			1271			634			587	
Approach Delay, s/veh		37.5			51.2			53.9			47.1	
Approach LOS		D			D			D			D	

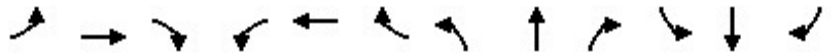
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	21.5	34.6	35.8	19.8	22.7	11.6	58.8
Change Period (Y+Rc), s	5.3	* 5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	12.6	* 30	35.7	33.0	15.6	26.7	11.7	57.0
Max Q Clear Time (g_c+I1), s	8.6	12.2	29.7	7.6	15.4	12.6	7.6	50.7
Green Ext Time (p_c), s	0.0	3.7	0.5	1.0	0.0	3.9	0.0	3.2

Intersection Summary	
HCM 6th Ctrl Delay	49.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



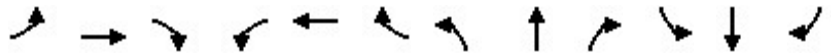
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	130	256	137	365	0	0	0	0	75	1903	794
Future Volume (veh/h)	0	130	256	137	365	0	0	0	0	75	1903	794
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	148	291	156	415	0				85	2366	766
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	544	461	247	614	0				904	2848	793
Arrive On Green	0.00	0.29	0.29	0.29	0.29	0.00				0.51	0.51	0.51
Sat Flow, veh/h	0	1870	1585	548	2199	0				1781	5611	1562
Grp Volume(v), veh/h	0	148	291	270	301	0				85	2366	766
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1044	1617	0				1781	1870	1562
Q Serve(g_s), s	0.0	3.9	10.3	12.5	10.5	0.0				1.6	23.1	30.5
Cycle Q Clear(g_c), s	0.0	3.9	10.3	16.4	10.5	0.0				1.6	23.1	30.5
Prop In Lane	0.00		1.00	0.58		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	544	461	392	470	0				904	2848	793
V/C Ratio(X)	0.00	0.27	0.63	0.69	0.64	0.00				0.09	0.83	0.97
Avail Cap(c_a), veh/h	0	560	475	402	484	0				904	2848	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	17.6	19.9	22.9	19.9	0.0				8.2	13.5	15.3
Incr Delay (d2), s/veh	0.0	0.1	1.9	4.4	2.5	0.0				0.1	2.4	24.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.6	3.8	4.2	4.0	0.0				0.5	8.7	14.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.7	21.8	27.3	22.4	0.0				8.3	15.9	39.5
LnGrp LOS	A	B	C	C	C	A				A	B	D
Approach Vol, veh/h		439			571						3217	
Approach Delay, s/veh		20.4			24.7						21.3	
Approach LOS		C			C						C	

Timer - Assigned Phs		4		6		8						
Phs Duration (G+Y+Rc), s		25.4		39.0		25.4						
Change Period (Y+Rc), s		6.7		6.3		6.7						
Max Green Setting (Gmax), s		19.3		32.7		19.3						
Max Q Clear Time (g_c+I1), s		12.3		32.5		18.4						
Green Ext Time (p_c), s		0.7		0.2		0.3						

Intersection Summary												
HCM 6th Ctrl Delay			21.7									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.



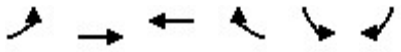
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	14	21	328	7	9	26	557	526	122	747	3
Future Volume (veh/h)	5	14	21	328	7	9	26	557	526	122	747	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	15	23	360	8	10	29	612	578	134	821	3
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	12	80	122	350	234	292	44	1135	808	145	1975	7
Arrive On Green	0.01	0.12	0.12	0.20	0.31	0.31	0.02	0.32	0.32	0.08	0.38	0.38
Sat Flow, veh/h	1781	663	1017	1781	754	943	1781	3554	1555	1781	5251	19
Grp Volume(v), veh/h	5	0	38	360	0	18	29	612	578	134	532	292
Grp Sat Flow(s),veh/h/ln	1781	0	1680	1781	0	1697	1781	1777	1555	1781	1702	1866
Q Serve(g_s), s	0.2	0.0	1.4	13.5	0.0	0.5	1.1	9.7	19.7	5.1	7.9	7.9
Cycle Q Clear(g_c), s	0.2	0.0	1.4	13.5	0.0	0.5	1.1	9.7	19.7	5.1	7.9	7.9
Prop In Lane	1.00		0.61	1.00		0.56	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	12	0	202	350	0	526	44	1135	808	145	1281	702
V/C Ratio(X)	0.42	0.00	0.19	1.03	0.00	0.03	0.66	0.54	0.72	0.92	0.42	0.42
Avail Cap(c_a), veh/h	130	0	758	350	0	956	104	1138	810	145	1281	702
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.0	0.0	27.2	27.6	0.0	16.5	33.2	19.2	12.8	31.3	15.8	15.8
Incr Delay (d2), s/veh	22.3	0.0	0.2	55.5	0.0	0.0	6.1	0.8	3.5	51.3	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.6	10.9	0.0	0.2	0.5	3.8	6.8	4.2	2.8	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.3	0.0	27.4	83.1	0.0	16.5	39.3	20.0	16.3	82.6	16.1	16.2
LnGrp LOS	E	A	C	F	A	B	D	C	B	F	B	B
Approach Vol, veh/h		43			378			1219			958	
Approach Delay, s/veh		30.7			79.9			18.7			25.4	
Approach LOS		C			E			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	27.6	18.0	13.0	6.1	31.5	5.0	26.1
Change Period (Y+Rc), s	4.4	* 5.7	4.5	* 4.8	4.4	5.7	4.5	* 4.8
Max Green Setting (Gmax), s	5.6	* 22	13.5	* 31	4.0	22.9	5.0	* 39
Max Q Clear Time (g_c+I1), s	7.1	21.7	15.5	3.4	3.1	9.9	2.2	2.5
Green Ext Time (p_c), s	0.0	0.3	0.0	0.1	0.0	4.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	30.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1603	2394	3853	10	0	88
Future Volume (veh/h)	1603	2394	3853	10	0	88
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1822	2720	4378	0	0	100
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	1360	3042	2875		104	522
Arrive On Green	0.27	0.88	0.58	0.00	0.00	0.06
Sat Flow, veh/h	5023	3561	5149	1585	1781	1585
Grp Volume(v), veh/h	1822	2720	4378	0	0	100
Grp Sat Flow(s),veh/h/ln	1674	1735	1662	1585	1781	1585
Q Serve(g_s), s	40.6	67.1	86.5	0.0	0.0	6.8
Cycle Q Clear(g_c), s	40.6	67.1	86.5	0.0	0.0	6.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1360	3042	2875		104	522
V/C Ratio(X)	1.34	0.89	1.52		0.00	0.19
Avail Cap(c_a), veh/h	1360	3042	2875		209	615
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.00	0.00	1.00
Uniform Delay (d), s/veh	54.7	5.3	31.7	0.0	0.0	36.0
Incr Delay (d2), s/veh	158.1	4.6	235.4	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	66.6	11.8	94.5	0.0	0.0	7.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	212.8	9.8	267.1	0.0	0.0	36.2
LnGrp LOS	F	A	F		A	D
Approach Vol, veh/h		4542	4378	A	100	
Approach Delay, s/veh		91.2	267.1		36.2	
Approach LOS		F	F		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		136.8		13.2	45.0	91.8
Change Period (Y+Rc), s		5.3		4.4	4.4	* 5.3
Max Green Setting (Gmax), s		122.7		17.6	40.6	* 78
Max Q Clear Time (g_c+I1), s		69.1		8.8	42.6	88.5
Green Ext Time (p_c), s		53.3		0.1	0.0	0.0

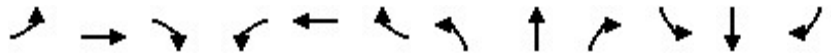
Intersection Summary	
HCM 6th Ctrl Delay	176.0
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	679	1025	85	59	1198	46	152	307	75	52	184	836
Future Volume (veh/h)	679	1025	85	59	1198	46	152	307	75	52	184	836
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.95	1.00		0.89
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	730	1102	91	63	1288	49	163	330	81	56	198	899
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	705	2472	204	144	2169	82	167	482	386	72	711	1066
Arrive On Green	0.20	0.74	0.74	0.08	0.62	0.62	0.09	0.26	0.26	0.04	0.20	0.20
Sat Flow, veh/h	3456	3319	274	1781	3490	133	1781	1870	1500	1781	3554	2483
Grp Volume(v), veh/h	730	589	604	63	655	682	163	330	81	56	198	899
Grp Sat Flow(s),veh/h/ln	1728	1777	1817	1781	1777	1846	1781	1870	1500	1781	1777	1242
Q Serve(g_s), s	29.6	18.4	18.4	4.9	32.1	32.2	13.2	23.1	6.1	4.5	6.8	29.0
Cycle Q Clear(g_c), s	29.6	18.4	18.4	4.9	32.1	32.2	13.2	23.1	6.1	4.5	6.8	29.0
Prop In Lane	1.00		0.15	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	705	1323	1353	144	1104	1147	167	482	386	72	711	1066
V/C Ratio(X)	1.03	0.45	0.45	0.44	0.59	0.59	0.98	0.68	0.21	0.78	0.28	0.84
Avail Cap(c_a), veh/h	705	1323	1353	144	1104	1147	167	482	386	91	711	1066
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.72	0.72	0.72	0.98	0.98	0.98	0.81	0.81	0.81
Uniform Delay (d), s/veh	57.7	7.1	7.1	63.5	16.5	16.5	65.5	48.5	42.2	68.9	49.1	60.2
Incr Delay (d2), s/veh	43.2	1.1	1.1	6.9	1.7	1.6	61.3	4.0	0.3	18.0	0.3	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	6.5	6.7	2.5	12.9	13.4	8.8	11.3	2.3	2.4	3.1	20.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.9	8.2	8.1	70.4	18.2	18.1	126.8	52.6	42.5	86.9	49.4	65.6
LnGrp LOS	F	A	A	E	B	B	F	D	D	F	D	E
Approach Vol, veh/h		1923			1400			574			1153	
Approach Delay, s/veh		43.3			20.5			72.2			63.8	
Approach LOS		D			C			E			E	

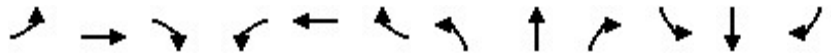
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	42.3	16.1	114.9	18.5	34.0	34.0	97.0
Change Period (Y+Rc), s	4.4	4.9	4.4	* 5.8	4.9	* 5	4.4	5.8
Max Green Setting (Gmax), s	7.4	35.3	11.7	* 72	13.6	* 29	29.6	53.2
Max Q Clear Time (g_c+I1), s	6.5	25.1	6.9	20.4	15.2	31.0	31.6	34.2
Green Ext Time (p_c), s	0.0	1.7	0.0	15.0	0.0	0.0	0.0	7.7

Intersection Summary	
HCM 6th Ctrl Delay	45.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



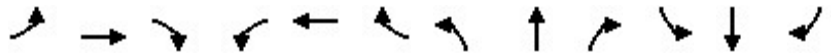
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1041	84	34	195	0	0	0	0	198	264	1137
Future Volume (veh/h)	0	1041	84	34	195	0	0	0	0	198	264	1137
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1170	94	38	219	0				222	297	1278
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1377	111	817	3217	0				659	976	1237
Arrive On Green	0.00	0.41	0.41	0.46	0.91	0.00				0.46	0.46	0.46
Sat Flow, veh/h	0	3421	267	1781	3647	0				1442	2133	2706
Grp Volume(v), veh/h	0	624	640	38	219	0				277	242	1278
Grp Sat Flow(s),veh/h/ln	0	1777	1817	1781	1777	0				1798	1777	1353
Q Serve(g_s), s	0.0	47.6	47.8	1.8	0.9	0.0				14.8	12.8	68.6
Cycle Q Clear(g_c), s	0.0	47.6	47.8	1.8	0.9	0.0				14.8	12.8	68.6
Prop In Lane	0.00		0.15	1.00		0.00				0.80		1.00
Lane Grp Cap(c), veh/h	0	736	752	817	3217	0				822	813	1237
V/C Ratio(X)	0.00	0.85	0.85	0.05	0.07	0.00				0.34	0.30	1.03
Avail Cap(c_a), veh/h	0	736	752	817	3217	0				822	813	1237
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.70	0.70	0.47	0.47	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	39.7	39.8	22.5	0.7	0.0				26.1	25.6	40.7
Incr Delay (d2), s/veh	0.0	8.5	8.5	0.0	0.0	0.0				1.1	0.9	34.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	22.0	22.6	0.7	0.1	0.0				6.8	5.8	28.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	48.2	48.2	22.5	0.7	0.0				27.2	26.5	75.1
LnGrp LOS	A	D	D	C	A	A				C	C	F
Approach Vol, veh/h		1264			257						1797	
Approach Delay, s/veh		48.2			3.9						61.2	
Approach LOS		D			A						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	7.0	67.0		74.0		144.0
Change Period (Y+Rc), s	6.6	* 4.9		5.4		6.6
Max Green Setting (Gmax), s	4.6	* 62		68.6		69.4
Max Q Clear Time (g_c+I1), s	3.8	49.8		70.6		2.9
Green Ext Time (p_c), s	0.0	2.4		0.0		0.5

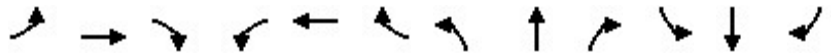
Intersection Summary	
HCM 6th Ctrl Delay	51.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



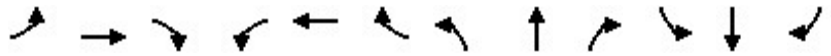
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	2277	0	0	0	0	0	92	223	0	0	0
Future Volume (veh/h)	57	2277	0	0	0	0	0	92	223	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.94			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	61	2448	0				0	99	240			
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	81	3497	0				0	536	449			
Arrive On Green	0.18	0.18	0.00				0.00	0.30	0.30			
Sat Flow, veh/h	152	6798	0				0	1870	1488			
Grp Volume(v), veh/h	747	1762	0				0	99	240			
Grp Sat Flow(s),veh/h/ln	1863	1609	0				0	1777	1488			
Q Serve(g_s), s	22.9	20.5	0.0				0.0	2.5	8.1			
Cycle Q Clear(g_c), s	22.9	20.5	0.0				0.0	2.5	8.1			
Prop In Lane	0.08		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	997	2582	0				0	536	449			
V/C Ratio(X)	0.75	0.68	0.00				0.00	0.18	0.53			
Avail Cap(c_a), veh/h	997	2582	0				0	536	449			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	20.9	19.9	0.0				0.0	15.5	17.4			
Incr Delay (d2), s/veh	5.2	1.5	0.0				0.0	0.8	4.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.5	8.9	0.0				0.0	1.1	3.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.1	21.4	0.0				0.0	16.3	22.0			
LnGrp LOS	C	C	A				A	B	C			
Approach Vol, veh/h		2509						339				
Approach Delay, s/veh		22.8						20.3				
Approach LOS		C						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		37.0						23.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		32.1						18.1				
Max Q Clear Time (g_c+I1), s		24.9						10.1				
Green Ext Time (p_c), s		6.6						1.4				
Intersection Summary												
HCM 6th Ctrl Delay			22.5									
HCM 6th LOS			C									



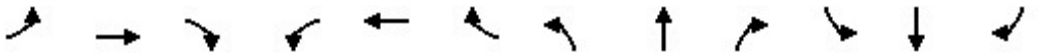
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2637	109	0	0	0	0	0	0	187	380	0
Future Volume (veh/h)	0	2637	109	0	0	0	0	0	0	187	380	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2691	111							191	388	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3288	135							573	1143	0
Arrive On Green	0.00	0.17	0.17							0.32	0.32	0.00
Sat Flow, veh/h	0	6646	262							1781	3647	0
Grp Volume(v), veh/h	0	2031	771							191	388	0
Grp Sat Flow(s),veh/h/ln	0	1609	1821							1781	1777	0
Q Serve(g_s), s	0.0	24.3	24.5							4.9	5.0	0.0
Cycle Q Clear(g_c), s	0.0	24.3	24.5							4.9	5.0	0.0
Prop In Lane	0.00		0.14							1.00		0.00
Lane Grp Cap(c), veh/h	0	2485	938							573	1143	0
V/C Ratio(X)	0.00	0.82	0.82							0.33	0.34	0.00
Avail Cap(c_a), veh/h	0	2485	938							573	1143	0
HCM Platoon Ratio	1.00	0.33	0.33							1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	22.2	22.2							15.5	15.5	0.0
Incr Delay (d2), s/veh	0.0	3.1	8.0							1.6	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.8	13.6							2.1	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.3	30.3							17.0	16.3	0.0
LnGrp LOS	A	C	C							B	B	A
Approach Vol, veh/h		2802									579	
Approach Delay, s/veh		26.7									16.5	
Approach LOS		C									B	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	35.8	24.2
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	30.9	19.3
Max Q Clear Time (g_c+I1), s	26.5	7.0
Green Ext Time (p_c), s	4.2	2.6

Intersection Summary	
HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	2267	0	0	0	0	0	109	46	0	0	0
Future Volume (veh/h)	182	2267	0	0	0	0	0	109	46	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	198	2464	0				0	118	50			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	926	2655	0				0	782	316			
Arrive On Green	0.17	0.17	0.00				0.00	0.32	0.32			
Sat Flow, veh/h	1781	5274	0				0	2564	997			
Grp Volume(v), veh/h	198	2464	0				0	83	85			
Grp Sat Flow(s),veh/h/ln	1781	1702	0				0	1777	1691			
Q Serve(g_s), s	5.7	28.5	0.0				0.0	2.0	2.2			
Cycle Q Clear(g_c), s	5.7	28.5	0.0				0.0	2.0	2.2			
Prop In Lane	1.00		0.00				0.00		0.59			
Lane Grp Cap(c), veh/h	926	2655	0				0	563	535			
V/C Ratio(X)	0.21	0.93	0.00				0.00	0.15	0.16			
Avail Cap(c_a), veh/h	926	2655	0				0	563	535			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	14.3	23.7	0.0				0.0	14.7	14.7			
Incr Delay (d2), s/veh	0.5	7.2	0.0				0.0	0.6	0.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.3	14.3	0.0				0.0	0.8	0.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.8	30.9	0.0				0.0	15.3	15.4			
LnGrp LOS	B	C	A				A	B	B			
Approach Vol, veh/h		2662						168				
Approach Delay, s/veh		29.7						15.3				
Approach LOS		C						B				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		36.1						23.9				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		31.2						19.0				
Max Q Clear Time (g_c+I1), s		30.5						4.2				
Green Ext Time (p_c), s		0.7						0.8				
Intersection Summary												
HCM 6th Ctrl Delay			28.9									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	462	209	600	1364	0	180	44	385	0	34	180
Future Volume (veh/h)	269	462	209	600	1364	0	180	44	385	0	34	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		1.00	1.00		1.00	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	277	476	215	619	1406	0	186	45	0	0	35	186
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	304	1271	580	1340	3034	0	428	232		0	111	153
Arrive On Green	0.17	0.25	0.25	0.39	0.48	0.00	0.12	0.12	0.00	0.00	0.06	0.06
Sat Flow, veh/h	1781	4985	1503	3456	6537	0	3456	1870	1585	0	1870	2578
Grp Volume(v), veh/h	277	476	215	619	1406	0	186	45	0	0	35	186
Grp Sat Flow(s),veh/h/ln	1781	1662	1503	1728	1570	0	1728	1870	1585	0	1870	1289
Q Serve(g_s), s	18.3	9.4	12.4	16.0	17.9	0.0	6.0	2.6	0.0	0.0	2.2	7.1
Cycle Q Clear(g_c), s	18.3	9.4	12.4	16.0	17.9	0.0	6.0	2.6	0.0	0.0	2.2	7.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	304	1271	580	1340	3034	0	428	232		0	111	153
V/C Ratio(X)	0.91	0.37	0.37	0.46	0.46	0.00	0.43	0.19		0.00	0.32	1.22
Avail Cap(c_a), veh/h	350	1271	580	1340	3034	0	1066	577		0	111	153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.00	0.91	0.91	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	48.9	36.8	27.0	27.4	20.7	0.0	48.7	47.2	0.0	0.0	54.1	56.5
Incr Delay (d2), s/veh	23.6	0.8	1.8	0.0	0.0	0.0	0.2	0.1	0.0	0.0	1.6	143.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	3.8	5.6	6.4	6.2	0.0	2.6	1.2	0.0	0.0	1.1	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.5	37.7	28.8	27.4	20.7	0.0	48.9	47.3	0.0	0.0	55.7	200.3
LnGrp LOS	E	D	C	C	C	A	D	D		A	E	F
Approach Vol, veh/h		968			2025			231	A		221	
Approach Delay, s/veh		45.7			22.8			48.6			177.4	
Approach LOS		D			C			D			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	51.9	36.3		12.0	24.9	63.4		19.8				
Change Period (Y+Rc), s	5.4	* 5.7		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	25.4	* 31		7.1	23.6	32.7		37.0				
Max Q Clear Time (g_c+I1), s	18.0	14.4		9.1	20.3	19.9		8.0				
Green Ext Time (p_c), s	0.8	6.0		0.0	0.1	10.8		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		40.8	
HCM 6th LOS		D	

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

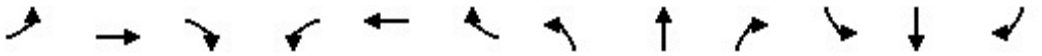
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	568	0	0	1483	1192
Future Volume (veh/h)	0	568	0	0	1483	1192
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				0.99
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	631			1648	1324
Peak Hour Factor	0.90	0.90			0.90	0.90
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			3123	1446
Arrive On Green	0.00	0.00			0.92	0.92
Sat Flow, veh/h	0				3572	1576
Grp Volume(v), veh/h	0.0				1648	1324
Grp Sat Flow(s),veh/h/ln					1702	1576
Q Serve(g_s), s					4.2	23.6
Cycle Q Clear(g_c), s					4.2	23.6
Prop In Lane						1.00
Lane Grp Cap(c), veh/h					3123	1446
V/C Ratio(X)					0.53	0.92
Avail Cap(c_a), veh/h					3212	1488
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.4	1.2
Incr Delay (d2), s/veh					0.2	9.0
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.1	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					0.5	10.2
LnGrp LOS					A	B
Approach Vol, veh/h					2972	
Approach Delay, s/veh					4.8	
Approach LOS					A	

Timer - Assigned Phs	6
Phs Duration (G+Y+Rc), s	54.6
Change Period (Y+Rc), s	4.5
Max Green Setting (Gmax), s	51.5
Max Q Clear Time (g_c+I1), s	25.6
Green Ext Time (p_c), s	24.5

Intersection Summary	
HCM 6th Ctrl Delay	4.8
HCM 6th LOS	A

Notes

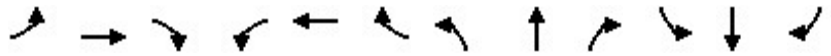
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	256	97	401	603	141	183	293	147	96	337	115
Future Volume (veh/h)	84	256	97	401	603	141	183	293	147	96	337	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	275	104	431	648	152	197	315	158	103	362	124
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	979	433	458	686	161	225	814	354	128	660	212
Arrive On Green	0.06	0.28	0.28	0.26	0.47	0.47	0.13	0.23	0.23	0.07	0.18	0.18
Sat Flow, veh/h	1781	3554	1573	1781	1463	343	1781	3554	1547	1781	3773	1212
Grp Volume(v), veh/h	90	275	104	431	0	800	197	315	158	103	324	162
Grp Sat Flow(s),veh/h/ln	1781	1777	1573	1781	0	1807	1781	1777	1547	1781	1702	1580
Q Serve(g_s), s	5.7	6.9	5.8	27.0	0.0	48.1	12.4	8.5	10.0	6.5	9.9	10.7
Cycle Q Clear(g_c), s	5.7	6.9	5.8	27.0	0.0	48.1	12.4	8.5	10.0	6.5	9.9	10.7
Prop In Lane	1.00		1.00	1.00		0.19	1.00		1.00	1.00		0.77
Lane Grp Cap(c), veh/h	113	979	433	458	0	847	225	814	354	128	596	277
V/C Ratio(X)	0.80	0.28	0.24	0.94	0.00	0.94	0.88	0.39	0.45	0.80	0.54	0.58
Avail Cap(c_a), veh/h	119	1029	455	494	0	904	230	976	425	236	947	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.6	32.4	32.0	41.5	0.0	28.9	48.9	37.2	37.7	52.1	42.9	43.2
Incr Delay (d2), s/veh	26.7	0.1	0.1	25.0	0.0	17.5	28.0	0.6	1.6	4.3	1.4	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	3.0	2.3	15.0	0.0	24.4	7.2	3.7	4.0	3.0	4.2	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.3	32.5	32.1	66.5	0.0	46.3	77.0	37.7	39.4	56.4	44.3	46.7
LnGrp LOS	E	C	C	E	A	D	E	D	D	E	D	D
Approach Vol, veh/h		469			1231			670			589	
Approach Delay, s/veh		41.4			53.4			49.7			47.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	31.4	33.7	36.3	18.8	25.2	11.6	58.3
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	15.1	31.3	31.6	33.0	14.7	31.7	7.6	57.0
Max Q Clear Time (g_c+I1), s	8.5	12.0	29.0	8.9	14.4	12.7	7.7	50.1
Green Ext Time (p_c), s	0.1	4.2	0.2	1.4	0.0	4.7	0.0	3.3

Intersection Summary	
HCM 6th Ctrl Delay	49.4
HCM 6th LOS	D



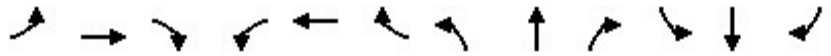
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	185	380	109	305	0	0	0	0	70	1738	756
Future Volume (veh/h)	0	185	380	109	305	0	0	0	0	70	1738	756
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	189	388	111	311	0				71	1976	636
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	504	427	199	566	0				964	3038	845
Arrive On Green	0.00	0.27	0.27	0.27	0.27	0.00				0.54	0.54	0.54
Sat Flow, veh/h	0	1870	1585	433	2187	0				1781	5611	1561
Grp Volume(v), veh/h	0	189	388	196	226	0				71	1976	636
Grp Sat Flow(s),veh/h/ln	0	1870	1585	919	1617	0				1781	1870	1561
Q Serve(g_s), s	0.0	5.6	16.3	8.9	8.2	0.0				1.3	17.1	21.6
Cycle Q Clear(g_c), s	0.0	5.6	16.3	14.6	8.2	0.0				1.3	17.1	21.6
Prop In Lane	0.00		1.00	0.57		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	504	427	329	435	0				965	3038	845
V/C Ratio(X)	0.00	0.38	0.91	0.59	0.52	0.00				0.07	0.65	0.75
Avail Cap(c_a), veh/h	0	526	446	342	454	0				978	3081	857
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	20.4	24.3	24.3	21.3	0.0				7.5	11.1	12.2
Incr Delay (d2), s/veh	0.0	0.2	21.2	2.2	0.7	0.0				0.1	0.6	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.4	8.3	3.1	3.1	0.0				0.4	6.1	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.6	45.5	26.6	22.0	0.0				7.6	11.8	16.4
LnGrp LOS	A	C	D	C	C	A				A	B	B
Approach Vol, veh/h		577			422						2683	
Approach Delay, s/veh		37.3			24.1						12.8	
Approach LOS		D			C						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		25.2		43.5		25.2
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		19.3		37.7		19.3
Max Q Clear Time (g_c+I1), s		18.3		23.6		16.6
Green Ext Time (p_c), s		0.2		13.5		0.7

Intersection Summary	
HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



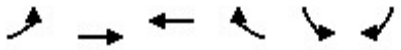
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	27	383	14	88	14	532	514	39	847	2
Future Volume (veh/h)	5	0	27	383	14	88	14	532	514	39	847	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	0	28	403	15	93	15	560	541	41	892	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	12	0	264	395	86	533	26	1067	816	56	1668	4
Arrive On Green	0.01	0.00	0.17	0.22	0.38	0.38	0.01	0.30	0.30	0.03	0.32	0.32
Sat Flow, veh/h	1781	0	1568	1781	224	1389	1781	3554	1548	1781	5260	12
Grp Volume(v), veh/h	5	0	28	403	0	108	15	560	541	41	577	317
Grp Sat Flow(s),veh/h/ln	1781	0	1568	1781	0	1613	1781	1777	1548	1781	1702	1868
Q Serve(g_s), s	0.2	0.0	1.1	15.5	0.0	3.1	0.6	9.1	17.9	1.6	9.7	9.7
Cycle Q Clear(g_c), s	0.2	0.0	1.1	15.5	0.0	3.1	0.6	9.1	17.9	1.6	9.7	9.7
Prop In Lane	1.00		1.00	1.00		0.86	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	12	0	264	395	0	619	26	1067	816	56	1080	592
V/C Ratio(X)	0.42	0.00	0.11	1.02	0.00	0.17	0.58	0.52	0.66	0.73	0.53	0.53
Avail Cap(c_a), veh/h	128	0	696	395	0	940	102	1084	824	110	1080	592
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	0.0	24.6	27.2	0.0	14.2	34.2	20.3	12.3	33.5	19.6	19.6
Incr Delay (d2), s/veh	22.4	0.0	0.1	50.2	0.0	0.0	7.5	0.8	2.5	6.7	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.4	11.8	0.0	1.1	0.3	3.6	6.0	0.8	3.6	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.9	0.0	24.6	77.4	0.0	14.3	41.7	21.1	14.7	40.2	20.1	20.5
LnGrp LOS	E	A	C	F	A	B	D	C	B	D	C	C
Approach Vol, veh/h		33			511			1116			935	
Approach Delay, s/veh		29.5			64.1			18.3			21.1	
Approach LOS		C			E			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	26.7	20.0	16.6	5.4	27.8	5.0	31.6
Change Period (Y+Rc), s	4.4	* 5.7	4.5	* 4.8	4.4	5.7	4.5	* 4.8
Max Green Setting (Gmax), s	4.3	* 21	15.5	* 31	4.0	20.9	5.0	* 41
Max Q Clear Time (g_c+I1), s	3.6	19.9	17.5	3.1	2.6	11.7	2.2	5.1
Green Ext Time (p_c), s	0.0	1.0	0.0	0.1	0.0	3.8	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	28.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1646	2494	3468	11	0	90
Future Volume (veh/h)	1646	2494	3468	11	0	90
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1733	2625	3651	0	0	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	1561	3059	2700		96	578
Arrive On Green	0.31	0.88	0.54	0.00	0.00	0.05
Sat Flow, veh/h	5023	3561	5149	1585	1781	1585
Grp Volume(v), veh/h	1733	2625	3651	0	0	95
Grp Sat Flow(s),veh/h/ln	1674	1735	1662	1585	1781	1585
Q Serve(g_s), s	46.6	55.2	81.2	0.0	0.0	6.1
Cycle Q Clear(g_c), s	46.6	55.2	81.2	0.0	0.0	6.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1561	3059	2700		96	578
V/C Ratio(X)	1.11	0.86	1.35		0.00	0.16
Avail Cap(c_a), veh/h	1561	3059	2700		202	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.00	0.00	1.00
Uniform Delay (d), s/veh	51.7	4.3	34.4	0.0	0.0	32.2
Incr Delay (d2), s/veh	59.4	3.4	158.8	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.6	8.9	70.2	0.0	0.0	6.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	111.1	7.7	193.2	0.0	0.0	32.4
LnGrp LOS	F	A	F		A	C
Approach Vol, veh/h		4358	3651	A	95	
Approach Delay, s/veh		48.8	193.2		32.4	
Approach LOS		D	F		C	

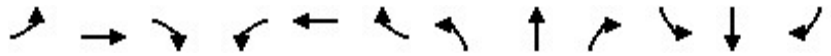
Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	137.5		12.5	51.0	86.5
Change Period (Y+Rc), s	5.3		4.4	4.4	* 5.3
Max Green Setting (Gmax), s	123.3		17.0	46.6	* 73
Max Q Clear Time (g_c+I1), s	57.2		8.1	48.6	83.2
Green Ext Time (p_c), s	65.4		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	113.7
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	641	1120	91	73	1152	73	116	318	82	87	181	866
Future Volume (veh/h)	641	1120	91	73	1152	73	116	318	82	87	181	866
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.94	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	654	1143	93	74	1176	74	118	324	84	89	185	884
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	663	1581	128	775	2459	155	131	363	290	200	824	1130
Arrive On Green	0.19	0.48	0.48	0.44	0.72	0.72	0.07	0.19	0.19	0.11	0.23	0.23
Sat Flow, veh/h	3456	3327	270	1781	3392	213	1781	1870	1493	1781	3554	2562
Grp Volume(v), veh/h	654	610	626	74	616	634	118	324	84	89	185	884
Grp Sat Flow(s),veh/h/ln	1728	1777	1820	1781	1777	1828	1781	1870	1493	1781	1777	1281
Q Serve(g_s), s	23.6	34.3	34.4	3.1	18.2	18.3	8.2	21.1	6.0	5.8	5.3	29.0
Cycle Q Clear(g_c), s	23.6	34.3	34.4	3.1	18.2	18.3	8.2	21.1	6.0	5.8	5.3	29.0
Prop In Lane	1.00		0.15	1.00		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	663	844	865	775	1288	1325	131	363	290	200	824	1130
V/C Ratio(X)	0.99	0.72	0.72	0.10	0.48	0.48	0.90	0.89	0.29	0.45	0.22	0.78
Avail Cap(c_a), veh/h	663	844	865	775	1288	1325	131	432	345	200	824	1130
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.76	0.76	0.76	0.99	0.99	0.99	0.81	0.81	0.81
Uniform Delay (d), s/veh	50.3	26.2	26.2	20.8	7.2	7.2	57.4	49.1	43.0	51.9	38.9	67.4
Incr Delay (d2), s/veh	31.2	5.3	5.2	0.2	1.0	0.9	48.2	18.3	0.6	0.5	0.2	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.8	15.1	15.5	1.3	6.2	6.4	5.4	11.6	2.2	2.6	2.3	19.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.6	31.5	31.5	21.0	8.2	8.2	105.7	67.3	43.6	52.3	39.1	70.5
LnGrp LOS	F	C	C	C	A	A	F	E	D	D	D	E
Approach Vol, veh/h		1890			1324			526			1158	
Approach Delay, s/veh		48.8			8.9			72.1			64.1	
Approach LOS		D			A			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.4	29.2	61.6	64.6	13.6	34.0	28.4	97.8
Change Period (Y+Rc), s	4.4	4.9	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	9.4	28.9	8.4	* 59	9.2	29.0	24.0	43.2
Max Q Clear Time (g_c+I1), s	7.8	23.1	5.1	36.4	10.2	31.0	25.6	20.3
Green Ext Time (p_c), s	0.0	1.2	0.0	11.5	0.0	0.0	0.0	7.6

Intersection Summary	
HCM 6th Ctrl Delay	44.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

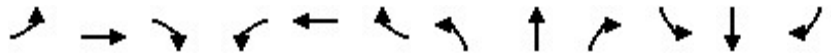
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1094	113	43	178	0	0	0	0	147	201	1127
Future Volume (veh/h)	0	1094	113	43	178	0	0	0	0	147	201	1127
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1189	123	47	193	0				160	218	1225
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1259	130	464	2419	0				365	1333	1274
Arrive On Green	0.00	0.39	0.39	0.26	0.68	0.00				0.47	0.47	0.47
Sat Flow, veh/h	0	3343	335	1781	3647	0				775	2833	2706
Grp Volume(v), veh/h	0	649	663	47	193	0				378	0	1225
Grp Sat Flow(s),veh/h/ln	0	1777	1808	1781	1777	0				1832	1777	1353
Q Serve(g_s), s	0.0	52.9	53.2	3.0	2.8	0.0				20.6	0.0	65.7
Cycle Q Clear(g_c), s	0.0	52.9	53.2	3.0	2.8	0.0				20.6	0.0	65.7
Prop In Lane	0.00		0.19	1.00		0.00				0.42		1.00
Lane Grp Cap(c), veh/h	0	688	700	464	2419	0				862	836	1274
V/C Ratio(X)	0.00	0.94	0.95	0.10	0.08	0.00				0.44	0.00	0.96
Avail Cap(c_a), veh/h	0	688	700	464	2419	0				862	836	1274
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.68	0.68	0.52	0.52	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	44.3	44.5	42.1	8.1	0.0				26.5	0.0	38.4
Incr Delay (d2), s/veh	0.0	17.5	17.8	0.0	0.0	0.0				1.6	0.0	17.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	26.0	26.7	1.3	1.0	0.0				9.6	0.0	24.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	61.8	62.3	42.1	8.1	0.0				28.1	0.0	56.0
LnGrp LOS	A	E	E	D	A	A				C	A	E
Approach Vol, veh/h		1312			240						1603	
Approach Delay, s/veh		62.1			14.8						49.4	
Approach LOS		E			B						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	16.3	63.0		76.0		109.3
Change Period (Y+Rc), s	6.6	* 4.9		5.4		6.6
Max Green Setting (Gmax), s	6.6	* 58		70.6		67.4
Max Q Clear Time (g_c+I1), s	5.0	55.2		67.7		4.8
Green Ext Time (p_c), s	0.0	1.1		1.1		0.4

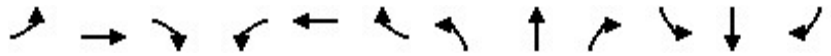
Intersection Summary	
HCM 6th Ctrl Delay	52.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



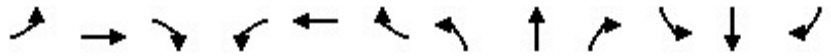
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	2544	0	0	0	0	0	100	235	0	0	0
Future Volume (veh/h)	79	2544	0	0	0	0	0	100	235	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.91			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	81	2623	0				0	103	242			
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	106	3690	0				0	500	407			
Arrive On Green	0.19	0.19	0.00				0.00	0.28	0.28			
Sat Flow, veh/h	187	6761	0				0	1870	1445			
Grp Volume(v), veh/h	805	1899	0				0	103	242			
Grp Sat Flow(s),veh/h/ln	1861	1609	0				0	1777	1445			
Q Serve(g_s), s	26.7	23.9	0.0				0.0	2.9	9.4			
Cycle Q Clear(g_c), s	26.7	23.9	0.0				0.0	2.9	9.4			
Prop In Lane	0.10		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1056	2739	0				0	500	407			
V/C Ratio(X)	0.76	0.69	0.00				0.00	0.21	0.59			
Avail Cap(c_a), veh/h	1056	2739	0				0	500	407			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	22.3	21.1	0.0				0.0	17.8	20.2			
Incr Delay (d2), s/veh	5.2	1.5	0.0				0.0	0.9	6.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.4	10.3	0.0				0.0	1.3	3.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.5	22.6	0.0				0.0	18.7	26.4			
LnGrp LOS	C	C	A				A	B	C			
Approach Vol, veh/h		2704						345				
Approach Delay, s/veh		24.0						24.1				
Approach LOS		C						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		41.8						23.2				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		36.9						18.3				
Max Q Clear Time (g_c+I1), s		28.7						11.4				
Green Ext Time (p_c), s		7.7						1.3				
Intersection Summary												
HCM 6th Ctrl Delay			24.1									
HCM 6th LOS			C									



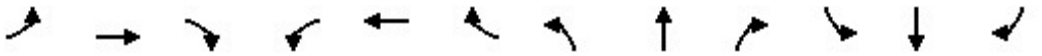
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2922	123	0	0	0	0	0	0	138	252	0
Future Volume (veh/h)	0	2922	123	0	0	0	0	0	0	138	252	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2982	126							141	257	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3521	148							529	1055	0
Arrive On Green	0.00	0.18	0.18							0.30	0.30	0.00
Sat Flow, veh/h	0	6637	267							1781	3647	0
Grp Volume(v), veh/h	0	2252	856							141	257	0
Grp Sat Flow(s),veh/h/ln	0	1609	1817							1781	1777	0
Q Serve(g_s), s	0.0	29.3	29.7							3.9	3.6	0.0
Cycle Q Clear(g_c), s	0.0	29.3	29.7							3.9	3.6	0.0
Prop In Lane	0.00		0.15							1.00		0.00
Lane Grp Cap(c), veh/h	0	2665	1003							529	1055	0
V/C Ratio(X)	0.00	0.84	0.85							0.27	0.24	0.00
Avail Cap(c_a), veh/h	0	2665	1003							529	1055	0
HCM Platoon Ratio	1.00	0.33	0.33							1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	23.9	24.0							17.4	17.3	0.0
Incr Delay (d2), s/veh	0.0	3.5	9.2							1.2	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.1	16.6							1.7	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	27.4	33.2							18.7	17.9	0.0
LnGrp LOS	A	C	C							B	B	A
Approach Vol, veh/h		3108									398	
Approach Delay, s/veh		29.0									18.2	
Approach LOS		C									B	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	40.8	24.2
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	35.9	19.3
Max Q Clear Time (g_c+I1), s	31.7	5.9
Green Ext Time (p_c), s	4.1	1.7

Intersection Summary	
HCM 6th Ctrl Delay	27.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	2501	0	0	0	0	0	89	38	0	0	0
Future Volume (veh/h)	137	2501	0	0	0	0	0	89	38	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	144	2633	0				0	94	40			
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	992	2844	0				0	722	292			
Arrive On Green	0.18	0.18	0.00				0.00	0.29	0.29			
Sat Flow, veh/h	1781	5274	0				0	2564	997			
Grp Volume(v), veh/h	144	2633	0				0	66	68			
Grp Sat Flow(s),veh/h/ln	1781	1702	0				0	1777	1691			
Q Serve(g_s), s	4.4	33.0	0.0				0.0	1.8	1.9			
Cycle Q Clear(g_c), s	4.4	33.0	0.0				0.0	1.8	1.9			
Prop In Lane	1.00		0.00				0.00		0.59			
Lane Grp Cap(c), veh/h	992	2844	0				0	519	494			
V/C Ratio(X)	0.15	0.93	0.00				0.00	0.13	0.14			
Avail Cap(c_a), veh/h	992	2844	0				0	519	494			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	13.6	25.2	0.0				0.0	16.9	17.0			
Incr Delay (d2), s/veh	0.3	6.6	0.0				0.0	0.5	0.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	16.3	0.0				0.0	0.8	0.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.9	31.8	0.0				0.0	17.4	17.5			
LnGrp LOS	B	C	A				A	B	B			
Approach Vol, veh/h		2777						134				
Approach Delay, s/veh		30.9						17.5				
Approach LOS		C						B				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		41.1						23.9				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		36.2						19.0				
Max Q Clear Time (g_c+I1), s		35.0						3.9				
Green Ext Time (p_c), s		1.2						0.6				
Intersection Summary												
HCM 6th Ctrl Delay			30.3									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	328	271	187	467	1144	0	171	52	369	0	34	187
Future Volume (veh/h)	328	271	187	467	1144	0	171	52	369	0	34	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		1.00	1.00		1.00	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	364	301	208	519	1271	0	190	58	0	0	38	208
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	380	1429	554	1400	3074	0	258	140		0	111	154
Arrive On Green	0.21	0.29	0.29	0.41	0.49	0.00	0.07	0.07	0.00	0.00	0.06	0.06
Sat Flow, veh/h	1781	4985	1519	3456	6537	0	3456	1870	1585	0	1870	2606
Grp Volume(v), veh/h	364	301	208	519	1271	0	190	58	0	0	38	208
Grp Sat Flow(s),veh/h/ln	1781	1662	1519	1728	1570	0	1728	1870	1585	0	1870	1303
Q Serve(g_s), s	24.2	5.5	12.2	12.6	15.5	0.0	6.5	3.6	0.0	0.0	2.3	7.1
Cycle Q Clear(g_c), s	24.2	5.5	12.2	12.6	15.5	0.0	6.5	3.6	0.0	0.0	2.3	7.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	380	1429	554	1400	3074	0	258	140		0	111	154
V/C Ratio(X)	0.96	0.21	0.38	0.37	0.41	0.00	0.74	0.41		0.00	0.34	1.35
Avail Cap(c_a), veh/h	380	1429	554	1400	3074	0	1066	577		0	111	154
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.00	0.90	0.90	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	32.5	28.3	25.0	19.6	0.0	54.3	53.0	0.0	0.0	54.2	56.5
Incr Delay (d2), s/veh	34.9	0.3	1.9	0.0	0.0	0.0	1.4	0.7	0.0	0.0	1.8	193.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.0	2.2	5.2	5.0	5.4	0.0	2.8	1.7	0.0	0.0	1.2	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.6	32.8	30.3	25.0	19.6	0.0	55.7	53.7	0.0	0.0	56.0	250.1
LnGrp LOS	F	C	C	C	B	A	E	D		A	E	F
Approach Vol, veh/h		873			1790			248	A		246	
Approach Delay, s/veh		52.6			21.2			55.2			220.2	
Approach LOS		D			C			E			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	54.0	40.1		12.0	30.0	64.1		13.9				
Change Period (Y+Rc), s	5.4	* 5.7		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	21.6	* 34		7.1	25.6	30.7		37.0				
Max Q Clear Time (g_c+I1), s	14.6	14.2		9.1	26.2	17.5		8.5				
Green Ext Time (p_c), s	0.7	4.7		0.0	0.0	10.5		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		48.0
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

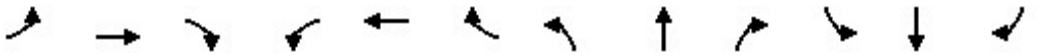
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	717	0	0	1282	1207
Future Volume (veh/h)	0	717	0	0	1282	1207
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	763			1364	1284
Peak Hour Factor	0.94	0.94			0.94	0.94
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			2984	1385
Arrive On Green	0.00	0.00			0.88	0.88
Sat Flow, veh/h	0				3572	1581
Grp Volume(v), veh/h	0.0				1364	1284
Grp Sat Flow(s),veh/h/ln					1702	1581
Q Serve(g_s), s					3.0	19.5
Cycle Q Clear(g_c), s					3.0	19.5
Prop In Lane						1.00
Lane Grp Cap(c), veh/h					2984	1385
V/C Ratio(X)					0.46	0.93
Avail Cap(c_a), veh/h					3034	1409
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.5	1.5
Incr Delay (d2), s/veh					0.1	10.7
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.0	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					0.6	12.2
LnGrp LOS					A	B
Approach Vol, veh/h					2648	
Approach Delay, s/veh					6.2	
Approach LOS					A	

Timer - Assigned Phs	6
Phs Duration (G+Y+Rc), s	36.5
Change Period (Y+Rc), s	4.5
Max Green Setting (Gmax), s	32.5
Max Q Clear Time (g_c+I1), s	21.5
Green Ext Time (p_c), s	10.5

Intersection Summary	
HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	278	118	313	435	150	164	450	73	261	1136	100
Future Volume (veh/h)	103	278	118	313	435	150	164	450	73	261	1136	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	110	296	126	333	463	160	174	479	78	278	1209	106
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	135	433	192	575	495	171	196	757	336	306	1313	115
Arrive On Green	0.08	0.12	0.12	0.32	0.37	0.37	0.11	0.21	0.21	0.17	0.27	0.27
Sat Flow, veh/h	1781	3554	1577	1781	1328	459	1781	3554	1576	1781	4777	419
Grp Volume(v), veh/h	110	296	126	333	0	623	174	479	78	278	861	454
Grp Sat Flow(s),veh/h/ln	1781	1777	1577	1781	0	1787	1781	1777	1576	1781	1702	1791
Q Serve(g_s), s	7.0	9.1	6.8	17.8	0.0	38.4	11.0	14.0	2.2	17.5	28.1	28.1
Cycle Q Clear(g_c), s	7.0	9.1	6.8	17.8	0.0	38.4	11.0	14.0	2.2	17.5	28.1	28.1
Prop In Lane	1.00		1.00	1.00		0.26	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	135	433	192	575	0	667	196	757	336	306	936	493
V/C Ratio(X)	0.81	0.68	0.66	0.58	0.00	0.93	0.89	0.63	0.23	0.91	0.92	0.92
Avail Cap(c_a), veh/h	157	1058	470	575	0	727	196	757	336	366	942	496
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.1	48.2	29.3	32.3	0.0	34.5	50.2	41.0	8.5	46.5	40.3	40.3
Incr Delay (d2), s/veh	20.7	0.7	1.4	1.0	0.0	18.4	34.3	2.3	0.7	21.3	14.2	23.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	4.1	2.7	7.9	0.0	19.9	6.7	6.3	1.8	9.5	13.4	15.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.8	48.9	30.8	33.3	0.0	53.0	84.5	43.3	9.1	67.8	54.5	63.4
LnGrp LOS	E	D	C	C	A	D	F	D	A	E	D	E
Approach Vol, veh/h		532			956			731			1593	
Approach Delay, s/veh		49.5			46.1			49.4			59.4	
Approach LOS		D			D			D			E	

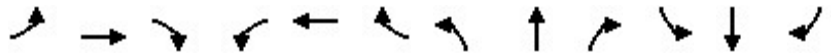
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.1	29.7	41.9	18.9	17.0	36.8	13.1	47.6
Change Period (Y+Rc), s	4.4	5.3	4.9	* 4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	23.5	20.8	22.6	* 34	12.6	31.7	10.1	46.6
Max Q Clear Time (g_c+I1), s	19.5	16.0	19.8	11.1	13.0	30.1	9.0	40.4
Green Ext Time (p_c), s	0.2	2.0	0.2	1.5	0.0	1.3	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	52.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



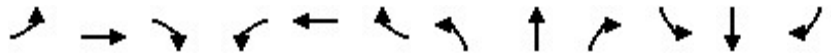
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	304	420	79	256	0	0	0	0	204	2645	508
Future Volume (veh/h)	0	304	420	79	256	0	0	0	0	204	2645	508
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	327	452	85	275	0				219	2844	546
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	565	478	126	563	0				1091	3436	970
Arrive On Green	0.00	0.30	0.30	0.30	0.30	0.00				0.61	0.61	0.61
Sat Flow, veh/h	0	1870	1582	283	1950	0				1781	5611	1584
Grp Volume(v), veh/h	0	327	452	142	218	0				219	2844	546
Grp Sat Flow(s),veh/h/ln	0	1870	1582	531	1617	0				1781	1870	1584
Q Serve(g_s), s	0.0	20.9	39.4	18.4	15.4	0.0				7.7	56.2	28.8
Cycle Q Clear(g_c), s	0.0	20.9	39.4	39.3	15.4	0.0				7.7	56.2	28.8
Prop In Lane	0.00		1.00	0.60		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	565	478	201	488	0				1091	3436	970
V/C Ratio(X)	0.00	0.58	0.95	0.70	0.45	0.00				0.20	0.83	0.56
Avail Cap(c_a), veh/h	0	612	518	225	529	0				1094	3446	973
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	41.7	48.2	54.6	39.8	0.0				12.1	21.5	16.2
Incr Delay (d2), s/veh	0.0	0.6	25.1	7.7	0.5	0.0				0.2	1.9	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.9	19.0	5.4	6.3	0.0				3.1	24.3	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	42.3	73.2	62.3	40.2	0.0				12.2	23.4	17.3
LnGrp LOS	A	D	E	E	D	A				B	C	B
Approach Vol, veh/h		779			360						3609	
Approach Delay, s/veh		60.3			48.9						21.8	
Approach LOS		E			D						C	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		48.4		92.8		48.4
Change Period (Y+Rc), s		5.8		6.3		5.8
Max Green Setting (Gmax), s		46.2		86.7		46.2
Max Q Clear Time (g_c+I1), s		41.4		58.2		41.3
Green Ext Time (p_c), s		1.2		28.2		0.9

Intersection Summary	
HCM 6th Ctrl Delay	30.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



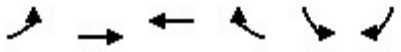
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	10	26	296	4	14	7	604	611	267	1464	4
Future Volume (veh/h)	5	10	26	296	4	14	7	604	611	267	1464	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	12	30	344	5	16	8	702	710	310	1702	5
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	14	62	154	386	133	425	14	908	744	342	2343	7
Arrive On Green	0.01	0.13	0.13	0.22	0.34	0.34	0.01	0.26	0.26	0.19	0.45	0.45
Sat Flow, veh/h	1781	467	1168	1781	389	1246	1781	3554	1568	1781	5256	15
Grp Volume(v), veh/h	6	0	42	344	0	21	8	702	710	310	1102	605
Grp Sat Flow(s),veh/h/ln	1781	0	1635	1781	0	1636	1781	1777	1568	1781	1702	1867
Q Serve(g_s), s	0.3	0.0	2.2	18.4	0.0	0.8	0.4	18.0	14.7	16.7	26.1	26.1
Cycle Q Clear(g_c), s	0.3	0.0	2.2	18.4	0.0	0.8	0.4	18.0	14.7	16.7	26.1	26.1
Prop In Lane	1.00		0.71	1.00		0.76	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	14	0	216	386	0	558	14	908	744	342	1517	832
V/C Ratio(X)	0.44	0.00	0.19	0.89	0.00	0.04	0.56	0.77	0.95	0.91	0.73	0.73
Avail Cap(c_a), veh/h	118	0	516	598	0	944	73	958	767	392	1517	832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	0.0	38.0	37.3	0.0	21.6	48.6	33.9	8.5	38.8	22.3	22.3
Incr Delay (d2), s/veh	20.5	0.0	0.2	10.5	0.0	0.0	12.3	4.4	22.0	20.9	1.8	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.9	9.1	0.0	0.3	0.2	8.1	9.9	9.1	10.2	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.0	0.0	38.1	47.8	0.0	21.6	60.8	38.3	30.6	59.7	24.1	25.5
LnGrp LOS	E	A	D	D	A	C	E	D	C	E	C	C
Approach Vol, veh/h		48			365			1420			2017	
Approach Delay, s/veh		42.0			46.3			34.5			30.0	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.6	30.1	25.8	17.8	5.2	49.5	5.3	38.3
Change Period (Y+Rc), s	5.7	* 5	4.5	* 4.8	4.4	5.7	4.5	* 4.8
Max Green Setting (Gmax), s	21.6	* 27	33.0	* 31	4.0	43.4	6.5	* 57
Max Q Clear Time (g_c+I1), s	18.7	20.0	20.4	4.2	2.4	28.1	2.3	2.8
Green Ext Time (p_c), s	0.2	5.1	0.9	0.1	0.0	9.9	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



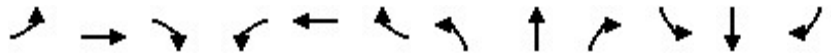
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	2067	3284	3181	31	0	51
Future Volume (veh/h)	2067	3284	3181	31	0	51
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	2153	3421	3314	0	0	53
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	1795	3137	2580		55	616
Arrive On Green	0.36	0.90	0.52	0.00	0.00	0.03
Sat Flow, veh/h	5023	3561	5149	1585	1781	1585
Grp Volume(v), veh/h	2153	3421	3314	0	0	53
Grp Sat Flow(s),veh/h/ln	1674	1735	1662	1585	1781	1585
Q Serve(g_s), s	53.6	135.6	77.6	0.0	0.0	3.2
Cycle Q Clear(g_c), s	53.6	135.6	77.6	0.0	0.0	3.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1795	3137	2580		55	616
V/C Ratio(X)	1.20	1.09	1.28		0.00	0.09
Avail Cap(c_a), veh/h	1795	3137	2580		202	746
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.00	0.00	1.00
Uniform Delay (d), s/veh	48.2	7.2	36.2	0.0	0.0	29.0
Incr Delay (d2), s/veh	95.4	46.8	128.3	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	37.5	27.6	60.2	0.0	0.0	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	143.6	54.0	164.5	0.0	0.0	29.1
LnGrp LOS	F	F	F		A	C
Approach Vol, veh/h		5574	3314	A	53	
Approach Delay, s/veh		88.6	164.5		29.1	
Approach LOS		F	F		C	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	140.9		9.1	58.0	82.9
Change Period (Y+Rc), s	5.3		4.4	4.4	* 5.3
Max Green Setting (Gmax), s	123.3		17.0	53.6	* 66
Max Q Clear Time (g_c+I1), s	137.6		5.2	55.6	79.6
Green Ext Time (p_c), s	0.0		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	116.4
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	629	1645	113	166	881	111	119	359	159	220	887	823
Future Volume (veh/h)	629	1645	113	166	881	111	119	359	159	220	887	823
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	731	1913	131	193	1024	129	138	417	185	256	1031	957
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1415	2298	155	148	1093	138	109	389	327	186	904	1845
Arrive On Green	0.41	0.68	0.68	0.08	0.34	0.34	0.06	0.21	0.21	0.10	0.25	0.25
Sat Flow, veh/h	3456	3374	228	1781	3175	400	1781	1870	1574	1781	3554	2762
Grp Volume(v), veh/h	731	996	1048	193	573	580	138	417	185	256	1031	957
Grp Sat Flow(s),veh/h/ln	1728	1777	1826	1781	1777	1798	1781	1870	1574	1781	1777	1381
Q Serve(g_s), s	22.2	56.9	60.2	11.6	43.7	43.8	8.6	29.1	16.0	14.6	35.6	6.9
Cycle Q Clear(g_c), s	22.2	56.9	60.2	11.6	43.7	43.8	8.6	29.1	16.0	14.6	35.6	6.9
Prop In Lane	1.00		0.12	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1415	1210	1243	148	612	619	109	389	327	186	904	1845
V/C Ratio(X)	0.52	0.82	0.84	1.31	0.94	0.94	1.26	1.07	0.57	1.38	1.14	0.52
Avail Cap(c_a), veh/h	1415	1210	1243	148	612	619	109	389	327	186	904	1845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.74	0.74	0.74	0.98	0.98	0.98	0.69	0.69	0.69
Uniform Delay (d), s/veh	31.0	16.2	16.7	64.2	44.4	44.4	65.7	55.5	58.4	62.7	52.2	16.8
Incr Delay (d2), s/veh	0.3	6.4	7.1	169.7	19.2	19.2	171.0	65.9	2.4	191.8	73.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	22.7	24.8	12.2	22.0	22.3	9.1	20.7	6.5	16.5	24.8	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.3	22.6	23.8	233.9	63.6	63.6	236.7	121.4	60.8	254.5	125.3	17.0
LnGrp LOS	C	C	C	F	E	E	F	F	E	F	F	B
Approach Vol, veh/h		2775			1346			740			2244	
Approach Delay, s/veh		25.3			88.0			127.7			93.8	
Approach LOS		C			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.6	34.0	16.0	101.1	13.0	40.6	63.1	54.0
Change Period (Y+Rc), s	5.0	* 4.9	4.4	5.2	4.4	5.0	5.2	* 5.8
Max Green Setting (Gmax), s	14.6	* 29	11.6	65.8	8.6	35.0	28.6	* 48
Max Q Clear Time (g_c+I1), s	16.6	31.1	13.6	62.2	10.6	37.6	24.2	45.8
Green Ext Time (p_c), s	0.0	0.0	0.0	3.4	0.0	0.0	1.3	1.5

Intersection Summary	
HCM 6th Ctrl Delay	69.5
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

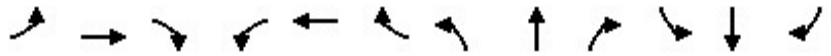
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1768	189	44	201	0	0	0	0	298	789	977
Future Volume (veh/h)	0	1768	189	44	201	0	0	0	0	298	789	977
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1881	201	47	214	0				317	839	1039
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	2881	302	55	3369	0				333	953	982
Arrive On Green	0.00	0.89	0.89	0.03	0.95	0.00				0.36	0.36	0.36
Sat Flow, veh/h	0	3338	340	1781	3647	0				932	2668	2747
Grp Volume(v), veh/h	0	1014	1068	47	214	0				620	536	1039
Grp Sat Flow(s),veh/h/ln	0	1777	1808	1781	1777	0				1824	1777	1373
Q Serve(g_s), s	0.0	22.3	24.2	3.9	0.5	0.0				49.7	41.6	53.6
Cycle Q Clear(g_c), s	0.0	22.3	24.2	3.9	0.5	0.0				49.7	41.6	53.6
Prop In Lane	0.00		0.19	1.00		0.00				0.51		1.00
Lane Grp Cap(c), veh/h	0	1578	1606	55	3369	0				652	635	982
V/C Ratio(X)	0.00	0.64	0.66	0.86	0.06	0.00				0.95	0.84	1.06
Avail Cap(c_a), veh/h	0	1578	1606	55	3369	0				652	635	982
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.48	0.48	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	2.2	2.3	72.4	0.2	0.0				46.9	44.4	48.2
Incr Delay (d2), s/veh	0.0	0.2	0.2	43.0	0.0	0.0				25.1	13.0	45.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.2	3.6	2.4	0.0	0.0				27.2	20.8	24.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	2.4	2.5	115.4	0.2	0.0				72.1	57.3	93.7
LnGrp LOS	A	A	A	F	A	A				E	E	F
Approach Vol, veh/h		2082			261						2195	
Approach Delay, s/veh		2.4			21.0						78.7	
Approach LOS		A			C						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.0	141.5		59.0		150.5
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	4.6	* 77		53.6		84.4
Max Q Clear Time (g_c+I1), s	5.9	26.2		55.6		2.5
Green Ext Time (p_c), s	0.0	6.6		0.0		0.5

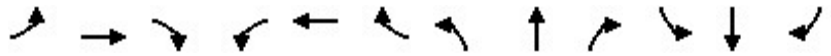
Intersection Summary	
HCM 6th Ctrl Delay	40.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



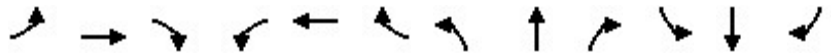
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	3260	0	0	0	0	0	193	278	0	0	0
Future Volume (veh/h)	84	3260	0	0	0	0	0	193	278	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.94			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	92	3582	0				0	212	305			
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	103	4289	0				0	417	349			
Arrive On Green	0.22	0.22	0.00				0.00	0.23	0.23			
Sat Flow, veh/h	156	6794	0				0	1870	1488			
Grp Volume(v), veh/h	1097	2577	0				0	212	305			
Grp Sat Flow(s),veh/h/ln	1863	1609	0				0	1777	1488			
Q Serve(g_s), s	51.5	45.7	0.0				0.0	9.3	17.8			
Cycle Q Clear(g_c), s	51.5	45.7	0.0				0.0	9.3	17.8			
Prop In Lane	0.08		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1223	3169	0				0	417	349			
V/C Ratio(X)	0.90	0.81	0.00				0.00	0.51	0.87			
Avail Cap(c_a), veh/h	1223	3169	0				0	417	349			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	32.3	30.0	0.0				0.0	29.9	33.2			
Incr Delay (d2), s/veh	10.4	2.4	0.0				0.0	4.4	24.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	29.0	20.2	0.0				0.0	4.5	8.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.7	32.4	0.0				0.0	34.3	58.1			
LnGrp LOS	D	C	A				A	C	E			
Approach Vol, veh/h		3674						517				
Approach Delay, s/veh		35.5						48.4				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		64.0						26.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		59.1						21.1				
Max Q Clear Time (g_c+I1), s		53.5						19.8				
Green Ext Time (p_c), s		5.5						0.5				
Intersection Summary												
HCM 6th Ctrl Delay			37.1									
HCM 6th LOS			D									



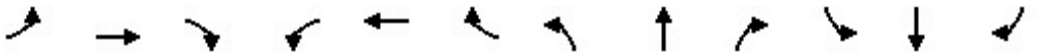
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3872	112	0	0	0	0	0	0	325	447	0
Future Volume (veh/h)	0	3872	112	0	0	0	0	0	0	325	447	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	4209	122							353	486	0
Peak Hour Factor	0.92	0.92	0.92							0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	4367	125							386	770	0
Arrive On Green	0.00	0.22	0.22							0.07	0.07	0.00
Sat Flow, veh/h	0	6737	185							1781	3647	0
Grp Volume(v), veh/h	0	3121	1210							353	486	0
Grp Sat Flow(s),veh/h/ln	0	1609	1834							1781	1777	0
Q Serve(g_s), s	0.0	57.5	59.0							17.7	12.0	0.0
Cycle Q Clear(g_c), s	0.0	57.5	59.0							17.7	12.0	0.0
Prop In Lane	0.00		0.10							1.00		0.00
Lane Grp Cap(c), veh/h	0	3255	1237							386	770	0
V/C Ratio(X)	0.00	0.96	0.98							0.91	0.63	0.00
Avail Cap(c_a), veh/h	0	3255	1237							386	770	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	33.8	34.3							41.0	38.3	0.0
Incr Delay (d2), s/veh	0.0	8.8	20.8							28.6	3.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	27.2	35.8							11.5	6.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	42.5	55.1							69.6	42.2	0.0
LnGrp LOS	A	D	E							E	D	A
Approach Vol, veh/h		4331									839	
Approach Delay, s/veh		46.1									53.7	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	65.6	24.4
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	60.7	19.5
Max Q Clear Time (g_c+I1), s	61.0	19.7
Green Ext Time (p_c), s	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	47.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	3474	0	0	0	0	0	176	45	0	0	0
Future Volume (veh/h)	173	3474	0	0	0	0	0	176	45	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	204	4087	0				0	207	53			
Peak Hour Factor	0.85	0.85	0.85				0.85	0.85	0.85			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	1439	4126	0				0	357	89			
Arrive On Green	0.81	0.81	0.00				0.00	0.13	0.13			
Sat Flow, veh/h	1781	5274	0				0	2909	704			
Grp Volume(v), veh/h	204	4087	0				0	129	131			
Grp Sat Flow(s),veh/h/ln	1781	1702	0				0	1777	1744			
Q Serve(g_s), s	3.7	115.5	0.0				0.0	10.2	10.7			
Cycle Q Clear(g_c), s	3.7	115.5	0.0				0.0	10.2	10.7			
Prop In Lane	1.00		0.00				0.00		0.40			
Lane Grp Cap(c), veh/h	1439	4126	0				0	225	221			
V/C Ratio(X)	0.14	0.99	0.00				0.00	0.57	0.59			
Avail Cap(c_a), veh/h	1439	4126	0				0	225	221			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	3.1	13.9	0.0				0.0	61.7	61.9			
Incr Delay (d2), s/veh	0.2	12.0	0.0				0.0	10.2	11.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.3	39.6	0.0				0.0	5.3	5.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.3	25.8	0.0				0.0	71.8	73.1			
LnGrp LOS	A	C	A				A	E	E			
Approach Vol, veh/h		4291						260				
Approach Delay, s/veh		24.8						72.5				
Approach LOS		C						E				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		126.1						23.9				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		121.2						19.0				
Max Q Clear Time (g_c+I1), s		117.5						12.7				
Green Ext Time (p_c), s		3.7						0.8				
Intersection Summary												
HCM 6th Ctrl Delay			27.5									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	1009	309	772	1050	0	280	39	706	0	30	172
Future Volume (veh/h)	240	1009	309	772	1050	0	280	39	706	0	30	172
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.89
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	258	1085	332	830	1129	0	301	42	0	0	32	185
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	282	1577	667	1312	3438	0	361	195		0	94	124
Arrive On Green	0.16	0.32	0.32	0.38	0.55	0.00	0.10	0.10	0.00	0.00	0.05	0.05
Sat Flow, veh/h	1781	4985	1584	3456	6537	0	3456	1870	1585	0	1870	2488
Grp Volume(v), veh/h	258	1085	332	830	1129	0	301	42	0	0	32	185
Grp Sat Flow(s),veh/h/ln	1781	1662	1584	1728	1570	0	1728	1870	1585	0	1870	1244
Q Serve(g_s), s	20.0	26.6	21.5	27.4	13.9	0.0	12.0	2.9	0.0	0.0	2.3	7.0
Cycle Q Clear(g_c), s	20.0	26.6	21.5	27.4	13.9	0.0	12.0	2.9	0.0	0.0	2.3	7.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	282	1577	667	1312	3438	0	361	195		0	94	124
V/C Ratio(X)	0.92	0.69	0.50	0.63	0.33	0.00	0.83	0.21		0.00	0.34	1.49
Avail Cap(c_a), veh/h	358	1577	667	1312	3438	0	913	494		0	94	124
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.00	0.62	0.62	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	41.8	29.7	35.4	17.5	0.0	61.5	57.4	0.0	0.0	64.3	66.5
Incr Delay (d2), s/veh	21.5	2.5	2.6	0.1	0.0	0.0	1.2	0.1	0.0	0.0	2.1	256.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	11.0	10.1	11.3	4.8	0.0	5.3	1.4	0.0	0.0	1.2	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.5	44.3	32.3	35.5	17.5	0.0	62.7	57.6	0.0	0.0	66.4	323.3
LnGrp LOS	E	D	C	D	B	A	E	E		A	E	F
Approach Vol, veh/h		1675			1959			343	A		217	
Approach Delay, s/veh		47.3			25.1			62.1			285.4	
Approach LOS		D			C			E			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	58.6	50.0		11.9	26.6	82.0		19.5				
Change Period (Y+Rc), s	5.4	* 5.7		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	31.8	* 44		7.0	28.1	48.3		37.0				
Max Q Clear Time (g_c+I1), s	29.4	28.6		9.0	22.0	15.9		14.0				
Green Ext Time (p_c), s	0.6	11.3		0.0	0.2	19.3		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		50.5
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	866	0	0	2355	782
Future Volume (veh/h)	0	866	0	0	2355	782
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	921			2505	832
Peak Hour Factor	0.94	0.94			0.94	0.94
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			3595	1077
Arrive On Green	0.00	0.00			0.92	0.92
Sat Flow, veh/h	0				4065	1167
Grp Volume(v), veh/h	0.0				2154	1183
Grp Sat Flow(s),veh/h/ln					1702	1660
Q Serve(g_s), s					7.8	11.2
Cycle Q Clear(g_c), s					7.8	11.2
Prop In Lane						0.70
Lane Grp Cap(c), veh/h					3141	1532
V/C Ratio(X)					0.69	0.77
Avail Cap(c_a), veh/h					3291	1605
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.5	0.6
Incr Delay (d2), s/veh					0.6	2.3
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.2	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					1.0	2.9
LnGrp LOS					A	A
Approach Vol, veh/h					3337	
Approach Delay, s/veh					1.7	
Approach LOS					A	

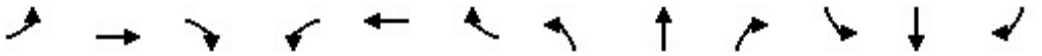
Timer - Assigned Phs	6
Phs Duration (G+Y+Rc), s	58.1
Change Period (Y+Rc), s	4.5
Max Green Setting (Gmax), s	56.2
Max Q Clear Time (g_c+I1), s	13.2
Green Ext Time (p_c), s	40.5

Intersection Summary	
HCM 6th Ctrl Delay	1.7
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

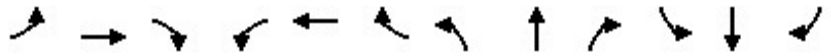
2050 Conditions



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	448	139	442	408	149	167	202	373	169	150	112
Future Volume (veh/h)	56	448	139	442	408	149	167	202	373	169	150	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.92	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	477	148	470	434	159	178	215	397	180	160	119
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	1014	583	519	734	573	197	919	637	206	936	407
Arrive On Green	0.04	0.29	0.29	0.15	0.39	0.39	0.11	0.26	0.26	0.12	0.26	0.26
Sat Flow, veh/h	1781	3554	1430	3456	1870	1461	1781	3554	1541	1781	3554	1546
Grp Volume(v), veh/h	60	477	148	470	434	159	178	215	397	180	160	119
Grp Sat Flow(s),veh/h/ln	1781	1777	1430	1728	1870	1461	1781	1777	1541	1781	1777	1546
Q Serve(g_s), s	4.1	13.6	8.6	16.4	22.6	9.1	12.1	5.9	25.2	12.2	4.3	7.6
Cycle Q Clear(g_c), s	4.1	13.6	8.6	16.4	22.6	9.1	12.1	5.9	25.2	12.2	4.3	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	77	1014	583	519	734	573	197	919	637	206	936	407
V/C Ratio(X)	0.78	0.47	0.25	0.91	0.59	0.28	0.90	0.23	0.62	0.88	0.17	0.29
Avail Cap(c_a), veh/h	145	1052	599	523	734	573	197	1081	707	206	1099	478
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.2	36.3	25.0	51.4	29.6	25.5	54.0	36.0	28.9	53.5	34.9	36.1
Incr Delay (d2), s/veh	6.2	0.4	0.3	18.7	1.0	0.1	37.6	0.1	1.5	30.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	6.0	3.0	8.5	10.3	3.2	7.5	2.6	9.5	7.2	1.9	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.4	36.7	25.3	70.1	30.5	25.6	91.6	36.1	30.4	84.1	35.0	36.3
LnGrp LOS	E	D	C	E	C	C	F	D	C	F	C	D
Approach Vol, veh/h		685			1063			790			459	
Approach Delay, s/veh		36.6			47.3			45.7			54.6	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.9	41.0	19.0	39.1	10.7	54.1	19.6	38.5
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	18.6	36.4	13.6	38.0	10.0	45.0	14.2	37.4
Max Q Clear Time (g_c+I1), s	18.4	15.6	14.1	9.6	6.1	24.6	14.2	27.2
Green Ext Time (p_c), s	0.0	4.5	0.0	0.9	0.0	2.3	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	45.6
HCM 6th LOS	D



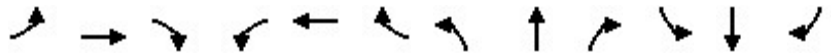
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	0	2	2	0	69	5	554	2	90	347	162
Future Volume (veh/h)	32	0	2	2	0	69	5	554	2	90	347	162
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	0	2	2	0	75	5	602	2	98	377	176
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	433	6	13	478	0	401	10	1631	5	126	1296	565
Arrive On Green	0.19	0.00	0.19	0.19	0.00	0.19	0.01	0.31	0.31	0.07	0.38	0.38
Sat Flow, veh/h	1216	32	71	1428	0	1549	1781	5253	17	1781	3447	1503
Grp Volume(v), veh/h	37	0	0	2	0	75	5	390	214	98	372	181
Grp Sat Flow(s),veh/h/ln	1319	0	0	1428	0	1549	1781	1702	1866	1781	1702	1545
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	1.3	0.1	3.0	3.0	1.8	2.6	2.8
Cycle Q Clear(g_c), s	0.8	0.0	0.0	0.0	0.0	1.3	0.1	3.0	3.0	1.8	2.6	2.8
Prop In Lane	0.95		0.05	1.00		1.00	1.00		0.01	1.00		0.97
Lane Grp Cap(c), veh/h	452	0	0	478	0	401	10	1057	579	126	1280	581
V/C Ratio(X)	0.08	0.00	0.00	0.00	0.00	0.19	0.52	0.37	0.37	0.77	0.29	0.31
Avail Cap(c_a), veh/h	1439	0	0	1522	0	1570	209	2081	1141	398	2431	1104
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.6	0.0	0.0	11.3	0.0	9.9	16.9	9.1	9.1	15.5	7.4	7.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.1	15.0	0.3	0.5	3.8	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.0	0.0	0.3	0.1	0.8	1.0	0.7	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.6	0.0	0.0	11.3	0.0	9.9	31.9	9.4	9.7	19.3	7.6	7.9
LnGrp LOS	B	A	A	B	A	A	C	A	A	B	A	A
Approach Vol, veh/h		37			77			609			651	
Approach Delay, s/veh		11.6			10.0			9.7			9.4	
Approach LOS		B			A			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	16.0		11.2	4.6	18.2		11.2				
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	7.6	* 21		32.0	4.0	24.3		32.0				
Max Q Clear Time (g_c+I1), s	3.8	5.0		2.8	2.1	4.8		3.3				
Green Ext Time (p_c), s	0.0	4.4		0.1	0.0	4.1		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	10	123	147	39	6	1229	709	265	13	694	68
Future Volume (veh/h)	8	10	123	147	39	6	1229	709	265	13	694	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.70	1.00		0.76	1.00		0.94	1.00		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	11	132	158	42	6	1322	762	285	14	746	73
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	375	221	181	514	333	546	1865	783	21	766	75
Arrive On Green	0.03	0.20	0.20	0.10	0.27	0.27	0.31	0.52	0.52	0.01	0.24	0.24
Sat Flow, veh/h	1781	1870	1102	1781	1870	1211	1781	3554	1492	1781	3231	316
Grp Volume(v), veh/h	9	11	132	158	42	6	1322	762	285	14	410	409
Grp Sat Flow(s),veh/h/ln	1781	1870	1102	1781	1870	1211	1781	1777	1492	1781	1777	1770
Q Serve(g_s), s	0.7	0.7	15.8	12.7	2.4	0.5	44.6	18.9	16.3	1.1	33.3	33.3
Cycle Q Clear(g_c), s	0.7	0.7	15.8	12.7	2.4	0.5	44.6	18.9	16.3	1.1	33.3	33.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	49	375	221	181	514	333	546	1865	783	21	421	420
V/C Ratio(X)	0.18	0.03	0.60	0.87	0.08	0.02	2.42	0.41	0.36	0.66	0.97	0.97
Avail Cap(c_a), veh/h	55	375	221	266	514	333	546	1865	783	66	421	420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.2	46.8	52.8	64.4	39.1	38.4	50.4	20.9	20.3	71.6	55.0	55.1
Incr Delay (d2), s/veh	0.7	0.0	3.1	13.8	0.0	0.0	645.1	0.2	0.4	12.3	37.1	37.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	4.6	6.5	1.1	0.2	117.6	8.0	5.8	0.6	19.2	19.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.8	46.8	55.9	78.2	39.2	38.4	695.5	21.1	20.6	83.9	92.2	92.6
LnGrp LOS	E	D	E	E	D	D	F	C	C	F	F	F
Approach Vol, veh/h		152			206			2369			833	
Approach Delay, s/veh		56.0			69.1			397.4			92.2	
Approach LOS		E			E			F			F	

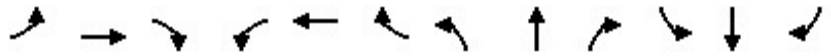
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	85.1	19.2	34.1	49.0	43.2	8.4	44.9
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	5.4	71.7	21.7	22.8	44.6	* 35	4.5	40.0
Max Q Clear Time (g_c+I1), s	3.1	20.9	14.7	17.8	46.6	35.3	2.7	4.4
Green Ext Time (p_c), s	0.0	10.4	0.1	0.2	0.0	0.0	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	292.4
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



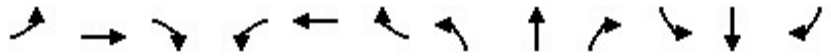
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	279	70	139	166	0	0	0	0	141	47	92
Future Volume (veh/h)	0	279	70	139	166	0	0	0	0	141	47	92
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	307	77	153	182	0				104	124	101
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	293	585	258	261	499	0				501	526	699
Arrive On Green	0.00	0.16	0.16	0.15	0.15	0.00				0.28	0.28	0.28
Sat Flow, veh/h	1781	3554	1566	1781	3572	0				1781	1870	1557
Grp Volume(v), veh/h	0	307	77	153	182	0				104	124	101
Grp Sat Flow(s),veh/h/ln	1781	1777	1566	1781	1702	0				1781	1870	1557
Q Serve(g_s), s	0.0	2.8	1.5	2.9	1.7	0.0				1.6	1.8	1.4
Cycle Q Clear(g_c), s	0.0	2.8	1.5	2.9	1.7	0.0				1.6	1.8	1.4
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	293	585	258	261	499	0				501	526	699
V/C Ratio(X)	0.00	0.52	0.30	0.59	0.36	0.00				0.21	0.24	0.14
Avail Cap(c_a), veh/h	701	1399	616	335	641	0				1492	1567	1565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	13.6	13.1	14.2	13.7	0.0				9.8	9.8	5.8
Incr Delay (d2), s/veh	0.0	0.3	0.2	2.3	0.5	0.0				0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.8	0.4	1.0	0.5	0.0				0.5	0.6	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.9	13.3	16.5	14.2	0.0				9.8	9.9	5.9
LnGrp LOS	A	B	B	B	B	A				A	A	A
Approach Vol, veh/h		384			335						329	
Approach Delay, s/veh		13.7			15.3						8.7	
Approach LOS		B			B						A	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		9.9		16.2		9.5
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		14.0		29.8		6.7
Max Q Clear Time (g_c+I1), s		4.8		3.8		4.9
Green Ext Time (p_c), s		0.9		0.7		0.4

Intersection Summary	
HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	421	0	0	513	166	117	9	23	4	0	351
Future Volume (veh/h)	282	421	0	0	513	166	117	9	23	4	0	351
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	313	468	0	0	570	184	83	76	26	4	0	390
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	364	2086	0	0	829	267	182	135	46	1	0	135
Arrive On Green	0.20	0.59	0.00	0.00	0.31	0.31	0.10	0.10	0.10	0.09	0.00	0.09
Sat Flow, veh/h	1781	3647	0	0	2730	849	1781	1321	452	16	0	1544
Grp Volume(v), veh/h	313	468	0	0	384	370	83	0	102	394	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1708	1781	0	1773	1560	0	0
Q Serve(g_s), s	11.2	4.2	0.0	0.0	12.5	12.6	2.9	0.0	3.6	5.8	0.0	0.0
Cycle Q Clear(g_c), s	11.2	4.2	0.0	0.0	12.5	12.6	2.9	0.0	3.6	5.8	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.50	1.00		0.25	0.01		0.99
Lane Grp Cap(c), veh/h	364	2086	0	0	559	537	182	0	181	137	0	0
V/C Ratio(X)	0.86	0.22	0.00	0.00	0.69	0.69	0.46	0.00	0.56	2.89	0.00	0.00
Avail Cap(c_a), veh/h	435	2885	0	0	877	843	699	0	696	137	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.4	6.5	0.0	0.0	19.9	19.9	28.0	0.0	28.3	30.2	0.0	0.0
Incr Delay (d2), s/veh	14.4	0.0	0.0	0.0	1.8	1.9	0.7	0.0	1.0	868.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	1.1	0.0	0.0	4.7	4.6	1.2	0.0	1.5	35.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.9	6.5	0.0	0.0	21.7	21.8	28.7	0.0	29.4	898.8	0.0	0.0
LnGrp LOS	D	A	A	A	C	C	C	A	C	F	A	A
Approach Vol, veh/h		781			754			185			394	
Approach Delay, s/veh		19.9			21.7			29.0			898.8	
Approach LOS		B			C			C			F	

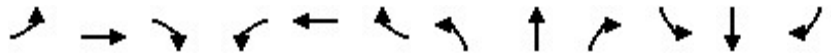
Timer - Assigned Phs	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	43.3		9.8	18.0	25.3		13.2					
Change Period (Y+Rc), s	* 4.4		4.0	4.5	4.4		6.4					
Max Green Setting (Gmax), s	* 54		5.8	16.2	32.7		26.0					
Max Q Clear Time (g_c+I1), s	6.2		7.8	13.2	14.6		5.6					
Green Ext Time (p_c), s	1.9		0.0	0.3	4.9		0.4					

Intersection Summary		
HCM 6th Ctrl Delay	185.2	
HCM 6th LOS	F	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	338	82	332	388	0	0	0	0	570	499	356
Future Volume (veh/h)	0	338	82	332	388	0	0	0	0	570	499	356
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	345	84	339	396	0				608	473	363
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1456	646	429	2083	0				1059	556	462
Arrive On Green	0.00	0.41	0.41	0.04	0.19	0.00				0.30	0.30	0.30
Sat Flow, veh/h	0	3647	1577	3456	3647	0				3563	1870	1554
Grp Volume(v), veh/h	0	345	84	339	396	0				608	473	363
Grp Sat Flow(s),veh/h/ln	0	1777	1577	1728	1777	0				1781	1870	1554
Q Serve(g_s), s	0.0	5.3	2.8	8.2	7.8	0.0				12.1	20.0	18.0
Cycle Q Clear(g_c), s	0.0	5.3	2.8	8.2	7.8	0.0				12.1	20.0	18.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1456	646	429	2083	0				1059	556	462
V/C Ratio(X)	0.00	0.24	0.13	0.79	0.19	0.00				0.57	0.85	0.79
Avail Cap(c_a), veh/h	0	1456	646	576	2083	0				1277	670	557
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.99	0.99	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	16.2	15.5	39.2	17.2	0.0				25.0	27.8	27.1
Incr Delay (d2), s/veh	0.0	0.4	0.4	3.6	0.2	0.0				0.2	7.6	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.0	1.0	3.7	3.1	0.0				5.0	9.7	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.6	15.9	42.8	17.4	0.0				25.2	35.4	32.0
LnGrp LOS	A	B	B	D	B	A				C	D	C
Approach Vol, veh/h		429			735						1444	
Approach Delay, s/veh		16.4			29.1						30.2	
Approach LOS		B			C						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.8	39.3		29.9		54.1
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	14.6	25.7		30.1		44.1
Max Q Clear Time (g_c+I1), s	10.2	7.3		22.0		9.8
Green Ext Time (p_c), s	0.3	2.5		2.9		2.8

Intersection Summary	
HCM 6th Ctrl Delay	27.6
HCM 6th LOS	C

Notes

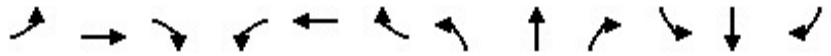
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	806	0	0	676	1500	94	337	242	0	0	0
Future Volume (veh/h)	59	806	0	0	676	1500	94	337	242	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	60	814	0	0	683	1515	95	340	244			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	502	2407	0	0	1684	738	152	576	319			
Arrive On Green	0.29	1.00	0.00	0.00	0.47	0.47	0.21	0.21	0.21			
Sat Flow, veh/h	3456	3647	0	0	3647	1557	737	2799	1550			
Grp Volume(v), veh/h	60	814	0	0	683	1515	236	199	244			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1557	1834	1702	1550			
Q Serve(g_s), s	1.1	0.0	0.0	0.0	10.5	39.8	9.9	8.8	12.5			
Cycle Q Clear(g_c), s	1.1	0.0	0.0	0.0	10.5	39.8	9.9	8.8	12.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.40		1.00			
Lane Grp Cap(c), veh/h	502	2407	0	0	1684	738	378	350	319			
V/C Ratio(X)	0.12	0.34	0.00	0.00	0.41	2.05	0.63	0.57	0.76			
Avail Cap(c_a), veh/h	502	2407	0	0	1684	738	568	527	480			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.87	0.87	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	25.8	0.0	0.0	0.0	14.4	22.1	30.4	30.0	31.4			
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.0	0.7	479.0	0.6	0.5	1.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.0	0.0	3.9	110.3	4.3	3.6	4.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	0.3	0.0	0.0	15.1	501.1	31.0	30.5	33.2			
LnGrp LOS	C	A	A	A	B	F	C	C	C			
Approach Vol, veh/h		874			2198			679				
Approach Delay, s/veh		2.1			350.1			31.7				
Approach LOS		A			F			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		61.8			17.1	44.7		22.2				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		48.2			4.0	* 40		26.0				
Max Q Clear Time (g_c+I1), s		2.0			3.1	41.8		14.5				
Green Ext Time (p_c), s		7.5			0.0	0.0		2.3				

Intersection Summary	
HCM 6th Ctrl Delay	211.4
HCM 6th LOS	F

Notes

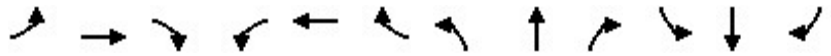
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	18	161	5	1352	33	0	0	0
Future Volume (veh/h)	0	0	0	0	18	161	5	1352	33	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	23	206	6	1733	42			
Peak Hour Factor				0.78	0.78	0.78	0.78	0.78	0.78			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	30	272	88	2729	66			
Arrive On Green				0.00	0.19	0.19	0.55	0.55	0.55			
Sat Flow, veh/h				0	161	1444	4	4971	120			
Grp Volume(v), veh/h				0	0	229	654	541	586			
Grp Sat Flow(s),veh/h/ln				0	0	1605	1869	1549	1676			
Q Serve(g_s), s				0.0	0.0	5.7	0.0	10.2	10.3			
Cycle Q Clear(g_c), s				0.0	0.0	5.7	10.2	10.2	10.3			
Prop In Lane				0.00		0.90	0.01		0.07			
Lane Grp Cap(c), veh/h				0	0	303	1112	850	920			
V/C Ratio(X)				0.00	0.00	0.76	0.59	0.64	0.64			
Avail Cap(c_a), veh/h				0	0	695	1217	938	1015			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	16.2	6.6	6.6	6.6			
Incr Delay (d2), s/veh				0.0	0.0	1.5	0.8	1.6	1.4			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	2.0	2.7	2.4	2.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	17.7	7.5	8.2	8.1			
LnGrp LOS				A	A	B	A	A	A			
Approach Vol, veh/h					229			1781				
Approach Delay, s/veh					17.7			7.9				
Approach LOS					B			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	28.8							13.5				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	25.6							18.3				
Max Q Clear Time (g_c+I1), s	12.3							7.7				
Green Ext Time (p_c), s	11.0							0.7				

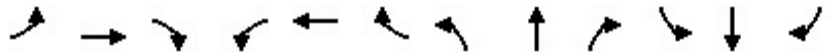
Intersection Summary		
HCM 6th Ctrl Delay		9.0
HCM 6th LOS		A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	177	51	414	352	113	146	294	89	109	289	70
Future Volume (veh/h)	47	177	51	414	352	113	146	294	89	109	289	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	190	55	445	378	122	157	316	96	117	311	75
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	311	262	493	551	178	195	777	222	151	715	164
Arrive On Green	0.04	0.17	0.17	0.28	0.41	0.41	0.11	0.20	0.20	0.08	0.17	0.17
Sat Flow, veh/h	1781	1870	1571	1781	1353	437	1781	3913	1120	1781	4123	946
Grp Volume(v), veh/h	51	190	55	445	0	500	157	272	140	117	254	132
Grp Sat Flow(s),veh/h/ln	1781	1870	1571	1781	0	1790	1781	1702	1629	1781	1702	1665
Q Serve(g_s), s	2.0	6.6	2.1	16.7	0.0	16.0	6.0	4.8	5.2	4.5	4.6	4.9
Cycle Q Clear(g_c), s	2.0	6.6	2.1	16.7	0.0	16.0	6.0	4.8	5.2	4.5	4.6	4.9
Prop In Lane	1.00		1.00	1.00		0.24	1.00		0.69	1.00		0.57
Lane Grp Cap(c), veh/h	64	311	262	493	0	729	195	676	324	151	590	289
V/C Ratio(X)	0.79	0.61	0.21	0.90	0.00	0.69	0.80	0.40	0.43	0.78	0.43	0.46
Avail Cap(c_a), veh/h	231	888	746	682	0	1303	246	1273	609	395	1557	762
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.2	26.9	25.0	24.2	0.0	16.9	30.2	24.3	24.4	31.2	25.7	25.8
Incr Delay (d2), s/veh	8.0	0.7	0.1	9.9	0.0	1.2	11.2	0.7	1.7	3.2	0.9	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.9	0.8	8.1	0.0	6.3	3.0	1.9	2.0	2.0	1.8	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	27.6	25.2	34.1	0.0	18.1	41.4	25.0	26.1	34.4	26.5	27.8
LnGrp LOS	D	C	C	C	A	B	D	C	C	C	C	C
Approach Vol, veh/h		296			945			569			503	
Approach Delay, s/veh		29.5			25.6			29.8			28.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	19.1	23.7	16.5	12.0	17.4	6.9	33.2
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	5.4	26.0	26.6	33.0	9.6	31.8	9.0	50.6
Max Q Clear Time (g_c+I1), s	6.5	7.2	18.7	8.6	8.0	6.9	4.0	18.0
Green Ext Time (p_c), s	0.1	4.0	0.5	0.8	0.0	4.0	0.0	3.9

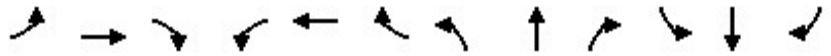
Intersection Summary	
HCM 6th Ctrl Delay	27.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	154	246	194	261	0	0	0	0	110	1644	597
Future Volume (veh/h)	0	154	246	194	261	0	0	0	0	110	1644	597
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	175	280	220	297	0				125	1868	678
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	516	437	281	459	0				959	2021	684
Arrive On Green	0.00	0.28	0.28	0.28	0.28	0.00				0.54	0.54	0.54
Sat Flow, veh/h	0	1870	1585	659	1749	0				1781	3753	1270
Grp Volume(v), veh/h	0	175	280	236	281	0				125	1682	864
Grp Sat Flow(s),veh/h/ln	0	1870	1585	706	1617	0				1781	1702	1619
Q Serve(g_s), s	0.0	5.2	10.9	14.1	10.7	0.0				2.4	31.5	37.0
Cycle Q Clear(g_c), s	0.0	5.2	10.9	19.3	10.7	0.0				2.4	31.5	37.0
Prop In Lane	0.00		1.00	0.93		0.00				1.00		0.78
Lane Grp Cap(c), veh/h	0	516	437	294	446	0				959	1833	872
V/C Ratio(X)	0.00	0.34	0.64	0.80	0.63	0.00				0.13	0.92	0.99
Avail Cap(c_a), veh/h	0	516	437	294	446	0				959	1833	872
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	20.3	22.3	29.2	22.2	0.0				8.0	14.7	16.0
Incr Delay (d2), s/veh	0.0	0.1	2.5	14.2	2.6	0.0				0.1	8.0	28.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.2	4.2	5.1	4.2	0.0				0.8	12.1	18.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.4	24.8	43.4	24.8	0.0				8.1	22.8	44.2
LnGrp LOS	A	C	C	D	C	A				A	C	D
Approach Vol, veh/h		455			517						2671	
Approach Delay, s/veh		23.1			33.3						29.0	
Approach LOS		C			C						C	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		26.0		44.0		26.0
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		19.3		37.7		19.3
Max Q Clear Time (g_c+I1), s		12.9		39.0		21.3
Green Ext Time (p_c), s		0.7		0.0		0.0

Intersection Summary		
HCM 6th Ctrl Delay		28.9
HCM 6th LOS		C



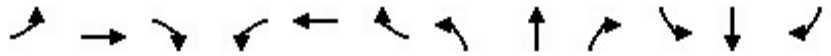
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	36	114	0	69	35	393	1113	44	0	0	0
Future Volume (veh/h)	109	36	114	0	69	35	393	1113	44	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	115	38	120	0	73	37	414	1172	46			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	320	84	1150	0	242	123	923	1805	71			
Arrive On Green	0.21	0.21	0.21	0.00	0.21	0.21	0.52	0.52	0.52			
Sat Flow, veh/h	778	405	1574	0	1163	589	1781	3481	137			
Grp Volume(v), veh/h	153	0	120	0	0	110	414	598	620			
Grp Sat Flow(s),veh/h/ln	1183	0	1574	0	0	1752	1781	1777	1841			
Q Serve(g_s), s	3.2	0.0	0.0	0.0	0.0	2.1	5.8	9.7	9.8			
Cycle Q Clear(g_c), s	5.3	0.0	0.0	0.0	0.0	2.1	5.8	9.7	9.8			
Prop In Lane	0.75		1.00	0.00		0.34	1.00		0.07			
Lane Grp Cap(c), veh/h	405	0	1150	0	0	365	923	921	954			
V/C Ratio(X)	0.38	0.00	0.10	0.00	0.00	0.30	0.45	0.65	0.65			
Avail Cap(c_a), veh/h	898	0	1709	0	0	922	1254	1251	1296			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	14.9	0.0	1.6	0.0	0.0	13.3	6.0	7.0	7.0			
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.0	0.0	0.2	0.3	0.8	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.0	0.0	0.7	1.4	2.4	2.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	0.0	1.6	0.0	0.0	13.5	6.4	7.8	7.7			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		273			110			1632				
Approach Delay, s/veh		9.4			13.5			7.4				
Approach LOS		A			B			A				

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		25.2		14.7				14.7				
Change Period (Y+Rc), s		4.5		* 6.4				6.4				
Max Green Setting (Gmax), s		28.1		* 23				21.0				
Max Q Clear Time (g_c+I1), s		11.8		7.3				4.1				
Green Ext Time (p_c), s		8.9		1.1				0.3				

Intersection Summary		
HCM 6th Ctrl Delay		8.0
HCM 6th LOS		A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	27	28	44	8	12	28	461	400	153	739	5
Future Volume (veh/h)	2	27	28	44	8	12	28	461	400	153	739	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	30	31	48	9	13	31	507	440	168	812	5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	435	185	191	400	152	219	50	2052	626	272	2369	15
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.03	0.40	0.40	0.08	0.45	0.45
Sat Flow, veh/h	1384	841	869	1337	690	997	1781	5106	1557	3456	5235	32
Grp Volume(v), veh/h	2	0	61	48	0	22	31	507	440	168	528	289
Grp Sat Flow(s),veh/h/ln	1384	0	1710	1337	0	1687	1781	1702	1557	1728	1702	1863
Q Serve(g_s), s	0.1	0.0	1.4	1.5	0.0	0.5	0.9	3.3	11.7	2.3	5.0	5.0
Cycle Q Clear(g_c), s	0.6	0.0	1.4	2.9	0.0	0.5	0.9	3.3	11.7	2.3	5.0	5.0
Prop In Lane	1.00		0.51	1.00		0.59	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	435	0	376	400	0	371	50	2052	626	272	1540	843
V/C Ratio(X)	0.00	0.00	0.16	0.12	0.00	0.06	0.62	0.25	0.70	0.62	0.34	0.34
Avail Cap(c_a), veh/h	1015	0	1092	939	0	1050	143	2093	638	305	1540	843
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	0.0	15.7	16.9	0.0	15.3	23.9	9.9	12.4	22.2	8.8	8.8
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.0	4.6	0.1	4.1	1.8	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	0.4	0.0	0.2	0.4	1.0	3.9	0.9	1.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	0.0	15.8	16.9	0.0	15.4	28.6	10.0	16.5	24.0	9.0	9.1
LnGrp LOS	B	A	B	B	A	B	C	A	B	C	A	A
Approach Vol, veh/h		63			70			978			985	
Approach Delay, s/veh		15.8			16.4			13.5			11.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.3	25.7		15.8	5.8	28.2		15.8
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	4.4	* 20		* 32	4.0	20.1		* 31
Max Q Clear Time (g_c+I1), s	4.3	13.7		3.4	2.9	7.0		4.9
Green Ext Time (p_c), s	0.0	4.0		0.2	0.0	4.2		0.1

Intersection Summary	
HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.2

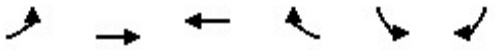
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3678	10	0	5738	4	0	0	4	0	0	2
Future Vol, veh/h	0	3678	10	0	5738	4	0	0	4	0	0	2
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	4042	11	0	6305	4	0	0	4	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	2027	-	-	3157
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	41	0	0	6
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	41	-	-	6
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	103.1	$ 807.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	41	-	-	-	-	6
HCM Lane V/C Ratio	0.107	-	-	-	-	0.366
HCM Control Delay (s)	103.1	-	-	-	-	$ 807.7
HCM Lane LOS	F	-	-	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	-	-	0.7

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	971	2209	3342	11	9	90
Future Volume (veh/h)	971	2209	3342	11	9	90
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1103	2510	3798	0	10	102
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	603	4145	3089		141	126
Arrive On Green	0.17	0.83	0.62	0.00	0.08	0.08
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1103	2510	3798	0	10	102
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	20.6	20.2	73.1	0.0	0.6	7.5
Cycle Q Clear(g_c), s	20.6	20.2	73.1	0.0	0.6	7.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	603	4145	3089		141	126
V/C Ratio(X)	1.83	0.61	1.23		0.07	0.81
Avail Cap(c_a), veh/h	603	4145	3089		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	3.4	22.4	0.0	50.3	53.4
Incr Delay (d2), s/veh	379.2	0.7	103.5	0.0	0.1	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	40.4	3.6	53.8	0.0	0.3	6.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	427.9	4.0	126.0	0.0	50.4	58.1
LnGrp LOS	F	A	F		D	E
Approach Vol, veh/h		3613	3798	A	112	
Approach Delay, s/veh		133.4	126.0		57.4	
Approach LOS		F	F		E	

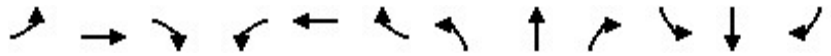
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		103.4		14.6	25.0	78.4
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	20.6	* 53
Max Q Clear Time (g_c+I1), s		22.2		9.5	22.6	75.1
Green Ext Time (p_c), s		53.9		0.1	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		128.5
HCM 6th LOS		F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	431	754	43	52	1113	35	205	271	69	36	209	717
Future Volume (veh/h)	431	754	43	52	1113	35	205	271	69	36	209	717
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.95	1.00		0.89
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	463	811	46	56	1197	38	220	291	74	39	225	771
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	415	1644	93	715	2305	73	186	1152	276	50	1058	662
Arrive On Green	0.23	0.48	0.48	0.53	0.87	0.87	0.10	0.28	0.28	0.03	0.21	0.21
Sat Flow, veh/h	1781	3415	194	1781	3515	112	1781	4066	973	1781	5106	1416
Grp Volume(v), veh/h	463	422	435	56	605	630	220	241	124	39	225	771
Grp Sat Flow(s),veh/h/ln	1781	1777	1832	1781	1777	1850	1781	1702	1635	1781	1702	1416
Q Serve(g_s), s	32.6	22.6	22.6	2.1	11.1	11.2	14.6	7.6	8.3	3.0	5.1	29.0
Cycle Q Clear(g_c), s	32.6	22.6	22.6	2.1	11.1	11.2	14.6	7.6	8.3	3.0	5.1	29.0
Prop In Lane	1.00		0.11	1.00		0.06	1.00		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	415	855	882	715	1165	1213	186	964	463	50	1058	662
V/C Ratio(X)	1.12	0.49	0.49	0.08	0.52	0.52	1.18	0.25	0.27	0.78	0.21	1.16
Avail Cap(c_a), veh/h	415	855	882	715	1165	1213	186	964	463	111	1058	662
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.84	0.84	0.84	0.98	0.98	0.98	0.98	0.98	0.98
Uniform Delay (d), s/veh	53.7	24.7	24.7	20.0	3.8	3.8	62.7	38.7	38.9	67.6	46.0	40.1
Incr Delay (d2), s/veh	79.7	2.0	2.0	0.2	1.4	1.3	123.8	0.1	0.3	9.0	0.1	89.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.5	9.8	10.1	0.9	3.0	3.1	13.0	3.2	3.4	1.5	2.2	38.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	133.4	26.7	26.7	20.2	5.2	5.1	186.5	38.8	39.3	76.6	46.2	129.5
LnGrp LOS	F	C	C	C	A	A	F	D	D	E	D	F
Approach Vol, veh/h		1320			1291			585			1035	
Approach Delay, s/veh		64.1			5.8			94.5			109.4	
Approach LOS		E			A			F			F	

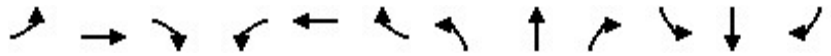
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	44.7	63.4	72.6	19.0	34.0	37.0	99.0
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	8.7	* 35	10.0	* 67	14.6	29.0	32.6	44.2
Max Q Clear Time (g_c+I1), s	5.0	10.3	4.1	24.6	16.6	31.0	34.6	13.2
Green Ext Time (p_c), s	0.0	2.5	0.0	8.7	0.0	0.0	0.0	8.2

Intersection Summary	
HCM 6th Ctrl Delay	61.6
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	722	88	66	179	0	0	0	0	421	597	1080
Future Volume (veh/h)	0	722	88	66	179	0	0	0	0	421	597	1080
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	811	99	74	201	0				473	671	1213
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1155	141	99	1599	0				827	1737	723
Arrive On Green	0.00	0.73	0.73	0.06	0.45	0.00				0.46	0.46	0.46
Sat Flow, veh/h	0	3275	388	1781	3647	0				1781	3741	1556
Grp Volume(v), veh/h	0	453	457	74	201	0				473	671	1213
Grp Sat Flow(s),veh/h/ln	0	1777	1793	1781	1777	0				1781	1870	1556
Q Serve(g_s), s	0.0	19.9	19.9	5.7	4.6	0.0				27.1	16.4	65.0
Cycle Q Clear(g_c), s	0.0	19.9	19.9	5.7	4.6	0.0				27.1	16.4	65.0
Prop In Lane	0.00		0.22	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	645	651	99	1599	0				827	1737	723
V/C Ratio(X)	0.00	0.70	0.70	0.75	0.13	0.00				0.57	0.39	1.68
Avail Cap(c_a), veh/h	0	645	651	164	1599	0				827	1737	723
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.91	0.91	0.58	0.58	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	14.9	14.9	65.2	22.4	0.0				27.4	24.5	37.5
Incr Delay (d2), s/veh	0.0	5.7	5.7	2.5	0.1	0.0				2.9	0.7	311.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.7	5.7	2.6	1.9	0.0				12.4	7.6	87.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.7	20.6	67.6	22.5	0.0				30.2	25.1	348.9
LnGrp LOS	A	C	C	E	C	A				C	C	F
Approach Vol, veh/h		910			275						2357	
Approach Delay, s/veh		20.6			34.7						192.8	
Approach LOS		C			C						F	

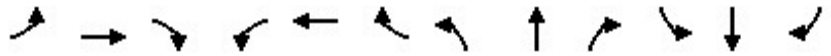
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.2	57.4		70.4		69.6
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	12.3	* 47		65.0		63.0
Max Q Clear Time (g_c+I1), s	7.7	21.9		67.0		6.6
Green Ext Time (p_c), s	0.0	1.8		0.0		0.4

Intersection Summary		
HCM 6th Ctrl Delay		136.3
HCM 6th LOS		F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	521	620	0	0	242	333	29	113	67	0	0	0
Future Volume (veh/h)	521	620	0	0	242	333	29	113	67	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	554	660	0	0	257	354	31	120	71			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1123	1480	0	0	720	636	61	251	133			
Arrive On Green	0.33	0.79	0.00	0.00	0.41	0.41	0.09	0.09	0.09			
Sat Flow, veh/h	3456	1870	0	0	1870	1570	705	2907	1539			
Grp Volume(v), veh/h	554	660	0	0	257	354	81	70	71			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1570	1835	1777	1539			
Q Serve(g_s), s	10.3	9.1	0.0	0.0	8.0	13.9	3.4	3.0	3.5			
Cycle Q Clear(g_c), s	10.3	9.1	0.0	0.0	8.0	13.9	3.4	3.0	3.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.38		1.00			
Lane Grp Cap(c), veh/h	1123	1480	0	0	720	636	158	153	133			
V/C Ratio(X)	0.49	0.45	0.00	0.00	0.36	0.56	0.51	0.46	0.54			
Avail Cap(c_a), veh/h	1123	1480	0	0	720	636	484	469	406			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.66	0.66	0.00	0.00	1.00	1.00	0.87	0.87	0.87			
Uniform Delay (d), s/veh	21.7	2.7	0.0	0.0	16.6	18.3	34.9	34.8	35.0			
Incr Delay (d2), s/veh	0.2	0.6	0.0	0.0	0.1	0.7	0.8	0.7	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.9	1.6	0.0	0.0	3.0	4.6	1.5	1.3	1.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.9	3.3	0.0	0.0	16.7	18.9	35.8	35.5	36.1			
LnGrp LOS	C	A	A	A	B	B	D	D	D			
Approach Vol, veh/h		1214			611			222				
Approach Delay, s/veh		11.8			18.0			35.8				
Approach LOS		B			B			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.2			30.9	37.3		11.8				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		49.1			22.6	* 22		21.1				
Max Q Clear Time (g_c+I1), s		11.1			12.3	15.9		5.5				
Green Ext Time (p_c), s		2.8			1.5	1.4		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	16.3
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

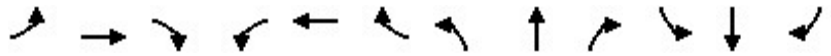
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	93	2192	820	0	0	2212
Future Volume (veh/h)	93	2192	820	0	0	2212
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	100	0	882	0	0	2378
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	154		3181	0	260	5177
Arrive On Green	0.09	0.00	0.64	0.00	0.00	0.82
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	100	0	882	0	0	2378
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	6.0	0.0	8.6	0.0	0.0	11.8
Cycle Q Clear(g_c), s	6.0	0.0	8.6	0.0	0.0	11.8
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	154		3181	0	260	5177
V/C Ratio(X)	0.65		0.28	0.00	0.00	0.46
Avail Cap(c_a), veh/h	486		3181	0	742	5177
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.22	0.00	0.21	0.00	0.00	0.75
Uniform Delay (d), s/veh	48.6	0.0	8.7	0.0	0.0	2.7
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	2.7	0.0	0.0	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.0	0.0	8.8	0.0	0.0	3.0
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	100	A	882			2378
Approach Delay, s/veh	49.0		8.8			3.0
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	20.5	75.1				95.6	14.4
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	15.8	20.0				70.2	30.0
Max Q Clear Time (g_c+I1), s	10.6	10.6				13.8	8.0
Green Ext Time (p_c), s	0.0	4.9				41.4	0.1

Intersection Summary	
HCM 6th Ctrl Delay	5.8
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



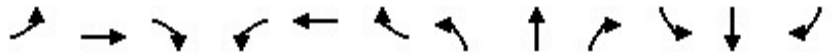
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	386	2192	210	123	335	0	0	253	26
Future Volume (veh/h)	0	0	0	386	2192	210	123	335	0	0	253	26
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.88
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				411	2332	223	131	356	0	0	269	28
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				417	2527	242	152	1456	0	0	658	66
Arrive On Green				0.20	0.20	0.20	0.17	0.57	0.00	0.00	0.14	0.14
Sat Flow, veh/h				696	4225	405	1781	5274	0	0	4819	465
Grp Volume(v), veh/h				1083	897	986	131	356	0	0	194	103
Grp Sat Flow(s),veh/h/ln				1836	1702	1788	1781	1702	0	0	1702	1711
Q Serve(g_s), s				64.7	56.3	59.5	7.9	3.8	0.0	0.0	5.7	6.1
Cycle Q Clear(g_c), s				64.7	56.3	59.5	7.9	3.8	0.0	0.0	5.7	6.1
Prop In Lane				0.38		0.23	1.00		0.00	0.00		0.27
Lane Grp Cap(c), veh/h				1098	1018	1070	152	1456	0	0	482	242
V/C Ratio(X)				0.99	0.88	0.92	0.86	0.24	0.00	0.00	0.40	0.43
Avail Cap(c_a), veh/h				1098	1018	1070	152	1504	0	0	529	266
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.09	0.09	0.09	0.55	0.55	0.00	0.00	0.92	0.92
Uniform Delay (d), s/veh				43.7	40.3	41.6	45.0	17.7	0.0	0.0	43.0	43.1
Incr Delay (d2), s/veh				5.6	1.2	1.7	22.1	0.1	0.0	0.0	0.3	0.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				33.4	25.9	28.9	4.1	1.4	0.0	0.0	2.4	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				49.3	41.5	43.3	67.0	17.8	0.0	0.0	43.3	43.9
LnGrp LOS				D	D	D	E	B	A	A	D	D
Approach Vol, veh/h					2966			487			297	
Approach Delay, s/veh					45.0			31.0			43.5	
Approach LOS					D			C			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	15.3	22.0	71.7	37.3
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	9.4	* 17	65.8	32.4
Max Q Clear Time (g_c+I1), s	9.9	8.1	66.7	5.8
Green Ext Time (p_c), s	0.0	0.9	0.0	2.6

Intersection Summary	
HCM 6th Ctrl Delay	43.0
HCM 6th LOS	D

Notes

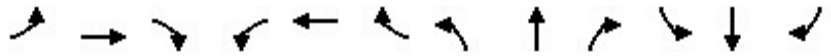
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	538	2869	0	0	0	0	0	430	106
Future Volume (veh/h)	0	0	0	538	2869	0	0	0	0	0	430	106
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				566	3020	0				0	453	112
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				563	3274	0				0	714	169
Arrive On Green				0.24	0.24	0.00				0.00	0.18	0.18
Sat Flow, veh/h				768	4636	0				0	4238	966
Grp Volume(v), veh/h				1350	2236	0				0	376	189
Grp Sat Flow(s),veh/h/ln				1832	1702	0				0	1702	1631
Q Serve(g_s), s				80.6	69.9	0.0				0.0	11.3	11.9
Cycle Q Clear(g_c), s				80.6	69.9	0.0				0.0	11.3	11.9
Prop In Lane				0.42		0.00				0.00		0.59
Lane Grp Cap(c), veh/h				1342	2494	0				0	597	286
V/C Ratio(X)				1.01	0.90	0.00				0.00	0.63	0.66
Avail Cap(c_a), veh/h				1342	2494	0				0	597	286
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				41.7	37.7	0.0				0.0	42.0	42.3
Incr Delay (d2), s/veh				26.0	5.6	0.0				0.0	5.0	11.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				49.0	33.6	0.0				0.0	5.2	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				67.7	43.2	0.0				0.0	47.0	53.7
LnGrp LOS				F	D	A				A	D	D
Approach Vol, veh/h					3586						565	
Approach Delay, s/veh					52.4						49.2	
Approach LOS					D						D	

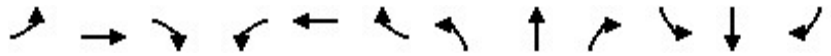
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				24.2		85.8						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				19.3		80.6						
Max Q Clear Time (g_c+I1), s				13.9		82.6						
Green Ext Time (p_c), s				0.6		0.0						

Intersection Summary												
HCM 6th Ctrl Delay			52.0									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	3248	230	107	179	0	0	0	0
Future Volume (veh/h)	0	0	0	0	3248	230	107	179	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	3455	245	114	190	0			
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3555	246	224	405	0			
Arrive On Green				0.00	0.24	0.24	0.06	0.06	0.00			
Sat Flow, veh/h				0	5038	337	1274	2403	0			
Grp Volume(v), veh/h				0	2388	1312	162	142	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1802	1807	1777	0			
Q Serve(g_s), s				0.0	76.2	80.0	9.6	8.5	0.0			
Cycle Q Clear(g_c), s				0.0	76.2	80.0	9.6	8.5	0.0			
Prop In Lane				0.00		0.19	0.71		0.00			
Lane Grp Cap(c), veh/h				0	2485	1316	317	312	0			
V/C Ratio(X)				0.00	0.96	1.00	0.51	0.46	0.00			
Avail Cap(c_a), veh/h				0	2485	1316	317	312	0			
HCM Platoon Ratio				1.00	0.33	0.33	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	40.2	41.6	47.2	46.7	0.0			
Incr Delay (d2), s/veh				0.0	11.0	24.2	5.8	4.8	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	38.3	47.2	5.1	4.4	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	51.2	65.8	53.0	51.5	0.0			
LnGrp LOS				A	D	E	D	D	A			
Approach Vol, veh/h					3700			304				
Approach Delay, s/veh					56.4			52.3				
Approach LOS					E			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.8		24.2				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.3		19.3				
Max Q Clear Time (g_c+I1), s						82.0		11.6				
Green Ext Time (p_c), s						0.0		1.1				

Intersection Summary	
HCM 6th Ctrl Delay	56.1
HCM 6th LOS	E



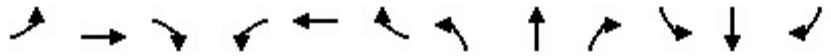
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	532	3484	0	0	0	0	0	440	75
Future Volume (veh/h)	0	0	0	532	3484	0	0	0	0	0	440	75
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				543	3555	0				0	449	77
Peak Hour Factor				0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				475	3375	0				0	614	260
Arrive On Green				0.24	0.24	0.00				0.00	0.17	0.17
Sat Flow, veh/h				647	4764	0				0	3647	1504
Grp Volume(v), veh/h				1543	2555	0				0	449	77
Grp Sat Flow(s),veh/h/ln				1838	1702	0				0	1777	1504
Q Serve(g_s), s				80.8	80.8	0.0				0.0	13.2	4.9
Cycle Q Clear(g_c), s				80.8	80.8	0.0				0.0	13.2	4.9
Prop In Lane				0.35		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1350	2500	0				0	614	260
V/C Ratio(X)				1.14	1.02	0.00				0.00	0.73	0.30
Avail Cap(c_a), veh/h				1350	2500	0				0	614	260
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				41.7	41.7	0.0				0.0	43.1	39.7
Incr Delay (d2), s/veh				73.5	23.8	0.0				0.0	7.5	2.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				67.3	45.0	0.0				0.0	6.5	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				115.2	65.4	0.0				0.0	50.6	42.6
LnGrp LOS				F	F	A				A	D	D
Approach Vol, veh/h					4098						526	
Approach Delay, s/veh					84.2						49.4	
Approach LOS					F						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				23.9		86.1						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				19.0		80.8						
Max Q Clear Time (g_c+I1), s				15.2		82.8						
Green Ext Time (p_c), s				1.2		0.0						

Intersection Summary		
HCM 6th Ctrl Delay	80.2	
HCM 6th LOS	F	

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	3905	121	168	153	0	0	0	0
Future Volume (veh/h)	0	0	0	0	3905	121	168	153	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	4026	125	173	158	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3727	114	304	311	0			
Arrive On Green				0.00	0.73	0.73	0.06	0.06	0.00			
Sat Flow, veh/h				0	5255	156	1759	1893	0			
Grp Volume(v), veh/h				0	2679	1472	175	156	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1838	1782	1777	0			
Q Serve(g_s), s				0.0	80.6	80.6	10.5	9.4	0.0			
Cycle Q Clear(g_c), s				0.0	80.6	80.6	10.5	9.4	0.0			
Prop In Lane				0.00		0.08	0.99		0.00			
Lane Grp Cap(c), veh/h				0	2494	1347	308	307	0			
V/C Ratio(X)				0.00	1.07	1.09	0.57	0.51	0.00			
Avail Cap(c_a), veh/h				0	2494	1347	308	307	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	14.7	14.7	47.9	47.3	0.0			
Incr Delay (d2), s/veh				0.0	41.7	54.0	7.4	5.9	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	39.2	46.9	5.7	5.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	56.4	68.7	55.3	53.2	0.0			
LnGrp LOS				A	F	F	E	D	A			
Approach Vol, veh/h					4151			331				
Approach Delay, s/veh					60.7			54.3				
Approach LOS					E			D				

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						86.1		23.9				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.6		19.0				
Max Q Clear Time (g_c+I1), s						82.6		12.5				
Green Ext Time (p_c), s						0.0		1.0				

Intersection Summary												
HCM 6th Ctrl Delay			60.3									
HCM 6th LOS			E									

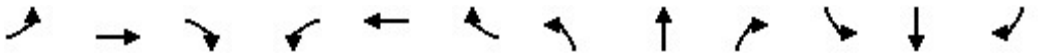
Intersection	
Int Delay, s/veh	10.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	153	649	2	223	0	0	0	37
Future Vol, veh/h	0	0	0	0	153	649	2	223	0	0	0	37
Conflicting Peds, #/hr	5	0	2	2	0	5	21	0	0	0	0	21
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	158	669	2	230	0	0	0	38

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	100	832	-	-	-	440
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	100	832	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	871	303	0	0	0	565
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	895	382	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	812	301	-	-	-	562
Mov Cap-2 Maneuver	-	-	-	812	301	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	834	380	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	47.1	11.9
HCM LOS		E	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	301	-	-	562
HCM Lane V/C Ratio	0.764	-	-	0.068
HCM Control Delay (s)	47.1	-	-	11.9
HCM Lane LOS	E	-	-	B
HCM 95th %tile Q(veh)	5.8	-	-	0.2



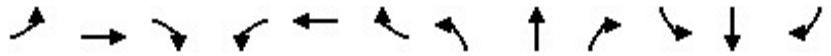
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	758	40	1737	765	0
Future Volume (veh/h)	0	0	0	0	0	0	0	758	40	1737	765	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	861	45	1974	869	0
Peak Hour Factor	0.88	0.88	0.88				0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1309	408	3265	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.26	0.26	0.65	0.95	0.00
Sat Flow, veh/h		0					0	5149	1552	5023	1826	0
Grp Volume(v), veh/h		0.0					0	861	45	1974	869	0
Grp Sat Flow(s),veh/h/ln							0	1662	1552	1674	1826	0
Q Serve(g_s), s							0.0	16.9	2.4	24.9	4.7	0.0
Cycle Q Clear(g_c), s							0.0	16.9	2.4	24.9	4.7	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1309	408	3265	1740	0
V/C Ratio(X)							0.00	0.66	0.11	0.60	0.50	0.00
Avail Cap(c_a), veh/h							0	1309	408	3265	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.87	0.87	0.00
Uniform Delay (d), s/veh							0.0	36.1	30.8	11.1	0.2	0.0
Incr Delay (d2), s/veh							0.0	1.8	0.3	0.3	0.9	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	6.8	0.9	7.8	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	38.0	31.1	11.4	1.1	0.0
LnGrp LOS							A	D	C	B	A	A
Approach Vol, veh/h								906			2843	
Approach Delay, s/veh								37.6			8.2	
Approach LOS								D			A	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	75.9	34.1				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	44.5	* 20				68.8						
Max Q Clear Time (g_c+I1), s	26.9	18.9				6.7						
Green Ext Time (p_c), s	8.6	1.0				10.5						

Intersection Summary												
HCM 6th Ctrl Delay			15.3									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



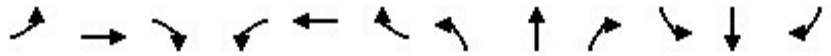
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	1626	74	0	0	0	0	404	349	110	480	0
Future Volume (veh/h)	70	1626	74	0	0	0	0	404	349	110	480	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	77	1787	81				0	444	384	121	527	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	113	2794	854				0	783	352	150	1809	0
Arrive On Green	0.18	0.18	0.18				0.00	0.23	0.23	0.17	0.71	0.00
Sat Flow, veh/h	205	5059	1547				0	3572	1530	1781	5274	0
Grp Volume(v), veh/h	700	1164	81				0	444	384	121	527	0
Grp Sat Flow(s),veh/h/ln	1860	1702	1547				0	1702	1530	1781	1702	0
Q Serve(g_s), s	38.6	34.7	4.8				0.0	12.7	25.3	7.2	4.2	0.0
Cycle Q Clear(g_c), s	38.6	34.7	4.8				0.0	12.7	25.3	7.2	4.2	0.0
Prop In Lane	0.11		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1027	1880	854				0	783	352	150	1809	0
V/C Ratio(X)	0.68	0.62	0.09				0.00	0.57	1.09	0.81	0.29	0.00
Avail Cap(c_a), veh/h	1027	1880	854				0	783	352	253	2080	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.19	0.19	0.19				0.00	1.00	1.00	0.83	0.83	0.00
Uniform Delay (d), s/veh	35.9	34.3	22.1				0.0	37.5	42.4	44.9	11.0	0.0
Incr Delay (d2), s/veh	0.7	0.3	0.0				0.0	1.0	74.7	3.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	15.9	1.8				0.0	5.3	16.6	3.0	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	34.6	22.1				0.0	38.5	117.0	48.1	11.0	0.0
LnGrp LOS	D	C	C				A	D	F	D	B	A
Approach Vol, veh/h		1945						828			648	
Approach Delay, s/veh		34.8						74.9			17.9	
Approach LOS		C						E			B	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	65.6	44.4	13.7	30.7
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	54.9	44.8	15.6	* 25
Max Q Clear Time (g_c+I1), s	40.6	6.2	9.2	27.3
Green Ext Time (p_c), s	12.4	3.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	41.3
HCM 6th LOS	D

Notes

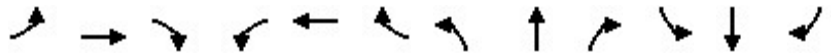
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



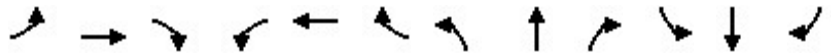
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2055	77	0	0	0	0	0	0	241	765	0
Future Volume (veh/h)	0	2055	77	0	0	0	0	0	0	241	765	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2210	83							259	823	0
Peak Hour Factor	0.93	0.93	0.93							0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3034	113							364	1253	0
Arrive On Green	0.00	0.20	0.20							0.10	0.10	0.00
Sat Flow, veh/h	0	5217	189							1174	4210	0
Grp Volume(v), veh/h	0	1487	806							400	682	0
Grp Sat Flow(s),veh/h/ln	0	1702	1834							1812	1702	0
Q Serve(g_s), s	0.0	45.0	45.3							23.5	21.2	0.0
Cycle Q Clear(g_c), s	0.0	45.0	45.3							23.5	21.2	0.0
Prop In Lane	0.00		0.10							0.65		0.00
Lane Grp Cap(c), veh/h	0	2046	1102							562	1055	0
V/C Ratio(X)	0.00	0.73	0.73							0.71	0.65	0.00
Avail Cap(c_a), veh/h	0	2046	1102							562	1055	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	35.6	35.8							44.6	43.6	0.0
Incr Delay (d2), s/veh	0.0	2.3	4.3							7.5	3.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	21.1	23.5							12.6	10.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	37.9	40.1							52.1	46.6	0.0
LnGrp LOS	A	D	D							D	D	A
Approach Vol, veh/h		2293									1082	
Approach Delay, s/veh		38.7									48.7	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	71.0	39.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	66.1	34.1
Max Q Clear Time (g_c+I1), s	47.3	25.5
Green Ext Time (p_c), s	7.7	2.3

Intersection Summary	
HCM 6th Ctrl Delay	41.9
HCM 6th LOS	D



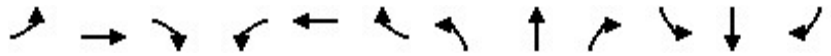
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	2486	0	0	0	0	0	136	189	0	0	0
Future Volume (veh/h)	119	2486	0	0	0	0	0	136	189	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.91			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	128	2673	0				0	146	203			
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	162	3622	0				0	341	277			
Arrive On Green	0.24	0.24	0.00				0.00	0.19	0.19			
Sat Flow, veh/h	226	5206	0				0	1870	1444			
Grp Volume(v), veh/h	1054	1747	0				0	146	203			
Grp Sat Flow(s),veh/h/ln	1859	1702	0				0	1777	1444			
Q Serve(g_s), s	58.5	51.8	0.0				0.0	8.0	14.5			
Cycle Q Clear(g_c), s	58.5	51.8	0.0				0.0	8.0	14.5			
Prop In Lane	0.12		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1337	2448	0				0	341	277			
V/C Ratio(X)	0.79	0.71	0.00				0.00	0.43	0.73			
Avail Cap(c_a), veh/h	1337	2448	0				0	341	277			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	34.1	31.6	0.0				0.0	39.1	41.8			
Incr Delay (d2), s/veh	4.8	1.8	0.0				0.0	3.9	15.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	30.8	24.2	0.0				0.0	3.9	6.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.9	33.4	0.0				0.0	43.0	57.6			
LnGrp LOS	D	C	A				A	D	E			
Approach Vol, veh/h		2801						349				
Approach Delay, s/veh		35.4						51.5				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		84.0						26.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		79.1						21.1				
Max Q Clear Time (g_c+I1), s		60.5						16.5				
Green Ext Time (p_c), s		17.0						0.9				
Intersection Summary												
HCM 6th Ctrl Delay			37.2									
HCM 6th LOS			D									



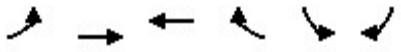
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2720	160	0	0	0	0	0	0	264	711	0
Future Volume (veh/h)	0	2720	160	0	0	0	0	0	0	264	711	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2776	163							269	726	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3236	186							455	908	0
Arrive On Green	0.00	0.22	0.22							0.08	0.08	0.00
Sat Flow, veh/h	0	5106	284							1781	3647	0
Grp Volume(v), veh/h	0	1897	1042							269	726	0
Grp Sat Flow(s),veh/h/ln	0	1702	1817							1781	1777	0
Q Serve(g_s), s	0.0	58.9	61.0							16.0	22.1	0.0
Cycle Q Clear(g_c), s	0.0	58.9	61.0							16.0	22.1	0.0
Prop In Lane	0.00		0.16							1.00		0.00
Lane Grp Cap(c), veh/h	0	2231	1191							455	908	0
V/C Ratio(X)	0.00	0.85	0.87							0.59	0.80	0.00
Avail Cap(c_a), veh/h	0	2231	1191							455	908	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	37.9	38.7							44.8	47.6	0.0
Incr Delay (d2), s/veh	0.0	4.3	9.1							5.6	7.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	28.1	32.6							8.4	11.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	42.2	47.8							50.4	54.9	0.0
LnGrp LOS	A	D	D							D	D	A
Approach Vol, veh/h		2939									995	
Approach Delay, s/veh		44.2									53.7	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	77.0	33.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	72.1	28.1
Max Q Clear Time (g_c+I1), s	63.0	24.1
Green Ext Time (p_c), s	8.8	2.2

Intersection Summary	
HCM 6th Ctrl Delay	46.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	2615	0	0	0	0	0	216	125	0	0	0
Future Volume (veh/h)	165	2615	0	0	0	0	0	216	125	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	179	2842	0				0	235	136			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	214	3645	0				0	390	217			
Arrive On Green	0.24	0.24	0.00				0.00	0.18	0.18			
Sat Flow, veh/h	292	5136	0				0	2293	1227			
Grp Volume(v), veh/h	1137	1884	0				0	188	183			
Grp Sat Flow(s),veh/h/ln	1856	1702	0				0	1777	1650			
Q Serve(g_s), s	64.0	56.4	0.0				0.0	10.7	11.3			
Cycle Q Clear(g_c), s	64.0	56.4	0.0				0.0	10.7	11.3			
Prop In Lane	0.16		0.00				0.00		0.74			
Lane Grp Cap(c), veh/h	1361	2497	0				0	315	292			
V/C Ratio(X)	0.84	0.75	0.00				0.00	0.60	0.63			
Avail Cap(c_a), veh/h	1361	2497	0				0	315	292			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	35.4	32.5	0.0				0.0	41.6	41.9			
Incr Delay (d2), s/veh	6.2	2.2	0.0				0.0	8.1	9.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	34.1	26.4	0.0				0.0	5.4	5.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	34.7	0.0				0.0	49.7	51.6			
LnGrp LOS	D	C	A				A	D	D			
Approach Vol, veh/h		3021						371				
Approach Delay, s/veh		37.3						50.7				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		85.6						24.4				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		80.7						19.5				
Max Q Clear Time (g_c+I1), s		66.0						13.3				
Green Ext Time (p_c), s		14.0						1.2				
Intersection Summary												
HCM 6th Ctrl Delay			38.7									
HCM 6th LOS			D									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	41	1271	1585	129	135	102
Future Volume (veh/h)	41	1271	1585	129	135	102
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	43	1324	1651	134	141	106
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	55	4103	3541	287	298	137
Arrive On Green	0.03	0.82	1.00	1.00	0.09	0.09
Sat Flow, veh/h	1781	5149	4855	380	3456	1585
Grp Volume(v), veh/h	43	1324	1169	616	141	106
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1748	1728	1585
Q Serve(g_s), s	2.8	7.5	0.0	0.0	4.6	7.7
Cycle Q Clear(g_c), s	2.8	7.5	0.0	0.0	4.6	7.7
Prop In Lane	1.00			0.22	1.00	1.00
Lane Grp Cap(c), veh/h	55	4103	2509	1320	298	137
V/C Ratio(X)	0.78	0.32	0.47	0.47	0.47	0.78
Avail Cap(c_a), veh/h	118	4103	2509	1320	999	458
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.85	0.85	1.00	1.00
Uniform Delay (d), s/veh	56.8	2.5	0.0	0.0	51.4	52.8
Incr Delay (d2), s/veh	7.1	0.2	0.5	1.0	0.4	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.4	0.2	0.4	2.0	6.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	63.9	2.7	0.5	1.0	51.8	56.4
LnGrp LOS	E	A	A	A	D	E
Approach Vol, veh/h		1367	1785		247	
Approach Delay, s/veh		4.6	0.7		53.8	
Approach LOS		A	A		D	

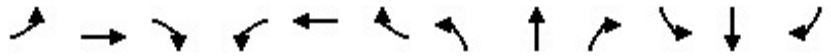
Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	102.9		15.1	8.1	94.9
Change Period (Y+Rc), s	* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s	* 73		34.1	7.8	61.0
Max Q Clear Time (g_c+I1), s	9.5		9.7	4.8	2.0
Green Ext Time (p_c), s	35.0		0.4	0.0	44.3

Intersection Summary	
HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	1166	21	4	1692	3	0	9	15	16	0	43
Future Volume (veh/h)	71	1166	21	4	1692	3	0	9	15	16	0	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	73	1202	22	4	1744	0	0	9	15	16	0	44
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	534	3590	66	60	2167		33	11	19	229	0	103
Arrive On Green	0.60	1.00	1.00	0.03	0.43	0.00	0.00	0.02	0.02	0.07	0.00	0.07
Sat Flow, veh/h	1781	5038	92	1781	4985	1585	1781	615	1026	3456	0	1556
Grp Volume(v), veh/h	73	793	431	4	1744	0	0	0	24	16	0	44
Grp Sat Flow(s),veh/h/ln	1781	1662	1807	1781	1662	1585	1781	0	1641	1728	0	1556
Q Serve(g_s), s	2.1	0.0	0.0	0.3	35.9	0.0	0.0	0.0	1.7	0.5	0.0	3.2
Cycle Q Clear(g_c), s	2.1	0.0	0.0	0.3	35.9	0.0	0.0	0.0	1.7	0.5	0.0	3.2
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.63	1.00		1.00
Lane Grp Cap(c), veh/h	534	2368	1288	60	2167		33	0	30	229	0	103
V/C Ratio(X)	0.14	0.33	0.33	0.07	0.80		0.00	0.00	0.79	0.07	0.00	0.43
Avail Cap(c_a), veh/h	534	2368	1288	60	2167		62	0	57	996	0	448
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.9	0.0	0.0	55.2	29.0	0.0	0.0	0.0	57.7	51.7	0.0	52.9
Incr Delay (d2), s/veh	0.0	0.4	0.7	0.2	3.3	0.0	0.0	0.0	15.6	0.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.1	0.2	0.1	14.0	0.0	0.0	0.0	0.8	0.2	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.0	0.4	0.7	55.4	32.3	0.0	0.0	0.0	73.2	51.7	0.0	54.0
LnGrp LOS	B	A	A	E	C		A	A	E	D	A	D
Approach Vol, veh/h		1297			1748	A		24			60	
Approach Delay, s/veh		1.4			32.3			73.2			53.4	
Approach LOS		A			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	89.8		12.7	41.1	57.1		7.1
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.0	56.0		34.0	8.6	* 51		4.1
Max Q Clear Time (g_c+I1), s	2.3	2.0		5.2	4.1	37.9		3.7
Green Ext Time (p_c), s	0.0	21.1		0.2	0.0	11.5		0.0

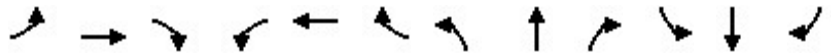
Intersection Summary	
HCM 6th Ctrl Delay	20.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	972	8	700	3498	529	9	46	349	1561	20	75
Future Volume (veh/h)	95	972	8	700	3498	529	9	46	349	1561	20	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	1002	8	722	3606	545	9	47	0	1609	21	77
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	415	2561	960	223	1880	262	374	203		516	50	182
Arrive On Green	0.23	0.51	0.51	0.06	0.34	0.34	0.11	0.11	0.00	0.14	0.14	0.14
Sat Flow, veh/h	1781	4985	1535	3456	5587	777	3456	1870	1585	3563	342	1255
Grp Volume(v), veh/h	98	1002	8	722	2992	1159	9	47	0	1609	0	98
Grp Sat Flow(s),veh/h/ln	1781	1662	1535	1728	1570	1654	1728	1870	1585	1781	0	1597
Q Serve(g_s), s	5.3	14.4	0.2	7.6	39.7	39.7	0.3	2.7	0.0	17.1	0.0	6.6
Cycle Q Clear(g_c), s	5.3	14.4	0.2	7.6	39.7	39.7	0.3	2.7	0.0	17.1	0.0	6.6
Prop In Lane	1.00		1.00	1.00		0.47	1.00		1.00	1.00		0.79
Lane Grp Cap(c), veh/h	415	2561	960	223	1585	556	374	203		516	0	231
V/C Ratio(X)	0.24	0.39	0.01	3.24	1.89	2.08	0.02	0.23		3.12	0.00	0.42
Avail Cap(c_a), veh/h	415	2561	960	223	1585	556	1084	586		516	0	231
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.7	17.5	8.5	55.2	39.1	39.2	47.0	48.1	0.0	50.5	0.0	46.0
Incr Delay (d2), s/veh	0.1	0.5	0.0	1021.3	401.8	493.8	0.0	0.2	0.0	957.6	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	5.3	0.1	34.8	73.4	91.6	0.1	1.3	0.0	76.2	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.8	17.9	8.5	1076.5	440.9	533.0	47.0	48.3	0.0	1008.0	0.0	47.2
LnGrp LOS	D	B	A	F	F	F	D	D		F	A	D
Approach Vol, veh/h		1108			4873			56	A		1707	
Approach Delay, s/veh		19.5			557.0			48.1			952.8	
Approach LOS		B			F			D			F	

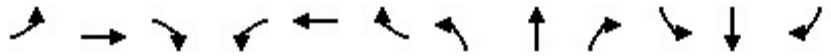
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	66.3		22.0	33.2	45.1		17.7
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	7.6	36.4		17.1	4.6	* 40		37.0
Max Q Clear Time (g_c+I1), s	9.6	16.4		19.1	7.3	41.7		4.7
Green Ext Time (p_c), s	0.0	10.8		0.0	0.0	0.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	563.7
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



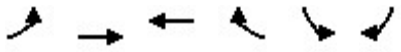
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	2	63	23	2	2	70	332	29	2	686	5
Future Volume (veh/h)	2	2	63	23	2	2	70	332	29	2	686	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	2	67	24	20	-10	74	353	31	2	730	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	2	83	58	49	93	182	1228	107	183	1351	9
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.00	0.10	0.37	0.37	0.10	0.37	0.37
Sat Flow, veh/h	1781	45	1515	993	828	1585	1781	3294	287	1781	3617	25
Grp Volume(v), veh/h	2	0	69	44	0	-10	74	189	195	2	359	376
Grp Sat Flow(s),veh/h/ln	1781	0	1560	1821	0	1585	1781	1777	1804	1781	1777	1865
Q Serve(g_s), s	0.0	0.0	1.7	0.9	0.0	0.0	1.5	2.9	3.0	0.0	6.2	6.2
Cycle Q Clear(g_c), s	0.0	0.0	1.7	0.9	0.0	0.0	1.5	2.9	3.0	0.0	6.2	6.2
Prop In Lane	1.00		0.97	0.55		1.00	1.00		0.16	1.00		0.01
Lane Grp Cap(c), veh/h	98	0	86	107	0	93	182	662	673	183	664	697
V/C Ratio(X)	0.02	0.00	0.80	0.41	0.00	-0.11	0.41	0.29	0.29	0.01	0.54	0.54
Avail Cap(c_a), veh/h	183	0	160	1356	0	1180	229	1460	1482	183	1414	1484
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	0.0	18.2	17.7	0.0	0.0	16.4	8.6	8.6	15.7	9.6	9.6
Incr Delay (d2), s/veh	0.1	0.0	12.1	0.9	0.0	0.0	0.5	0.2	0.2	0.0	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.8	0.4	0.0	0.0	0.5	0.8	0.8	0.0	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5	0.0	30.3	18.6	0.0	0.0	16.9	8.7	8.8	15.7	10.1	10.1
LnGrp LOS	B	A	C	B	A	A	B	A	A	B	B	B
Approach Vol, veh/h		71			34			458			737	
Approach Delay, s/veh		29.9			24.1			10.1			10.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	18.5		6.1	8.0	18.5		6.3
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	32.0		4.0	5.0	31.0		29.0
Max Q Clear Time (g_c+I1), s	2.0	5.0		3.7	3.5	8.2		2.9
Green Ext Time (p_c), s	0.0	1.8		0.0	0.0	3.6		0.1

Intersection Summary	
HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	292	2	2	230	335	303
Future Volume (veh/h)	292	2	2	230	335	303
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	302	0	2	0	345	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	799	420	646		531	
Arrive On Green	0.22	0.00	0.35	0.00	0.15	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	302	0	2	0	345	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	3.1	0.0	0.0	0.0	4.1	0.0
Cycle Q Clear(g_c), s	3.1	0.0	0.0	0.0	4.1	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	799	420	646		531	
V/C Ratio(X)	0.38	0.00	0.00		0.65	
Avail Cap(c_a), veh/h	821	431	646		1035	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	14.3	0.0	9.3	0.0	17.3	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.0	1.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.6	0.0	9.3	0.0	18.6	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		302	2	A	345	A
Approach Delay, s/veh		14.6	9.3		18.6	
Approach LOS		B	A		B	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	13.7		10.7		19.0
Change Period (Y+Rc), s	4.0		4.0		4.0
Max Green Setting (Gmax), s	10.0		13.0		15.0
Max Q Clear Time (g_c+I1), s	5.1		6.1		2.0
Green Ext Time (p_c), s	0.5		0.7		0.0

Intersection Summary	
HCM 6th Ctrl Delay	16.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

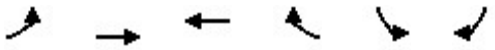
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	314	150	0	0	1
Future Vol, veh/h	9	314	150	0	0	1
Conflicting Peds, #/hr	7	0	0	7	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	365	174	0	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	181	0	-	0	385	96
Stage 1	-	-	-	-	181	-
Stage 2	-	-	-	-	204	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1392	-	-	-	591	942
Stage 1	-	-	-	-	832	-
Stage 2	-	-	-	-	810	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1383	-	-	-	577	934
Mov Cap-2 Maneuver	-	-	-	-	577	-
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	804	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1383	-	-	-	934
HCM Lane V/C Ratio	0.008	-	-	-	0.001
HCM Control Delay (s)	7.6	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



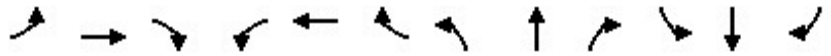
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	87	807	7276	0	0	125
Future Volume (veh/h)	87	807	7276	0	0	125
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	92	849	7659	0	0	132
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	85	4338	5809		149	69
Arrive On Green	0.05	0.87	0.79	0.00	0.00	0.04
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	92	849	7659	0	0	132
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	5.6	3.1	92.7	0.0	0.0	5.1
Cycle Q Clear(g_c), s	5.6	3.1	92.7	0.0	0.0	5.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	85	4338	5809		149	69
V/C Ratio(X)	1.09	0.20	1.32		0.00	1.93
Avail Cap(c_a), veh/h	85	4338	5809		149	69
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	56.2	1.2	12.6	0.0	0.0	56.4
Incr Delay (d2), s/veh	123.9	0.1	144.5	0.0	0.0	466.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.3	65.6	0.0	0.0	13.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	180.1	1.3	157.2	0.0	0.0	522.4
LnGrp LOS	F	A	F		A	F
Approach Vol, veh/h		941	7659	A	132	
Approach Delay, s/veh		18.8	157.2		522.4	
Approach LOS		B	F		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		108.0		10.0	10.0	98.0
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		102.7		5.1	5.6	92.7
Max Q Clear Time (g_c+I1), s		5.1		7.1	7.6	94.7
Green Ext Time (p_c), s		18.8		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	147.8
HCM 6th LOS	F

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



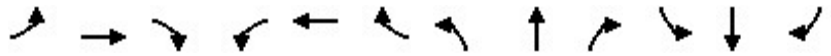
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	2635	91	252	3812	40	35	0	346	11	3	28
Future Volume (veh/h)	72	2635	91	252	3812	40	35	0	346	11	3	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	2803	97	268	4055	43	37	0	368	12	3	30
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	69	3249	793	305	3656	39	412	0	386	299	40	395
Arrive On Green	0.04	0.52	0.52	0.09	0.57	0.57	0.27	0.00	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1781	6281	1533	3456	6454	68	1297	0	1425	1013	146	1460
Grp Volume(v), veh/h	77	2803	97	268	2953	1145	37	0	368	12	0	33
Grp Sat Flow(s),veh/h/ln	1781	1570	1533	1728	1570	1811	1297	0	1425	1013	0	1606
Q Serve(g_s), s	4.6	45.9	3.8	9.0	66.8	66.8	2.4	0.0	30.0	1.1	0.0	1.8
Cycle Q Clear(g_c), s	4.6	45.9	3.8	9.0	66.8	66.8	4.2	0.0	30.0	5.3	0.0	1.8
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		0.91
Lane Grp Cap(c), veh/h	69	3249	793	305	2668	1026	412	0	386	299	0	435
V/C Ratio(X)	1.11	0.86	0.12	0.88	1.11	1.12	0.09	0.00	0.95	0.04	0.00	0.08
Avail Cap(c_a), veh/h	69	3249	793	305	2668	1026	413	0	386	299	0	435
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.7	24.8	14.7	53.2	25.6	25.6	33.6	0.0	42.3	34.9	0.0	32.0
Incr Delay (d2), s/veh	140.8	3.3	0.3	2.9	48.7	53.5	0.0	0.0	33.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	16.3	1.3	3.9	33.9	40.4	0.8	0.0	14.1	0.3	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	197.5	28.1	15.0	56.1	74.3	79.1	33.6	0.0	75.8	35.0	0.0	32.1
LnGrp LOS	F	C	B	E	F	F	C	A	E	C	A	C
Approach Vol, veh/h		2977			4366			405			45	
Approach Delay, s/veh		32.1			74.4			71.9			32.8	
Approach LOS		C			E			E			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.8	66.3		36.9	9.0	72.1		36.9
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	10.4	61.0		32.0	4.6	66.8		32.0
Max Q Clear Time (g_c+I1), s	11.0	47.9		7.3	6.6	68.8		32.0
Green Ext Time (p_c), s	0.0	13.0		0.1	0.0	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	57.9
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.



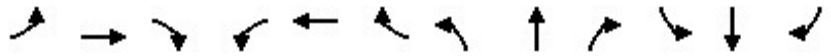
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	2721	0	6	3900	320	0	0	0	39	0	226
Future Volume (veh/h)	232	2721	0	6	3900	320	0	0	0	39	0	226
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	244	2864	0	6	4105	337	0	0	0	41	0	238
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	175	3331	0	60	3607	284	0	326	0	723	0	276
Arrive On Green	0.20	1.00	0.00	0.03	0.60	0.60	0.00	0.00	0.00	0.17	0.00	0.17
Sat Flow, veh/h	1781	5149	0	1781	5974	471	0	1870	0	3450	0	1582
Grp Volume(v), veh/h	244	2864	0	6	3201	1241	0	0	0	41	0	238
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1734	0	1870	0	1725	0	1582
Q Serve(g_s), s	11.6	0.0	0.0	0.4	71.2	71.2	0.0	0.0	0.0	1.2	0.0	17.3
Cycle Q Clear(g_c), s	11.6	0.0	0.0	0.4	71.2	71.2	0.0	0.0	0.0	1.2	0.0	17.3
Prop In Lane	1.00		0.00	1.00		0.27	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	175	3331	0	60	2844	1047	0	326	0	723	0	276
V/C Ratio(X)	1.39	0.86	0.00	0.10	1.13	1.19	0.00	0.00	0.00	0.06	0.00	0.86
Avail Cap(c_a), veh/h	175	3331	0	60	2844	1047	0	507	0	1058	0	429
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.45	0.45	0.00	0.17	0.17	0.17	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.4	0.0	0.0	55.3	23.4	23.4	0.0	0.0	0.0	40.7	0.0	47.4
Incr Delay (d2), s/veh	192.1	1.5	0.0	0.0	57.4	85.2	0.0	0.0	0.0	0.0	0.0	6.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.8	0.4	0.0	0.2	37.7	49.7	0.0	0.0	0.0	0.5	0.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	239.5	1.5	0.0	55.3	80.8	108.6	0.0	0.0	0.0	40.7	0.0	54.1
LnGrp LOS	F	A	A	E	F	F	A	A	A	D	A	D
Approach Vol, veh/h		3108			4448			0			279	
Approach Delay, s/veh		20.1			88.5			0.0			52.1	
Approach LOS		C			F						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	84.1		25.5	16.0	76.5		25.5				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.0	67.4		32.0	11.6	59.8		32.0				
Max Q Clear Time (g_c+I1), s	2.4	2.0		19.3	13.6	73.2		0.0				
Green Ext Time (p_c), s	0.0	63.4		0.9	0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	60.1
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	2718	4	28	4028	0	0	0	19	0	0	0
Future Volume (veh/h)	45	2718	4	28	4028	0	0	0	19	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	48	2923	4	30	4331	0						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	62	4579	6	39	4377	0						
Arrive On Green	0.03	0.89	0.89	0.02	0.88	0.00						
Sat Flow, veh/h	1781	5140	7	1781	5149	0						
Grp Volume(v), veh/h	48	1889	1038	30	4331	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1824	1781	1662	0						
Q Serve(g_s), s	2.9	15.8	15.8	1.8	88.7	0.0						
Cycle Q Clear(g_c), s	2.9	15.8	15.8	1.8	88.7	0.0						
Prop In Lane	1.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	62	2960	1625	39	4377	0						
V/C Ratio(X)	0.78	0.64	0.64	0.77	0.99	0.00						
Avail Cap(c_a), veh/h	65	2960	1625	99	4377	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	52.6	1.5	1.5	53.4	6.2	0.0						
Incr Delay (d2), s/veh	38.8	0.8	1.5	11.3	11.4	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	1.9	0.3	0.7	0.9	6.4	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	91.4	2.4	3.0	64.7	17.6	0.0						
LnGrp LOS	F	A	A	E	B	A						
Approach Vol, veh/h		2975			4361							
Approach Delay, s/veh		4.0			17.9							
Approach LOS		A			B							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	6.8	103.0			8.2	101.6						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	6.1	94.3			4.0	96.4						
Max Q Clear Time (g_c+I1), s	3.8	17.8			4.9	90.7						
Green Ext Time (p_c), s	0.0	74.8			0.0	5.7						

Intersection Summary	
HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	575.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	537	0	0	1664	1471
Future Vol, veh/h	0	537	0	0	1664	1471
Conflicting Peds, #/hr	0	0	10	0	0	10
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	597	0	0	1849	1634

Major/Minor	Minor2			Major2	
Conflicting Flow All	2676	1752		-	0
Stage 1	2676	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	40	~ 64		-	-
Stage 1	20	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	39	~ 63		-	-
Mov Cap-2 Maneuver	39	-		-	-
Stage 1	20	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, $	3936.9	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	63	-	-
HCM Lane V/C Ratio	-	9.471	-	-
HCM Control Delay (s)	$	3936.9	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	69.9	-	-

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

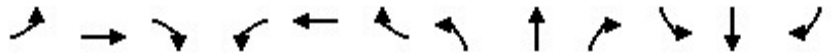
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	915	117	60	1093	565	49	38	23	329	103	277
Future Volume (veh/h)	270	915	117	60	1093	565	49	38	23	329	103	277
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	303	1028	131	67	1228	635	55	43	26	370	116	311
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	330	2453	740	86	1752	528	229	337	204	472	606	529
Arrive On Green	0.19	0.48	0.48	0.06	0.46	0.46	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1781	5106	1541	1781	5106	1538	494	990	598	1322	1777	1551
Grp Volume(v), veh/h	303	1028	131	67	1228	635	55	0	69	370	116	311
Grp Sat Flow(s),veh/h/ln	1781	1702	1541	1781	1702	1538	494	0	1588	1322	1777	1551
Q Serve(g_s), s	19.7	15.5	5.7	4.4	22.7	40.5	5.9	0.0	3.5	31.6	5.4	19.5
Cycle Q Clear(g_c), s	19.7	15.5	5.7	4.4	22.7	40.5	25.4	0.0	3.5	35.1	5.4	19.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	330	2453	740	86	1752	528	229	0	542	472	606	529
V/C Ratio(X)	0.92	0.42	0.18	0.78	0.70	1.20	0.24	0.00	0.13	0.78	0.19	0.59
Avail Cap(c_a), veh/h	386	2453	740	151	1752	528	244	0	567	493	634	553
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.85	0.85	0.85	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.2	19.9	17.4	54.6	27.2	32.1	42.5	0.0	26.8	38.9	27.4	32.0
Incr Delay (d2), s/veh	19.8	0.4	0.4	4.9	2.0	106.3	0.2	0.0	0.0	10.2	0.4	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.3	5.9	2.0	2.0	8.2	28.3	1.4	0.0	1.4	11.4	2.4	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.0	20.4	17.8	59.5	29.3	138.4	42.7	0.0	26.8	49.1	27.9	35.3
LnGrp LOS	E	C	B	E	C	F	D	A	C	D	C	D
Approach Vol, veh/h		1462			1930			124			797	
Approach Delay, s/veh		29.8			66.2			33.9			40.6	
Approach LOS		C			E			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	62.8		45.1	26.3	46.6		45.1				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	10.0	* 51		42.1	25.6	34.9		42.1				
Max Q Clear Time (g_c+I1), s	6.4	17.5		37.1	21.7	42.5		27.4				
Green Ext Time (p_c), s	0.0	14.6		3.1	0.2	0.0		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		48.2	
HCM 6th LOS		D	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	706	0	0	927	409	0	0	0	586	0	45
Future Volume (veh/h)	31	706	0	0	927	409	0	0	0	586	0	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	831	0	0	1091	0	0	0	0	738	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	2378	0	2	2154		0	2	1	821	432	0
Arrive On Green	0.03	0.67	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.23	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3558	1870	0
Grp Volume(v), veh/h	36	831	0	0	1091	0	0	0	0	738	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1779	1870	0
Q Serve(g_s), s	2.4	11.9	0.0	0.0	20.6	0.0	0.0	0.0	0.0	23.8	0.0	0.0
Cycle Q Clear(g_c), s	2.4	11.9	0.0	0.0	20.6	0.0	0.0	0.0	0.0	23.8	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	46	2378	0	2	2154		0	2	1	821	432	0
V/C Ratio(X)	0.79	0.35	0.00	0.00	0.51		0.00	0.00	0.00	0.90	0.00	0.00
Avail Cap(c_a), veh/h	62	2378	0	62	2154		0	476	403	1116	586	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.64	0.00	0.00	0.00	0.00	0.29	0.00	0.00
Uniform Delay (d), s/veh	57.2	8.4	0.0	0.0	13.2	0.0	0.0	0.0	0.0	44.0	0.0	0.0
Incr Delay (d2), s/veh	26.4	0.4	0.0	0.0	0.5	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	4.1	0.0	0.0	7.5	0.0	0.0	0.0	0.0	10.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.5	8.8	0.0	0.0	13.7	0.0	0.0	0.0	0.0	46.1	0.0	0.0
LnGrp LOS	F	A	A	A	B		A	A	A	D	A	A
Approach Vol, veh/h		867			1091	A		0			738	
Approach Delay, s/veh		11.9			13.7			0.0			46.1	
Approach LOS		B			B						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	84.9		33.1	7.4	77.4		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	4.1	* 27		37.0	4.1	25.8		30.0				
Max Q Clear Time (g_c+I1), s	0.0	13.9		25.8	4.4	22.6		0.0				
Green Ext Time (p_c), s	0.0	8.3		1.3	0.0	2.6		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

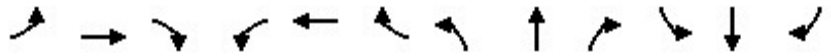
Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



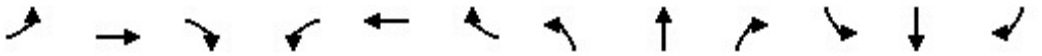
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	620	715	297	94	407	182	197	951	47	238	1324	205
Future Volume (veh/h)	620	715	297	94	407	182	197	951	47	238	1324	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	653	753	313	99	428	192	207	1001	49	251	1394	216
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	421	806	335	123	572	339	256	1294	63	197	1273	555
Arrive On Green	0.24	0.33	0.33	0.07	0.16	0.16	0.07	0.38	0.38	0.06	0.36	0.36
Sat Flow, veh/h	1781	2427	1008	1781	3554	1550	3456	3446	169	3456	3554	1548
Grp Volume(v), veh/h	653	551	515	99	428	192	207	516	534	251	1394	216
Grp Sat Flow(s),veh/h/ln	1781	1777	1659	1781	1777	1550	1728	1777	1838	1728	1777	1548
Q Serve(g_s), s	27.4	34.8	34.9	6.4	13.3	6.9	6.8	29.7	29.7	6.6	41.6	5.9
Cycle Q Clear(g_c), s	27.4	34.8	34.9	6.4	13.3	6.9	6.8	29.7	29.7	6.6	41.6	5.9
Prop In Lane	1.00		0.61	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	421	590	551	123	572	339	256	667	690	197	1273	555
V/C Ratio(X)	1.55	0.93	0.93	0.80	0.75	0.57	0.81	0.77	0.77	1.28	1.10	0.39
Avail Cap(c_a), veh/h	421	651	608	150	888	478	256	667	690	197	1273	555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	37.5	37.5	53.2	46.4	17.0	52.9	31.9	31.9	54.7	37.2	6.7
Incr Delay (d2), s/veh	260.1	18.9	20.0	17.8	0.7	0.5	16.1	8.5	8.3	157.8	55.4	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	42.4	18.0	17.0	3.4	5.9	2.4	3.5	14.1	14.6	7.2	27.4	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	304.4	56.3	57.5	71.0	47.2	17.5	69.0	40.4	40.1	212.5	92.6	8.8
LnGrp LOS	F	E	E	E	D	B	E	D	D	F	F	A
Approach Vol, veh/h		1719			719			1257			1861	
Approach Delay, s/veh		150.9			42.5			45.0			99.1	
Approach LOS		F			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	48.9	12.4	43.7	13.0	46.9	32.6	23.6
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	6.6	* 38	9.8	42.5	8.6	35.8	23.6	* 29
Max Q Clear Time (g_c+I1), s	8.8	31.7	8.4	36.9	8.8	43.6	29.4	15.3
Green Ext Time (p_c), s	0.0	1.7	0.0	1.7	0.0	0.0	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	95.6
HCM 6th LOS	F

Notes

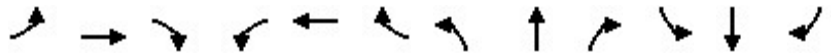
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	560	140	313	430	141	219	165	408	118	129	108
Future Volume (veh/h)	73	560	140	313	430	141	219	165	408	118	129	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		0.92	1.00		0.96	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	78	596	149	333	457	150	233	176	434	126	137	115
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	1114	619	299	643	502	186	1078	599	153	1012	422
Arrive On Green	0.06	0.31	0.31	0.09	0.34	0.34	0.10	0.30	0.30	0.09	0.28	0.28
Sat Flow, veh/h	1781	3554	1446	3456	1870	1459	1781	3554	1524	1781	3554	1481
Grp Volume(v), veh/h	78	596	149	333	457	150	233	176	434	126	137	115
Grp Sat Flow(s),veh/h/ln	1781	1777	1446	1728	1870	1459	1781	1777	1524	1781	1777	1481
Q Serve(g_s), s	4.8	15.4	7.4	9.6	23.5	8.3	11.6	4.0	27.0	7.7	3.2	6.7
Cycle Q Clear(g_c), s	4.8	15.4	7.4	9.6	23.5	8.3	11.6	4.0	27.0	7.7	3.2	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	99	1114	619	299	643	502	186	1078	599	153	1012	422
V/C Ratio(X)	0.78	0.54	0.24	1.11	0.71	0.30	1.25	0.16	0.72	0.82	0.14	0.27
Avail Cap(c_a), veh/h	135	1197	653	299	650	507	186	1204	653	193	1216	507
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	31.4	21.0	50.7	31.6	26.6	49.7	28.3	28.9	49.9	29.5	30.8
Incr Delay (d2), s/veh	13.1	0.5	0.2	86.4	3.2	0.2	149.7	0.1	3.6	16.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	6.6	2.5	7.7	11.1	2.9	12.9	1.7	10.3	4.1	1.4	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.8	31.9	21.2	137.2	34.8	26.8	199.5	28.4	32.5	66.3	29.5	30.9
LnGrp LOS	E	C	C	F	C	C	F	C	C	E	C	C
Approach Vol, veh/h		823			940			843			378	
Approach Delay, s/veh		33.1			69.8			77.8			42.2	
Approach LOS		C			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	40.7	17.0	38.3	11.6	44.1	15.0	40.4
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	9.6	37.4	11.6	38.0	8.4	38.6	12.0	37.6
Max Q Clear Time (g_c+I1), s	11.6	17.4	13.6	8.7	6.8	25.5	9.7	29.0
Green Ext Time (p_c), s	0.0	5.5	0.0	0.8	0.0	2.1	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	58.4
HCM 6th LOS	E



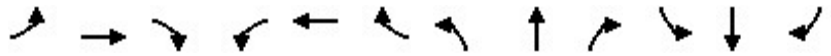
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	0	2	2	2	85	2	551	2	68	320	78
Future Volume (veh/h)	54	0	2	2	2	85	2	551	2	68	320	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.97		0.97	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	0	2	2	2	93	2	605	2	75	352	86
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	527	3	12	322	277	522	5	1484	5	102	1386	323
Arrive On Green	0.28	0.00	0.28	0.28	0.28	0.28	0.00	0.28	0.28	0.06	0.34	0.34
Sat Flow, veh/h	1225	11	42	650	986	1538	1781	5253	17	1781	4105	957
Grp Volume(v), veh/h	61	0	0	4	0	93	2	392	215	75	289	149
Grp Sat Flow(s),veh/h/ln	1278	0	0	1636	0	1538	1781	1702	1866	1781	1702	1658
Q Serve(g_s), s	1.3	0.0	0.0	0.0	0.0	1.7	0.0	3.6	3.6	1.6	2.4	2.5
Cycle Q Clear(g_c), s	1.4	0.0	0.0	0.1	0.0	1.7	0.0	3.6	3.6	1.6	2.4	2.5
Prop In Lane	0.97		0.03	0.50		1.00	1.00		0.01	1.00		0.58
Lane Grp Cap(c), veh/h	542	0	0	599	0	522	5	962	527	102	1149	560
V/C Ratio(X)	0.11	0.00	0.00	0.01	0.00	0.18	0.43	0.41	0.41	0.74	0.25	0.27
Avail Cap(c_a), veh/h	1237	0	0	1464	0	1361	184	1828	1002	350	2136	1041
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.5	0.0	0.0	10.0	0.0	9.0	19.3	11.3	11.3	18.0	9.3	9.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.1	22.2	0.4	0.7	3.8	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.0	0.0	0.4	0.0	1.1	1.3	0.7	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.5	0.0	0.0	10.0	0.0	9.1	41.5	11.6	11.9	21.8	9.4	9.6
LnGrp LOS	B	A	A	B	A	A	D	B	B	C	A	A
Approach Vol, veh/h		61			97			609			513	
Approach Delay, s/veh		10.5			9.1			11.8			11.3	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.6	16.3		15.8	4.5	18.5		15.8
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	7.6	* 21		32.0	4.0	24.3		32.0
Max Q Clear Time (g_c+I1), s	3.6	5.6		3.4	2.0	4.5		3.7
Green Ext Time (p_c), s	0.0	4.3		0.2	0.0	3.1		0.2

Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	8	190	184	13	4	687	670	192	6	718	14
Future Volume (veh/h)	4	8	190	184	13	4	687	670	192	6	718	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.83	1.00		0.89	1.00		0.96	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	9	207	200	14	4	747	728	209	7	780	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	327	229	224	511	384	550	1886	805	12	839	16
Arrive On Green	0.03	0.18	0.18	0.13	0.27	0.27	0.31	0.53	0.53	0.01	0.24	0.24
Sat Flow, veh/h	1781	1870	1308	1781	1870	1407	1781	3554	1518	1781	3561	68
Grp Volume(v), veh/h	4	9	207	200	14	4	747	728	209	7	389	406
Grp Sat Flow(s),veh/h/ln	1781	1870	1308	1781	1870	1407	1781	1777	1518	1781	1777	1852
Q Serve(g_s), s	0.3	0.6	22.4	16.0	0.8	0.3	44.6	17.5	10.8	0.6	31.0	31.0
Cycle Q Clear(g_c), s	0.3	0.6	22.4	16.0	0.8	0.3	44.6	17.5	10.8	0.6	31.0	31.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	49	327	229	224	511	384	550	1886	805	12	419	437
V/C Ratio(X)	0.08	0.03	0.90	0.89	0.03	0.01	1.36	0.39	0.26	0.58	0.93	0.93
Avail Cap(c_a), veh/h	55	327	229	327	518	390	550	1886	805	49	424	442
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.5	49.4	58.4	62.2	38.5	38.3	50.0	20.0	18.5	71.6	54.0	54.0
Incr Delay (d2), s/veh	0.3	0.0	34.2	14.8	0.0	0.0	173.0	0.2	0.2	15.3	28.0	27.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.3	9.6	8.2	0.4	0.1	46.2	7.4	3.9	0.3	17.1	17.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.7	49.4	92.6	77.0	38.5	38.3	223.0	20.2	18.7	86.8	82.1	81.3
LnGrp LOS	E	D	F	E	D	D	F	C	B	F	F	F
Approach Vol, veh/h		220			218			1684			802	
Approach Delay, s/veh		90.4			73.8			110.0			81.7	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	85.4	22.6	30.2	49.0	42.8	8.4	44.3
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	4.6	73.1	26.5	18.0	44.6	* 35	4.5	40.0
Max Q Clear Time (g_c+I1), s	2.6	19.5	18.0	24.4	46.6	33.0	2.3	2.8
Green Ext Time (p_c), s	0.0	9.2	0.2	0.0	0.0	1.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	98.0
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

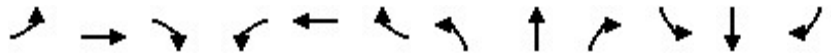
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	457	89	155	146	0	0	0	0	150	56	92
Future Volume (veh/h)	0	457	89	155	146	0	0	0	0	150	56	92
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	481	94	163	154	0				108	128	97
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	375	749	330	260	497	0				462	485	739
Arrive On Green	0.00	0.21	0.21	0.15	0.15	0.00				0.26	0.26	0.26
Sat Flow, veh/h	1781	3554	1566	1781	3572	0				1781	1870	1562
Grp Volume(v), veh/h	0	481	94	163	154	0				108	128	97
Grp Sat Flow(s),veh/h/ln	1781	1777	1566	1781	1702	0				1781	1870	1562
Q Serve(g_s), s	0.0	4.7	1.9	3.2	1.5	0.0				1.8	2.1	1.3
Cycle Q Clear(g_c), s	0.0	4.7	1.9	3.2	1.5	0.0				1.8	2.1	1.3
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	375	749	330	260	497	0				462	485	739
V/C Ratio(X)	0.00	0.64	0.28	0.63	0.31	0.00				0.23	0.26	0.13
Avail Cap(c_a), veh/h	660	1317	580	316	604	0				1405	1475	1566
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	13.6	12.5	15.2	14.4	0.0				11.0	11.1	5.7
Incr Delay (d2), s/veh	0.0	0.3	0.2	3.0	0.4	0.0				0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.4	0.5	1.2	0.5	0.0				0.6	0.7	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.0	12.7	18.2	14.8	0.0				11.1	11.2	5.7
LnGrp LOS	A	B	B	B	B	A				B	B	A
Approach Vol, veh/h		575			317						333	
Approach Delay, s/veh		13.7			16.6						9.6	
Approach LOS		B			B						A	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		12.0		16.0		9.8
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		14.0		29.8		6.7
Max Q Clear Time (g_c+I1), s		6.7		4.1		5.2
Green Ext Time (p_c), s		1.3		0.7		0.3

Intersection Summary	
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	319	601	0	1	496	91	134	12	29	4	0	265
Future Volume (veh/h)	319	601	0	1	496	91	134	12	29	4	0	265
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	347	653	0	1	539	99	96	84	32	4	0	288
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2	2	2	2	2	2	2
Cap, veh/h	399	2075	0	57	849	155	205	147	56	1	0	107
Arrive On Green	0.22	0.58	0.00	0.29	0.29	0.29	0.12	0.12	0.12	0.07	0.00	0.07
Sat Flow, veh/h	1781	3647	0	1	2930	535	1781	1277	486	21	0	1526
Grp Volume(v), veh/h	347	653	0	343	0	296	96	0	116	292	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1869	0	1597	1781	0	1763	1547	0	0
Q Serve(g_s), s	12.0	6.0	0.0	0.0	0.0	10.3	3.2	0.0	4.0	4.5	0.0	0.0
Cycle Q Clear(g_c), s	12.0	6.0	0.0	10.2	0.0	10.3	3.2	0.0	4.0	4.5	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.34	1.00		0.28	0.01		0.99
Lane Grp Cap(c), veh/h	399	2075	0	598	0	463	205	0	203	109	0	0
V/C Ratio(X)	0.87	0.31	0.00	0.57	0.00	0.64	0.47	0.00	0.57	2.69	0.00	0.00
Avail Cap(c_a), veh/h	458	3054	0	1037	0	839	722	0	715	109	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.0	6.8	0.0	19.8	0.0	19.8	26.5	0.0	26.9	29.8	0.0	0.0
Incr Delay (d2), s/veh	15.4	0.0	0.0	1.1	0.0	1.8	0.6	0.0	0.9	785.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	1.5	0.0	4.0	0.0	3.5	1.3	0.0	1.7	25.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.3	6.8	0.0	20.9	0.0	21.6	27.1	0.0	27.8	815.5	0.0	0.0
LnGrp LOS	D	A	A	C	A	C	C	A	C	F	A	A
Approach Vol, veh/h		1000			639			212			292	
Approach Delay, s/veh		18.1			21.2			27.5			815.5	
Approach LOS		B			C			C			F	

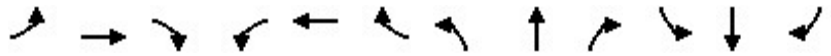
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		41.8		8.5	18.9	23.0		13.8				
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4				
Max Green Setting (Gmax), s		* 55		4.5	16.5	33.7		26.0				
Max Q Clear Time (g_c+I1), s		8.0		6.5	14.0	12.3		6.0				
Green Ext Time (p_c), s		2.8		0.0	0.3	4.3		0.5				

Intersection Summary		
HCM 6th Ctrl Delay	128.6	
HCM 6th LOS	F	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	459	118	314	313	0	0	0	0	510	389	341
Future Volume (veh/h)	0	459	118	314	313	0	0	0	0	510	389	341
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	483	124	331	329	0				537	409	359
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1535	671	422	2155	0				986	518	428
Arrive On Green	0.00	0.43	0.43	0.04	0.20	0.00				0.28	0.28	0.28
Sat Flow, veh/h	0	3647	1552	3456	3647	0				3563	1870	1546
Grp Volume(v), veh/h	0	483	124	331	329	0				537	409	359
Grp Sat Flow(s),veh/h/ln	0	1777	1552	1728	1777	0				1781	1870	1546
Q Serve(g_s), s	0.0	7.5	4.1	8.0	6.4	0.0				10.8	17.0	18.4
Cycle Q Clear(g_c), s	0.0	7.5	4.1	8.0	6.4	0.0				10.8	17.0	18.4
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1535	671	422	2155	0				986	518	428
V/C Ratio(X)	0.00	0.31	0.18	0.78	0.15	0.00				0.54	0.79	0.84
Avail Cap(c_a), veh/h	0	1535	671	601	2155	0				1192	626	517
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.96	0.96	0.97	0.97	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	15.7	14.7	39.2	15.8	0.0				25.9	28.1	28.6
Incr Delay (d2), s/veh	0.0	0.5	0.6	2.6	0.1	0.0				0.2	4.5	8.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.8	1.4	3.6	2.4	0.0				4.4	8.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.2	15.3	41.8	15.9	0.0				26.0	32.6	37.2
LnGrp LOS	A	B	B	D	B	A				C	C	D
Approach Vol, veh/h		607			660						1305	
Approach Delay, s/veh		16.0			28.9						31.2	
Approach LOS		B			C						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.7	41.2		28.2		55.8
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	14.6	27.1		28.1		46.1
Max Q Clear Time (g_c+I1), s	10.0	9.5		20.4		8.4
Green Ext Time (p_c), s	0.3	3.7		2.5		2.3

Intersection Summary	
HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C

Notes

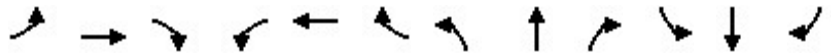
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	795	0	0	574	1283	84	310	167	0	0	0
Future Volume (veh/h)	126	795	0	0	574	1283	84	310	167	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	137	864	0	0	624	1395	91	337	182			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	615	2524	0	0	1684	736	126	494	263			
Arrive On Green	0.36	1.00	0.00	0.00	0.47	0.47	0.17	0.17	0.17			
Sat Flow, veh/h	3456	3647	0	0	3647	1553	726	2854	1516			
Grp Volume(v), veh/h	137	864	0	0	624	1395	230	193	187			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1553	1834	1702	1559			
Q Serve(g_s), s	2.3	0.0	0.0	0.0	9.4	39.8	10.0	8.9	9.5			
Cycle Q Clear(g_c), s	2.3	0.0	0.0	0.0	9.4	39.8	10.0	8.9	9.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.40		0.97			
Lane Grp Cap(c), veh/h	615	2524	0	0	1684	736	318	295	270			
V/C Ratio(X)	0.22	0.34	0.00	0.00	0.37	1.90	0.72	0.65	0.69			
Avail Cap(c_a), veh/h	615	2524	0	0	1684	736	568	527	483			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.88	0.88	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	23.0	0.0	0.0	0.0	14.1	22.1	32.8	32.4	32.6			
Incr Delay (d2), s/veh	0.2	0.3	0.0	0.0	0.6	408.5	1.2	0.9	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.9	0.1	0.0	0.0	3.4	95.6	4.4	3.6	3.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	0.3	0.0	0.0	14.7	430.6	34.0	33.3	33.8			
LnGrp LOS	C	A	A	A	B	F	C	C	C			
Approach Vol, veh/h		1001			2019			610				
Approach Delay, s/veh		3.4			302.1			33.7				
Approach LOS		A			F			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		64.6			19.9	44.7		19.4				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		48.2			4.0	* 40		26.0				
Max Q Clear Time (g_c+I1), s		2.0			4.3	41.8		12.0				
Green Ext Time (p_c), s		8.1			0.0	0.0		2.2				

Intersection Summary	
HCM 6th Ctrl Delay	174.6
HCM 6th LOS	F

Notes

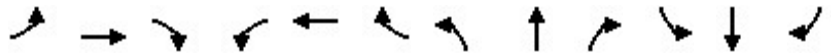
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	25	212	11	1651	25	0	0	0
Future Volume (veh/h)	0	0	0	0	25	212	11	1651	25	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	27	233	12	1814	27			
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	35	299	88	2713	40			
Arrive On Green				0.00	0.21	0.21	0.54	0.54	0.54			
Sat Flow, veh/h				0	167	1443	9	5019	74			
Grp Volume(v), veh/h				0	0	260	679	562	612			
Grp Sat Flow(s),veh/h/ln				0	0	1611	1867	1549	1686			
Q Serve(g_s), s				0.0	0.0	6.7	0.0	11.5	11.5			
Cycle Q Clear(g_c), s				0.0	0.0	6.7	11.5	11.5	11.5			
Prop In Lane				0.00		0.90	0.02		0.04			
Lane Grp Cap(c), veh/h				0	0	334	1093	837	911			
V/C Ratio(X)				0.00	0.00	0.78	0.62	0.67	0.67			
Avail Cap(c_a), veh/h				0	0	670	1170	901	981			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	16.5	7.3	7.3	7.3			
Incr Delay (d2), s/veh				0.0	0.0	1.5	1.1	2.1	1.9			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	2.3	3.3	2.9	3.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	18.0	8.4	9.4	9.2			
LnGrp LOS				A	A	B	A	A	A			
Approach Vol, veh/h					260			1853				
Approach Delay, s/veh					18.0			9.0				
Approach LOS					B			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	29.4							14.6				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	25.6							18.3				
Max Q Clear Time (g_c+I1), s	13.5							8.7				
Green Ext Time (p_c), s	10.3							0.8				

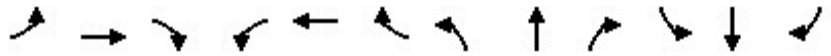
Intersection Summary		
HCM 6th Ctrl Delay	10.1	
HCM 6th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	258	74	406	337	146	145	292	169	100	319	67
Future Volume (veh/h)	48	258	74	406	337	146	145	292	169	100	319	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.96	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	277	80	437	362	157	156	314	182	108	343	72
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	393	330	476	544	236	191	727	325	138	778	156
Arrive On Green	0.04	0.21	0.21	0.27	0.44	0.44	0.11	0.21	0.21	0.08	0.18	0.18
Sat Flow, veh/h	1781	1870	1569	1781	1235	536	1781	3404	1520	1781	4225	848
Grp Volume(v), veh/h	52	277	80	437	0	519	156	314	182	108	273	142
Grp Sat Flow(s),veh/h/ln	1781	1870	1569	1781	0	1771	1781	1702	1520	1781	1702	1669
Q Serve(g_s), s	2.4	11.3	3.5	19.6	0.0	19.1	7.0	6.6	8.8	4.9	5.8	6.2
Cycle Q Clear(g_c), s	2.4	11.3	3.5	19.6	0.0	19.1	7.0	6.6	8.8	4.9	5.8	6.2
Prop In Lane	1.00		1.00	1.00		0.30	1.00		1.00	1.00		0.51
Lane Grp Cap(c), veh/h	66	393	330	476	0	780	191	727	325	138	627	307
V/C Ratio(X)	0.79	0.70	0.24	0.92	0.00	0.67	0.82	0.43	0.56	0.78	0.44	0.46
Avail Cap(c_a), veh/h	197	752	631	577	0	1089	208	1103	492	321	1318	646
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.2	30.1	27.0	29.2	0.0	18.2	35.9	28.0	28.8	37.2	29.7	29.9
Incr Delay (d2), s/veh	7.4	0.9	0.1	16.2	0.0	1.0	18.6	0.8	2.8	3.6	0.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	5.1	1.3	10.3	0.0	7.6	3.9	2.6	3.3	2.2	2.4	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	30.9	27.1	45.4	0.0	19.2	54.5	28.7	31.7	40.8	30.6	31.8
LnGrp LOS	D	C	C	D	A	B	D	C	C	D	C	C
Approach Vol, veh/h		409			956			652			523	
Approach Delay, s/veh		32.2			31.2			35.7			33.0	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	22.8	26.4	22.2	13.2	20.4	7.5	41.1
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	4.8	26.6	26.6	33.0	9.6	31.8	9.1	50.5
Max Q Clear Time (g_c+I1), s	6.9	10.8	21.6	13.3	9.0	8.2	4.4	21.1
Green Ext Time (p_c), s	0.1	4.5	0.4	1.2	0.0	4.3	0.0	4.1

Intersection Summary	
HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	233	366	155	210	0	0	0	0	100	1532	589
Future Volume (veh/h)	0	233	366	155	210	0	0	0	0	100	1532	589
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	238	373	158	214	0				102	1563	601
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	601	509	294	530	0				823	1685	627
Arrive On Green	0.00	0.32	0.32	0.32	0.32	0.00				0.46	0.46	0.46
Sat Flow, veh/h	0	1870	1585	551	1734	0				1781	3647	1358
Grp Volume(v), veh/h	0	238	373	165	207	0				102	1456	708
Grp Sat Flow(s),veh/h/ln	0	1870	1585	583	1617	0				1781	1702	1601
Q Serve(g_s), s	0.0	5.9	12.5	11.3	6.0	0.0				2.0	24.1	25.6
Cycle Q Clear(g_c), s	0.0	5.9	12.5	17.2	6.0	0.0				2.0	24.1	25.6
Prop In Lane	0.00		1.00	0.96		0.00				1.00		0.85
Lane Grp Cap(c), veh/h	0	601	509	305	519	0				823	1573	739
V/C Ratio(X)	0.00	0.40	0.73	0.54	0.40	0.00				0.12	0.93	0.96
Avail Cap(c_a), veh/h	0	602	510	305	520	0				823	1573	739
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	15.8	18.1	22.3	15.8	0.0				9.2	15.2	15.6
Incr Delay (d2), s/veh	0.0	0.2	4.7	1.6	0.4	0.0				0.1	10.0	23.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.4	4.9	2.2	2.1	0.0				0.7	9.9	12.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.0	22.8	23.9	16.2	0.0				9.3	25.1	39.0
LnGrp LOS	A	B	C	C	B	A				A	C	D
Approach Vol, veh/h		611			372						2266	
Approach Delay, s/veh		20.1			19.6						28.8	
Approach LOS		C			B						C	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		26.0		34.0		26.0
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		19.3		27.7		19.3
Max Q Clear Time (g_c+I1), s		14.5		27.6		19.2
Green Ext Time (p_c), s		0.9		0.1		0.0

Intersection Summary	
HCM 6th Ctrl Delay	26.1
HCM 6th LOS	C

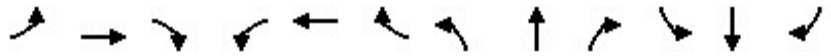
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	34	109	0	55	25	333	1287	71	0	0	0
Future Volume (veh/h)	178	34	109	0	55	25	333	1287	71	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	207	40	127	0	64	29	387	1497	83			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	379	51	1277	0	328	149	958	1839	102			
Arrive On Green	0.27	0.27	0.27	0.00	0.27	0.27	0.54	0.54	0.54			
Sat Flow, veh/h	973	188	1576	0	1217	552	1781	3418	189			
Grp Volume(v), veh/h	247	0	127	0	0	93	387	775	805			
Grp Sat Flow(s),veh/h/ln	1161	0	1576	0	0	1769	1781	1777	1830			
Q Serve(g_s), s	9.6	0.0	0.0	0.0	0.0	2.3	7.3	20.2	20.5			
Cycle Q Clear(g_c), s	11.9	0.0	0.0	0.0	0.0	2.3	7.3	20.2	20.5			
Prop In Lane	0.84		1.00	0.00		0.31	1.00		0.10			
Lane Grp Cap(c), veh/h	430	0	1277	0	0	476	958	956	985			
V/C Ratio(X)	0.57	0.00	0.10	0.00	0.00	0.20	0.40	0.81	0.82			
Avail Cap(c_a), veh/h	610	0	1485	0	0	663	1036	1034	1065			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	20.5	0.0	1.1	0.0	0.0	15.9	7.7	10.7	10.8			
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.0	0.0	0.1	0.3	4.6	4.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.0	0.0	2.0	0.0	0.0	0.9	2.2	7.3	7.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	0.0	1.2	0.0	0.0	16.0	8.0	15.4	15.6			
LnGrp LOS	C	A	A	A	A	B	A	B	B			
Approach Vol, veh/h		374			93			1967				
Approach Delay, s/veh		14.8			16.0			14.0				
Approach LOS		B			B			B				

Timer - Assigned Phs	2		4				8	
Phs Duration (G+Y+Rc), s	34.9		21.6				21.6	
Change Period (Y+Rc), s	4.5		* 6.4				6.4	
Max Green Setting (Gmax), s	32.9		* 23				21.2	
Max Q Clear Time (g_c+I1), s	22.5		13.9				4.3	
Green Ext Time (p_c), s	7.9		1.3				0.3	

Intersection Summary	
HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	7	43	0	18	156	14	427	345	25	904	3
Future Volume (veh/h)	2	7	43	0	18	156	14	427	345	25	904	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	7	45	0	19	164	15	449	363	26	952	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	351	58	370	146	44	382	27	2076	631	84	2185	7
Arrive On Green	0.27	0.27	0.27	0.00	0.27	0.27	0.02	0.41	0.41	0.02	0.42	0.42
Sat Flow, veh/h	1196	217	1392	1352	166	1434	1781	5106	1553	3456	5254	17
Grp Volume(v), veh/h	2	0	52	0	0	183	15	449	363	26	617	338
Grp Sat Flow(s),veh/h/ln	1196	0	1609	1352	0	1601	1781	1702	1553	1728	1702	1867
Q Serve(g_s), s	0.1	0.0	1.2	0.0	0.0	4.7	0.4	2.8	8.9	0.4	6.4	6.4
Cycle Q Clear(g_c), s	4.7	0.0	1.2	0.0	0.0	4.7	0.4	2.8	8.9	0.4	6.4	6.4
Prop In Lane	1.00		0.87	1.00		0.90	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	351	0	428	146	0	426	27	2076	631	84	1416	776
V/C Ratio(X)	0.01	0.00	0.12	0.00	0.00	0.43	0.56	0.22	0.58	0.31	0.44	0.44
Avail Cap(c_a), veh/h	806	0	1040	639	0	1009	145	2159	657	281	1416	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	0.0	13.7	0.0	0.0	15.0	24.1	9.5	11.3	23.6	10.2	10.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.3	6.6	0.1	1.7	0.8	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	0.0	0.0	1.6	0.2	0.8	2.7	0.1	1.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	0.0	13.7	0.0	0.0	15.2	30.7	9.6	13.0	24.4	10.5	10.6
LnGrp LOS	B	A	B	A	A	B	C	A	B	C	B	B
Approach Vol, veh/h		54			183			827			981	
Approach Delay, s/veh		13.9			15.2			11.5			10.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.6	25.7		17.9	5.1	26.2		17.9
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	4.6	* 21		* 32	4.0	20.1		* 31
Max Q Clear Time (g_c+I1), s	2.4	10.9		6.7	2.4	8.4		6.7
Green Ext Time (p_c), s	0.0	4.7		0.2	0.0	4.7		0.8

Intersection Summary	
HCM 6th Ctrl Delay	11.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.1

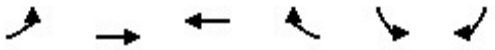
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	4389	13	0	5569	5	0	0	1	0	0	2
Future Vol, veh/h	0	4389	13	0	5569	5	0	0	1	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	4525	13	0	5741	5	0	0	1	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	2269	-	-	2873
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	28	0	0	10
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	28	-	-	10
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	138.4	$ 441.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	28	-	-	-	-	10
HCM Lane V/C Ratio	0.037	-	-	-	-	0.206
HCM Control Delay (s)	138.4	-	-	-	-	$ 441.9
HCM Lane LOS	F	-	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.5

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1193	2627	3054	14	17	89
Future Volume (veh/h)	1193	2627	3054	14	17	89
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1256	2765	3215	0	18	94
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	720	4170	2944		133	118
Arrive On Green	0.21	0.84	0.59	0.00	0.07	0.07
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1256	2765	3215	0	18	94
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	24.6	24.0	69.7	0.0	1.1	6.9
Cycle Q Clear(g_c), s	24.6	24.0	69.7	0.0	1.1	6.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	720	4170	2944		133	118
V/C Ratio(X)	1.74	0.66	1.09		0.14	0.80
Avail Cap(c_a), veh/h	720	4170	2944		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.11	0.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	3.5	24.1	0.0	51.0	53.7
Incr Delay (d2), s/veh	340.3	0.8	42.1	0.0	0.2	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	44.2	4.0	35.1	0.0	0.5	6.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	387.0	4.4	66.3	0.0	51.2	58.2
LnGrp LOS	F	A	F		D	E
Approach Vol, veh/h		4021	3215	A	112	
Approach Delay, s/veh		123.9	66.3		57.1	
Approach LOS		F	E		E	

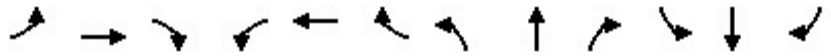
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		104.0		14.0	29.0	75.0
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	24.6	* 49
Max Q Clear Time (g_c+I1), s		26.0		8.9	26.6	71.7
Green Ext Time (p_c), s		50.9		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	97.7
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	395	1040	79	57	1153	63	154	303	74	64	196	758
Future Volume (veh/h)	395	1040	79	57	1153	63	154	303	74	64	196	758
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.95	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	403	1061	81	58	1177	64	157	309	76	65	200	773
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	425	1677	128	718	2300	125	148	997	232	83	1058	677
Arrive On Green	0.24	0.50	0.50	0.13	0.22	0.22	0.08	0.24	0.24	0.05	0.21	0.21
Sat Flow, veh/h	1781	3345	255	1781	3424	186	1781	4094	951	1781	5106	1444
Grp Volume(v), veh/h	403	563	579	58	610	631	157	254	131	65	200	773
Grp Sat Flow(s),veh/h/ln	1781	1777	1823	1781	1777	1834	1781	1702	1641	1781	1702	1444
Q Serve(g_s), s	31.2	32.4	32.4	4.0	42.2	42.3	11.6	8.5	9.2	5.1	4.5	29.0
Cycle Q Clear(g_c), s	31.2	32.4	32.4	4.0	42.2	42.3	11.6	8.5	9.2	5.1	4.5	29.0
Prop In Lane	1.00		0.14	1.00		0.10	1.00		0.58	1.00		1.00
Lane Grp Cap(c), veh/h	425	891	914	718	1193	1231	148	829	400	83	1058	677
V/C Ratio(X)	0.95	0.63	0.63	0.08	0.51	0.51	1.06	0.31	0.33	0.78	0.19	1.14
Avail Cap(c_a), veh/h	440	891	914	718	1193	1231	148	829	400	149	1058	677
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.80	0.80	0.80	0.98	0.98	0.98	0.95	0.95	0.95
Uniform Delay (d), s/veh	52.5	25.5	25.5	38.0	34.3	34.4	64.2	43.3	43.5	66.1	45.8	39.5
Incr Delay (d2), s/veh	29.7	3.4	3.3	0.2	1.3	1.2	91.3	0.2	0.5	5.7	0.1	79.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	14.1	14.4	1.8	20.5	21.2	9.0	3.6	3.8	2.4	1.9	37.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.2	28.9	28.8	38.2	35.6	35.6	155.5	43.5	44.1	71.7	45.9	119.5
LnGrp LOS	F	C	C	D	D	D	F	D	D	E	D	F
Approach Vol, veh/h		1545			1299			542			1038	
Approach Delay, s/veh		42.8			35.7			76.1			102.3	
Approach LOS		D			D			E			F	

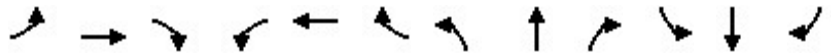
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	39.1	63.6	75.4	16.0	34.0	37.8	101.2
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	6.5	* 29	10.2	* 70	11.6	29.0	34.6	45.2
Max Q Clear Time (g_c+I1), s	7.1	11.2	6.0	34.4	13.6	31.0	33.2	44.3
Green Ext Time (p_c), s	0.0	2.4	0.0	12.6	0.0	0.0	0.2	0.6

Intersection Summary	
HCM 6th Ctrl Delay	58.7
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	956	112	87	155	0	0	0	0	382	500	1151
Future Volume (veh/h)	0	956	112	87	155	0	0	0	0	382	500	1151
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1039	122	95	168	0				415	543	1251
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1341	157	119	1838	0				707	1486	618
Arrive On Green	0.00	0.14	0.14	0.07	0.52	0.00				0.40	0.40	0.40
Sat Flow, veh/h	0	3295	376	1781	3647	0				1781	3741	1555
Grp Volume(v), veh/h	0	576	585	95	168	0				415	543	1251
Grp Sat Flow(s),veh/h/ln	0	1777	1801	1781	1777	0				1781	1870	1555
Q Serve(g_s), s	0.0	43.8	43.9	7.4	3.4	0.0				25.6	14.3	55.6
Cycle Q Clear(g_c), s	0.0	43.8	43.9	7.4	3.4	0.0				25.6	14.3	55.6
Prop In Lane	0.00		0.21	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	744	754	119	1838	0				707	1486	618
V/C Ratio(X)	0.00	0.77	0.78	0.80	0.09	0.00				0.59	0.37	2.03
Avail Cap(c_a), veh/h	0	744	754	160	1838	0				707	1486	618
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.82	0.82	0.62	0.62	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	54.0	54.0	64.4	17.1	0.0				33.2	29.8	42.2
Incr Delay (d2), s/veh	0.0	6.4	6.4	8.4	0.1	0.0				3.5	0.7	467.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	22.2	22.6	3.6	1.4	0.0				11.9	6.7	101.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	60.4	60.3	72.7	17.2	0.0				36.7	30.5	509.5
LnGrp LOS	A	E	E	E	B	A				D	C	F
Approach Vol, veh/h		1161			263						2209	
Approach Delay, s/veh		60.4			37.2						302.9	
Approach LOS		E			D						F	

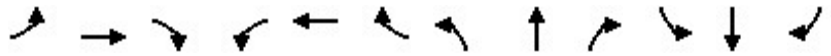
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.8	65.2		61.0		79.0
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	12.6	* 57		55.6		72.4
Max Q Clear Time (g_c+I1), s	9.4	45.9		57.6		5.4
Green Ext Time (p_c), s	0.0	2.1		0.0		0.4

Intersection Summary		
HCM 6th Ctrl Delay	206.2	
HCM 6th LOS	F	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	885	499	0	0	191	330	26	105	93	0	0	0
Future Volume (veh/h)	885	499	0	0	191	330	26	105	93	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	952	537	0	0	205	355	28	113	100			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1129	1457	0	0	694	614	67	289	151			
Arrive On Green	0.33	0.78	0.00	0.00	0.39	0.39	0.10	0.10	0.10			
Sat Flow, veh/h	3456	1870	0	0	1870	1570	682	2931	1526			
Grp Volume(v), veh/h	952	537	0	0	205	355	75	66	100			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1570	1836	1777	1526			
Q Serve(g_s), s	20.5	7.1	0.0	0.0	6.4	14.2	3.1	2.8	5.1			
Cycle Q Clear(g_c), s	20.5	7.1	0.0	0.0	6.4	14.2	3.1	2.8	5.1			
Prop In Lane	1.00		0.00	0.00		1.00	0.37		1.00			
Lane Grp Cap(c), veh/h	1129	1457	0	0	694	614	181	175	151			
V/C Ratio(X)	0.84	0.37	0.00	0.00	0.30	0.58	0.42	0.37	0.66			
Avail Cap(c_a), veh/h	1129	1457	0	0	694	614	482	466	401			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.51	0.51	0.00	0.00	1.00	1.00	0.84	0.84	0.84			
Uniform Delay (d), s/veh	25.0	2.7	0.0	0.0	16.8	19.2	33.9	33.7	34.8			
Incr Delay (d2), s/veh	3.2	0.4	0.0	0.0	0.1	0.9	0.5	0.4	1.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.1	1.3	0.0	0.0	2.4	4.8	1.4	1.2	1.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.2	3.1	0.0	0.0	16.9	20.1	34.4	34.1	36.3			
LnGrp LOS	C	A	A	A	B	C	C	C	D			
Approach Vol, veh/h		1489			560			241				
Approach Delay, s/veh		19.1			18.9			35.1				
Approach LOS		B			B			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		67.2			31.0	36.2		12.8				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		49.2			23.8	* 21		21.0				
Max Q Clear Time (g_c+I1), s		9.1			22.5	16.2		7.1				
Green Ext Time (p_c), s		2.1			0.6	1.0		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	20.8
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

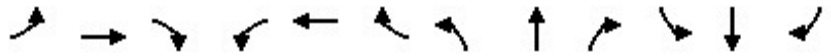
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	177	1999	687	0	0	2645
Future Volume (veh/h)	177	1999	687	0	0	2645
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	181	0	701	0	0	2699
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	213		3181	0	202	4972
Arrive On Green	0.12	0.00	0.64	0.00	0.00	0.79
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	181	0	701	0	0	2699
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	11.0	0.0	6.5	0.0	0.0	17.3
Cycle Q Clear(g_c), s	11.0	0.0	6.5	0.0	0.0	17.3
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	213		3181	0	202	4972
V/C Ratio(X)	0.85		0.22	0.00	0.00	0.54
Avail Cap(c_a), veh/h	486		3181	0	742	4972
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.37	0.00	0.56	0.00	0.00	0.68
Uniform Delay (d), s/veh	47.5	0.0	8.4	0.0	0.0	4.2
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	2.0	0.0	0.0	3.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.9	0.0	8.4	0.0	0.0	4.5
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	181	A	701			2699
Approach Delay, s/veh	48.9		8.4			4.5
Approach LOS	D		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	16.9	75.1			92.0	18.0
Change Period (Y+Rc), s	4.4	4.9			4.9	4.9
Max Green Setting (Gmax), s	45.8	20.0			70.2	30.0
Max Q Clear Time (g_c+I1), s	10.0	8.5			19.3	13.0
Green Ext Time (p_c), s	0.0	4.5			43.4	0.2

Intersection Summary	
HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



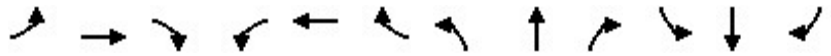
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	319	2039	221	152	342	0	0	272	52
Future Volume (veh/h)	0	0	0	319	2039	221	152	342	0	0	272	52
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.91
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				329	2102	228	157	353	0	0	280	54
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				353	2405	263	184	1500	0	0	564	103
Arrive On Green				0.19	0.19	0.19	0.21	0.59	0.00	0.00	0.13	0.13
Sat Flow, veh/h				622	4232	462	1781	5274	0	0	4438	775
Grp Volume(v), veh/h				973	810	875	157	353	0	0	220	114
Grp Sat Flow(s),veh/h/ln				1839	1702	1775	1781	1702	0	0	1702	1641
Q Serve(g_s), s				57.3	50.5	52.6	9.3	3.6	0.0	0.0	6.6	7.1
Cycle Q Clear(g_c), s				57.3	50.5	52.6	9.3	3.6	0.0	0.0	6.6	7.1
Prop In Lane				0.34		0.26	1.00		0.00	0.00		0.47
Lane Grp Cap(c), veh/h				1045	967	1008	184	1500	0	0	450	217
V/C Ratio(X)				0.93	0.84	0.87	0.85	0.24	0.00	0.00	0.49	0.53
Avail Cap(c_a), veh/h				1045	967	1008	204	1657	0	0	532	257
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.34	0.34	0.34	0.46	0.46	0.00	0.00	0.94	0.94
Uniform Delay (d), s/veh				42.6	39.8	40.7	42.8	16.8	0.0	0.0	44.3	44.5
Incr Delay (d2), s/veh				6.6	3.1	3.8	12.6	0.0	0.0	0.0	0.5	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				30.1	23.8	26.0	4.3	1.3	0.0	0.0	2.8	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				49.1	42.9	44.4	55.5	16.8	0.0	0.0	44.8	45.8
LnGrp LOS				D	D	D	E	B	A	A	D	D
Approach Vol, veh/h					2659			510			334	
Approach Delay, s/veh					45.7			28.7			45.1	
Approach LOS					D			C			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	17.3	20.9	68.4	38.2
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	12.6	* 17	62.5	35.7
Max Q Clear Time (g_c+I1), s	11.3	9.1	59.3	5.6
Green Ext Time (p_c), s	0.0	1.0	3.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	43.2
HCM 6th LOS	D

Notes

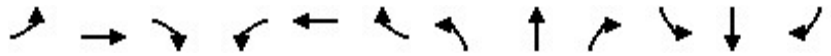
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	393	2655	0	0	0	0	0	401	117
Future Volume (veh/h)	0	0	0	393	2655	0	0	0	0	0	401	117
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.93
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				409	2766	0				0	418	122
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				460	3372	0				0	693	192
Arrive On Green				0.24	0.24	0.00				0.00	0.18	0.18
Sat Flow, veh/h				629	4782	0				0	4077	1081
Grp Volume(v), veh/h				1195	1980	0				0	361	179
Grp Sat Flow(s),veh/h/ln				1839	1702	0				0	1702	1586
Q Serve(g_s), s				69.1	60.1	0.0				0.0	10.7	11.5
Cycle Q Clear(g_c), s				69.1	60.1	0.0				0.0	10.7	11.5
Prop In Lane				0.34		0.00				0.00		0.68
Lane Grp Cap(c), veh/h				1344	2488	0				0	603	281
V/C Ratio(X)				0.89	0.80	0.00				0.00	0.60	0.64
Avail Cap(c_a), veh/h				1344	2488	0				0	603	281
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				37.4	34.0	0.0				0.0	41.6	42.0
Incr Delay (d2), s/veh				9.1	2.7	0.0				0.0	4.3	10.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				37.2	28.2	0.0				0.0	4.9	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				46.5	36.8	0.0				0.0	46.0	52.5
LnGrp LOS				D	D	A				A	D	D
Approach Vol, veh/h					3175						540	
Approach Delay, s/veh					40.4						48.1	
Approach LOS					D						D	

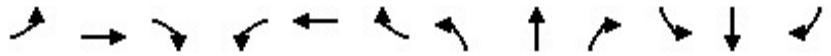
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				24.4		85.6						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				19.5		80.4						
Max Q Clear Time (g_c+I1), s				13.5		71.1						
Green Ext Time (p_c), s				0.6		5.0						

Intersection Summary												
HCM 6th Ctrl Delay			41.6									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2908	243	130	185	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2908	243	130	185	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2998	251	134	191	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3507	285	245	382	0			
Arrive On Green				0.00	0.24	0.24	0.06	0.06	0.00			
Sat Flow, veh/h				0	4973	390	1398	2273	0			
Grp Volume(v), veh/h				0	2097	1152	173	152	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1790	1800	1777	0			
Q Serve(g_s), s				0.0	64.6	68.2	10.3	9.1	0.0			
Cycle Q Clear(g_c), s				0.0	64.6	68.2	10.3	9.1	0.0			
Prop In Lane				0.00		0.22	0.78		0.00			
Lane Grp Cap(c), veh/h				0	2485	1307	316	312	0			
V/C Ratio(X)				0.00	0.84	0.88	0.55	0.49	0.00			
Avail Cap(c_a), veh/h				0	2485	1307	316	312	0			
HCM Platoon Ratio				1.00	0.33	0.33	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	35.8	37.2	47.6	47.0	0.0			
Incr Delay (d2), s/veh				0.0	3.7	8.8	6.6	5.4	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	30.6	35.7	5.6	4.8	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	39.5	46.0	54.2	52.4	0.0			
LnGrp LOS				A	D	D	D	D	A			
Approach Vol, veh/h					3249			325				
Approach Delay, s/veh					41.8			53.4				
Approach LOS					D			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.8		24.2				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.3		19.3				
Max Q Clear Time (g_c+I1), s						70.2		12.3				
Green Ext Time (p_c), s						9.8		1.1				

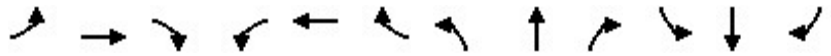
Intersection Summary	
HCM 6th Ctrl Delay	42.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	348	3151	0	0	0	0	0	292	77
Future Volume (veh/h)	0	0	0	348	3151	0	0	0	0	0	292	77
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				366	3317	0				0	307	81
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				356	3477	0				0	630	271
Arrive On Green				0.24	0.24	0.00				0.00	0.18	0.18
Sat Flow, veh/h				487	4931	0				0	3647	1528
Grp Volume(v), veh/h				1387	2296	0				0	307	81
Grp Sat Flow(s),veh/h/ln				1846	1702	0				0	1777	1528
Q Serve(g_s), s				80.3	72.5	0.0				0.0	8.6	5.1
Cycle Q Clear(g_c), s				80.3	72.5	0.0				0.0	8.6	5.1
Prop In Lane				0.26		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1348	2485	0				0	630	271
V/C Ratio(X)				1.03	0.92	0.00				0.00	0.49	0.30
Avail Cap(c_a), veh/h				1348	2485	0				0	630	271
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				41.8	38.8	0.0				0.0	40.7	39.3
Incr Delay (d2), s/veh				32.2	7.3	0.0				0.0	2.7	2.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				51.7	35.5	0.0				0.0	4.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				74.0	46.0	0.0				0.0	43.4	42.1
LnGrp LOS				F	D	A				A	D	D
Approach Vol, veh/h					3683						388	
Approach Delay, s/veh					56.6						43.2	
Approach LOS					E						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				24.4		85.6						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				19.5		80.3						
Max Q Clear Time (g_c+I1), s				10.6		82.3						
Green Ext Time (p_c), s				1.5		0.0						

Intersection Summary												
HCM 6th Ctrl Delay			55.3									
HCM 6th LOS			E									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	3317	100	152	116	0	0	0	0
Future Volume (veh/h)	0	0	0	0	3317	100	152	116	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	3455	104	158	121	0			
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3717	111	313	312	0			
Arrive On Green				0.00	0.73	0.73	0.06	0.06	0.00			
Sat Flow, veh/h				0	5260	152	1781	1870	0			
Grp Volume(v), veh/h				0	2297	1262	158	121	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1839	1781	1777	0			
Q Serve(g_s), s				0.0	61.6	65.0	9.5	7.2	0.0			
Cycle Q Clear(g_c), s				0.0	61.6	65.0	9.5	7.2	0.0			
Prop In Lane				0.00		0.08	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2485	1342	313	312	0			
V/C Ratio(X)				0.00	0.92	0.94	0.51	0.39	0.00			
Avail Cap(c_a), veh/h				0	2485	1342	313	312	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	12.3	12.8	47.2	46.1	0.0			
Incr Delay (d2), s/veh				0.0	7.3	13.9	5.7	3.6	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	21.4	26.7	5.0	3.7	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	19.6	26.7	52.9	49.7	0.0			
LnGrp LOS				A	B	C	D	D	A			
Approach Vol, veh/h					3559			279				
Approach Delay, s/veh					22.1			51.5				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.8		24.2				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.3		19.3				
Max Q Clear Time (g_c+I1), s						67.0		11.5				
Green Ext Time (p_c), s						13.1		1.0				

Intersection Summary	
HCM 6th Ctrl Delay	24.3
HCM 6th LOS	C

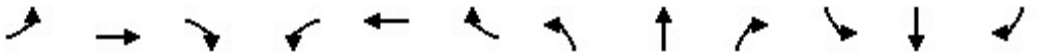
Intersection	
Int Delay, s/veh	11.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	145	752	4	205	0	0	0	24
Future Vol, veh/h	0	0	0	0	145	752	4	205	0	0	0	24
Conflicting Peds, #/hr	6	0	0	0	0	6	15	0	0	0	0	15
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	151	783	4	214	0	0	0	25

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	91	940	-	-	-	488
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	91	940	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	883	262	0	0	0	526
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	906	340	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	841	260	-	-	-	523
Mov Cap-2 Maneuver	-	-	-	841	260	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	863	338	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	60.7	12.2
HCM LOS		F	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	260	-	-	523
HCM Lane V/C Ratio	0.821	-	-	0.048
HCM Control Delay (s)	60.7	-	-	12.2
HCM Lane LOS	F	-	-	B
HCM 95th %tile Q(veh)	6.5	-	-	0.1



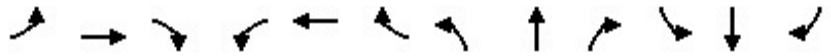
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	616	84	2095	889	0
Future Volume (veh/h)	0	0	0	0	0	0	0	616	84	2095	889	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	648	88	2205	936	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	960	292	3618	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.19	0.19	0.48	0.64	0.00
Sat Flow, veh/h		0					0	5149	1519	5023	1826	0
Grp Volume(v), veh/h		0.0					0	648	88	2205	936	0
Grp Sat Flow(s),veh/h/ln							0	1662	1519	1674	1826	0
Q Serve(g_s), s							0.0	13.3	5.5	35.4	31.1	0.0
Cycle Q Clear(g_c), s							0.0	13.3	5.5	35.4	31.1	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	960	292	3618	1740	0
V/C Ratio(X)							0.00	0.68	0.30	0.61	0.54	0.00
Avail Cap(c_a), veh/h							0	960	292	3618	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	0.67	0.67	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.79	0.79	0.00
Uniform Delay (d), s/veh							0.0	41.2	38.1	17.1	6.6	0.0
Incr Delay (d2), s/veh							0.0	2.7	1.5	0.2	0.9	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	5.5	2.1	14.1	7.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	44.0	39.6	17.4	7.5	0.0
LnGrp LOS							A	D	D	B	A	A
Approach Vol, veh/h								736			3141	
Approach Delay, s/veh								43.4			14.4	
Approach LOS								D			B	

Timer - Assigned Phs	1	2			6							
Phs Duration (G+Y+Rc), s	83.6	26.4			110.0							
Change Period (Y+Rc), s	4.4	* 5.2			5.2							
Max Green Setting (Gmax), s	45.7	* 19			68.8							
Max Q Clear Time (g_c+I1), s	37.4	15.3			33.1							
Green Ext Time (p_c), s	5.8	2.3			10.9							

Intersection Summary												
HCM 6th Ctrl Delay			19.9									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



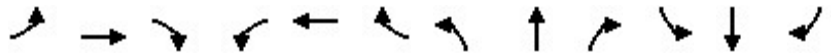
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	2103	82	0	0	0	0	400	369	123	434	0
Future Volume (veh/h)	81	2103	82	0	0	0	0	400	369	123	434	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	84	2168	85				0	412	380	127	447	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	107	2937	891				0	684	305	156	1676	0
Arrive On Green	0.19	0.19	0.19				0.00	0.20	0.20	0.17	0.66	0.00
Sat Flow, veh/h	185	5080	1541				0	3572	1518	1781	5274	0
Grp Volume(v), veh/h	846	1406	85				0	412	380	127	447	0
Grp Sat Flow(s),veh/h/ln	1861	1702	1541				0	1702	1518	1781	1702	0
Q Serve(g_s), s	47.6	42.6	5.0				0.0	12.1	22.1	7.5	4.0	0.0
Cycle Q Clear(g_c), s	47.6	42.6	5.0				0.0	12.1	22.1	7.5	4.0	0.0
Prop In Lane	0.10		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1076	1968	891				0	684	305	156	1676	0
V/C Ratio(X)	0.79	0.71	0.10				0.00	0.60	1.25	0.82	0.27	0.00
Avail Cap(c_a), veh/h	1076	1968	891				0	684	305	220	1838	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.09	0.09	0.09				0.00	1.00	1.00	0.79	0.79	0.00
Uniform Delay (d), s/veh	38.0	36.0	20.8				0.0	40.0	44.0	44.6	13.4	0.0
Incr Delay (d2), s/veh	0.6	0.2	0.0				0.0	1.6	135.1	8.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.9	19.4	1.8				0.0	5.1	19.6	3.4	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	36.2	20.8				0.0	41.5	179.1	52.8	13.4	0.0
LnGrp LOS	D	D	C				A	D	F	D	B	A
Approach Vol, veh/h		2337						792			574	
Approach Delay, s/veh		36.5						107.5			22.1	
Approach LOS		D						F			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	68.5	41.5	14.0	27.5
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	60.1	39.6	13.6	* 22
Max Q Clear Time (g_c+I1), s	49.6	6.0	9.5	24.1
Green Ext Time (p_c), s	9.9	2.5	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	49.5
HCM 6th LOS	D

Notes

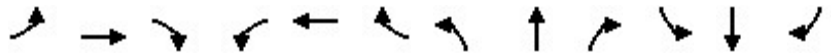
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



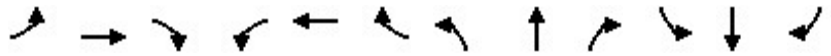
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2610	117	0	0	0	0	0	0	258	583	0
Future Volume (veh/h)	0	2610	117	0	0	0	0	0	0	258	583	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2691	121							266	601	0
Peak Hour Factor	0.97	0.97	0.97							0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3340	148							364	903	0
Arrive On Green	0.00	0.22	0.22							0.08	0.08	0.00
Sat Flow, veh/h	0	5173	222							1495	3873	0
Grp Volume(v), veh/h	0	1817	995							319	548	0
Grp Sat Flow(s),veh/h/ln	0	1702	1823							1796	1702	0
Q Serve(g_s), s	0.0	55.6	57.1							19.1	17.2	0.0
Cycle Q Clear(g_c), s	0.0	55.6	57.1							19.1	17.2	0.0
Prop In Lane	0.00		0.12							0.83		0.00
Lane Grp Cap(c), veh/h	0	2271	1216							437	829	0
V/C Ratio(X)	0.00	0.80	0.82							0.73	0.66	0.00
Avail Cap(c_a), veh/h	0	2271	1216							437	829	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	35.9	36.5							47.0	46.2	0.0
Incr Delay (d2), s/veh	0.0	3.1	6.2							10.3	4.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	26.2	29.8							10.5	8.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	39.0	42.7							57.3	50.3	0.0
LnGrp LOS	A	D	D							E	D	A
Approach Vol, veh/h		2812									867	
Approach Delay, s/veh		40.3									52.9	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	78.3	31.7
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	73.4	26.8
Max Q Clear Time (g_c+I1), s	59.1	21.1
Green Ext Time (p_c), s	8.8	1.5

Intersection Summary	
HCM 6th Ctrl Delay	43.3
HCM 6th LOS	D



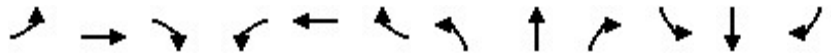
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	3054	0	0	0	0	0	146	200	0	0	0
Future Volume (veh/h)	161	3054	0	0	0	0	0	146	200	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.87			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	166	3148	0				0	151	206			
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	182	3697	0				0	309	238			
Arrive On Green	0.24	0.24	0.00				0.00	0.17	0.17			
Sat Flow, veh/h	247	5183	0				0	1870	1371			
Grp Volume(v), veh/h	1248	2066	0				0	151	206			
Grp Sat Flow(s),veh/h/ln	1858	1702	0				0	1777	1371			
Q Serve(g_s), s	71.8	63.2	0.0				0.0	8.4	16.1			
Cycle Q Clear(g_c), s	71.8	63.2	0.0				0.0	8.4	16.1			
Prop In Lane	0.13		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1370	2510	0				0	309	238			
V/C Ratio(X)	0.91	0.82	0.00				0.00	0.49	0.87			
Avail Cap(c_a), veh/h	1370	2510	0				0	309	238			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	38.1	34.8	0.0				0.0	41.0	44.2			
Incr Delay (d2), s/veh	10.6	3.2	0.0				0.0	5.5	31.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	39.7	29.8	0.0				0.0	4.2	7.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.7	38.1	0.0				0.0	46.5	76.0			
LnGrp LOS	D	D	A				A	D	E			
Approach Vol, veh/h		3314						357				
Approach Delay, s/veh		42.1						63.5				
Approach LOS		D						E				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		86.0						24.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		81.1						19.1				
Max Q Clear Time (g_c+I1), s		73.8						18.1				
Green Ext Time (p_c), s		7.2						0.3				
Intersection Summary												
HCM 6th Ctrl Delay			44.2									
HCM 6th LOS			D									



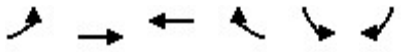
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3287	188	0	0	0	0	0	0	195	476	0
Future Volume (veh/h)	0	3287	188	0	0	0	0	0	0	195	476	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	3354	192							199	486	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3608	202							322	643	0
Arrive On Green	0.00	0.24	0.24							0.06	0.06	0.00
Sat Flow, veh/h	0	5110	277							1781	3647	0
Grp Volume(v), veh/h	0	2289	1257							199	486	0
Grp Sat Flow(s),veh/h/ln	0	1702	1815							1781	1777	0
Q Serve(g_s), s	0.0	72.1	75.0							12.0	14.8	0.0
Cycle Q Clear(g_c), s	0.0	72.1	75.0							12.0	14.8	0.0
Prop In Lane	0.00		0.15							1.00		0.00
Lane Grp Cap(c), veh/h	0	2485	1325							322	643	0
V/C Ratio(X)	0.00	0.92	0.95							0.62	0.76	0.00
Avail Cap(c_a), veh/h	0	2485	1325							322	643	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	38.7	39.7							48.0	49.3	0.0
Incr Delay (d2), s/veh	0.0	7.0	15.2							8.6	8.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	35.1	41.8							6.5	7.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	45.7	54.9							56.6	57.4	0.0
LnGrp LOS	A	D	D							E	E	A
Approach Vol, veh/h		3546									685	
Approach Delay, s/veh		49.0									57.2	
Approach LOS		D									E	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	85.2	24.8
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	80.3	19.9
Max Q Clear Time (g_c+I1), s	77.0	16.8
Green Ext Time (p_c), s	3.3	1.2

Intersection Summary	
HCM 6th Ctrl Delay	50.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	3179	0	0	0	0	0	175	105	0	0	0
Future Volume (veh/h)	119	3179	0	0	0	0	0	175	105	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	125	3346	0				0	184	111			
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	131	3742	0				0	381	219			
Arrive On Green	0.24	0.24	0.00				0.00	0.18	0.18			
Sat Flow, veh/h	178	5256	0				0	2267	1249			
Grp Volume(v), veh/h	1307	2164	0				0	149	146			
Grp Sat Flow(s),veh/h/ln	1861	1702	0				0	1777	1646			
Q Serve(g_s), s	76.1	67.0	0.0				0.0	8.3	8.8			
Cycle Q Clear(g_c), s	76.1	67.0	0.0				0.0	8.3	8.8			
Prop In Lane	0.10		0.00				0.00		0.76			
Lane Grp Cap(c), veh/h	1369	2504	0				0	312	289			
V/C Ratio(X)	0.95	0.86	0.00				0.00	0.48	0.51			
Avail Cap(c_a), veh/h	1369	2504	0				0	312	289			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	39.8	36.4	0.0				0.0	40.8	41.0			
Incr Delay (d2), s/veh	15.6	4.3	0.0				0.0	5.2	6.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	43.7	31.9	0.0				0.0	4.1	4.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.5	40.7	0.0				0.0	46.0	47.3			
LnGrp LOS	E	D	A				A	D	D			
Approach Vol, veh/h		3471						295				
Approach Delay, s/veh		46.3						46.6				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		85.8						24.2				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		80.9						19.3				
Max Q Clear Time (g_c+I1), s		78.1						10.8				
Green Ext Time (p_c), s		2.8						1.1				
Intersection Summary												
HCM 6th Ctrl Delay			46.3									
HCM 6th LOS			D									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	25	1308	1278	168	172	128
Future Volume (veh/h)	25	1308	1278	168	172	128
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	27	1406	1374	181	185	138
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	35	3999	3311	436	370	170
Arrive On Green	0.02	0.80	1.00	1.00	0.11	0.11
Sat Flow, veh/h	1781	5149	4608	585	3456	1585
Grp Volume(v), veh/h	27	1406	1027	528	185	138
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1706	1728	1585
Q Serve(g_s), s	1.8	9.2	0.0	0.0	6.0	10.0
Cycle Q Clear(g_c), s	1.8	9.2	0.0	0.0	6.0	10.0
Prop In Lane	1.00			0.34	1.00	1.00
Lane Grp Cap(c), veh/h	35	3999	2476	1271	370	170
V/C Ratio(X)	0.76	0.35	0.41	0.42	0.50	0.81
Avail Cap(c_a), veh/h	115	3999	2476	1271	1057	485
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.91	0.91	1.00	1.00
Uniform Delay (d), s/veh	57.5	3.2	0.0	0.0	49.7	51.5
Incr Delay (d2), s/veh	10.4	0.2	0.5	0.9	0.4	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.0	0.2	0.3	2.6	8.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	68.0	3.4	0.5	0.9	50.1	55.1
LnGrp LOS	E	A	A	A	D	E
Approach Vol, veh/h		1433	1555		323	
Approach Delay, s/veh		4.6	0.6		52.2	
Approach LOS		A	A		D	

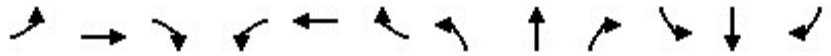
Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	100.5		17.5	6.7	93.7
Change Period (Y+Rc), s	* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s	* 71		36.1	7.6	59.2
Max Q Clear Time (g_c+I1), s	11.2		12.0	3.8	2.0
Green Ext Time (p_c), s	36.6		0.6	0.0	37.3

Intersection Summary	
HCM 6th Ctrl Delay	7.4
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	1287	40	14	1508	6	26	0	7	4	0	16
Future Volume (veh/h)	27	1287	40	14	1508	6	26	0	7	4	0	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.88	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	1327	41	14	1555	0	17	14	7	4	0	16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	501	3445	106	60	2167		43	27	14	274	0	119
Arrive On Green	0.56	1.00	1.00	0.03	0.43	0.00	0.02	0.02	0.02	0.08	0.00	0.08
Sat Flow, veh/h	1781	4964	153	1781	4985	1585	1781	1122	561	3456	0	1507
Grp Volume(v), veh/h	28	888	480	14	1555	0	17	0	21	4	0	16
Grp Sat Flow(s),veh/h/ln	1781	1662	1794	1781	1662	1585	1781	0	1683	1728	0	1507
Q Serve(g_s), s	0.8	0.0	0.0	0.9	30.2	0.0	1.1	0.0	1.5	0.1	0.0	1.2
Cycle Q Clear(g_c), s	0.8	0.0	0.0	0.9	30.2	0.0	1.1	0.0	1.5	0.1	0.0	1.2
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	501	2307	1245	60	2167		43	0	41	274	0	119
V/C Ratio(X)	0.06	0.39	0.39	0.23	0.72		0.40	0.00	0.52	0.01	0.00	0.13
Avail Cap(c_a), veh/h	501	2307	1245	69	2167		92	0	87	996	0	434
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	0.0	55.5	27.4	0.0	56.7	0.0	56.9	50.1	0.0	50.6
Incr Delay (d2), s/veh	0.0	0.5	0.8	0.7	2.1	0.0	2.2	0.0	3.7	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.3	0.4	11.7	0.0	0.5	0.0	0.7	0.1	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	0.5	0.8	56.2	29.5	0.0	58.9	0.0	60.6	50.1	0.0	50.7
LnGrp LOS	B	A	A	E	C		E	A	E	D	A	D
Approach Vol, veh/h		1396			1569	A		38			20	
Approach Delay, s/veh		1.0			29.7			59.9			50.6	
Approach LOS		A			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	87.6		14.2	38.9	57.1		7.7
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.6	53.4		34.0	6.6	* 51		6.1
Max Q Clear Time (g_c+I1), s	2.9	2.0		3.2	2.8	32.2		3.5
Green Ext Time (p_c), s	0.0	24.3		0.0	0.0	14.6		0.0

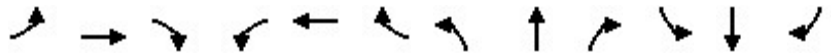
Intersection Summary	
HCM 6th Ctrl Delay	17.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	355	830	8	608	3656	784	9	86	364	1682	18	73
Future Volume (veh/h)	355	830	8	608	3656	784	9	86	364	1682	18	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	394	922	9	676	4062	871	10	96	0	1869	20	81
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	518	2889	1002	193	1783	340	234	127		456	40	163
Arrive On Green	0.29	0.58	0.58	0.06	0.34	0.34	0.07	0.07	0.00	0.13	0.13	0.13
Sat Flow, veh/h	1781	4985	1543	3456	5300	1012	3456	1870	1585	3563	315	1278
Grp Volume(v), veh/h	394	922	9	676	3555	1378	10	96	0	1869	0	101
Grp Sat Flow(s),veh/h/ln	1781	1662	1543	1728	1570	1601	1728	1870	1585	1781	0	1593
Q Serve(g_s), s	23.8	11.3	0.2	6.6	39.7	39.7	0.3	6.0	0.0	15.1	0.0	7.0
Cycle Q Clear(g_c), s	23.8	11.3	0.2	6.6	39.7	39.7	0.3	6.0	0.0	15.1	0.0	7.0
Prop In Lane	1.00		1.00	1.00		0.63	1.00		1.00	1.00		0.80
Lane Grp Cap(c), veh/h	518	2889	1002	193	1585	539	234	127		456	0	204
V/C Ratio(X)	0.76	0.32	0.01	3.50	2.24	2.56	0.04	0.76		4.10	0.00	0.50
Avail Cap(c_a), veh/h	518	2889	1002	193	1585	539	1084	586		456	0	204
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.1	12.8	7.4	55.7	39.1	39.2	51.4	54.0	0.0	51.5	0.0	47.9
Incr Delay (d2), s/veh	5.9	0.3	0.0	1136.7	561.4	706.6	0.0	3.4	0.0	1400.1	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	3.9	0.1	33.3	96.9	120.5	0.1	2.9	0.0	95.3	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.0	13.1	7.4	1192.4	600.6	745.8	51.4	57.4	0.0	1451.5	0.0	49.8
LnGrp LOS	D	B	A	F	F	F	D	E		F	A	D
Approach Vol, veh/h		1325			5609			106	A		1970	
Approach Delay, s/veh		22.2			707.6			56.9			1379.6	
Approach LOS		C			F			E			F	

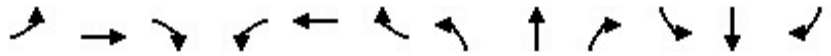
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.0	74.1		20.0	40.0	45.1		12.9
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	6.6	39.4		15.1	6.6	* 40		37.0
Max Q Clear Time (g_c+I1), s	8.6	13.3		17.1	25.8	41.7		8.0
Green Ext Time (p_c), s	0.0	11.6		0.0	0.0	0.0		0.3

Intersection Summary	
HCM 6th Ctrl Delay	746.1
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



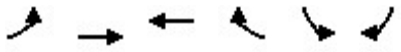
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	99	41	2	2	64	479	33	2	669	3
Future Volume (veh/h)	3	0	99	41	2	2	64	479	33	2	669	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.96	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	0	104	43	34	-20	67	504	35	2	704	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	0	126	48	38	75	180	1233	85	180	1332	6
Arrive On Green	0.08	0.00	0.08	0.05	0.05	0.00	0.10	0.37	0.37	0.10	0.37	0.37
Sat Flow, veh/h	1781	0	1571	1016	803	1585	1781	3361	233	1781	3628	15
Grp Volume(v), veh/h	3	0	104	77	0	-20	67	266	273	2	345	362
Grp Sat Flow(s),veh/h/ln	1781	0	1571	1820	0	1585	1781	1777	1816	1781	1777	1867
Q Serve(g_s), s	0.1	0.0	2.6	1.7	0.0	0.0	1.4	4.4	4.4	0.0	6.0	6.0
Cycle Q Clear(g_c), s	0.1	0.0	2.6	1.7	0.0	0.0	1.4	4.4	4.4	0.0	6.0	6.0
Prop In Lane	1.00		1.00	0.56		1.00	1.00		0.13	1.00		0.01
Lane Grp Cap(c), veh/h	143	0	126	86	0	75	180	652	666	180	652	685
V/C Ratio(X)	0.02	0.00	0.83	0.90	0.00	-0.27	0.37	0.41	0.41	0.01	0.53	0.53
Avail Cap(c_a), veh/h	180	0	159	1335	0	1163	225	1439	1471	180	1394	1464
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.8	0.0	17.9	18.7	0.0	0.0	16.6	9.3	9.3	16.0	9.8	9.8
Incr Delay (d2), s/veh	0.0	0.0	22.3	11.9	0.0	0.0	0.5	0.3	0.3	0.0	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.6	0.9	0.0	0.0	0.5	1.3	1.3	0.0	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	0.0	40.2	30.6	0.0	0.0	17.1	9.6	9.6	16.0	10.3	10.3
LnGrp LOS	B	A	D	C	A	A	B	A	A	B	B	B
Approach Vol, veh/h		107			57			606			709	
Approach Delay, s/veh		39.6			41.4			10.4			10.3	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	18.5		7.2	8.0	18.5		5.9
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	32.0		4.0	5.0	31.0		29.0
Max Q Clear Time (g_c+I1), s	2.0	6.4		4.6	3.4	8.0		3.7
Green Ext Time (p_c), s	0.0	2.6		0.0	0.0	3.5		0.2

Intersection Summary	
HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	357	2	2	328	394	311
Future Volume (veh/h)	357	2	2	328	394	311
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	393	0	2	0	433	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	826	434	569		631	
Arrive On Green	0.23	0.00	0.30	0.00	0.18	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	393	0	2	0	433	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	4.1	0.0	0.0	0.0	5.0	0.0
Cycle Q Clear(g_c), s	4.1	0.0	0.0	0.0	5.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	826	434	569		631	
V/C Ratio(X)	0.48	0.00	0.00		0.69	
Avail Cap(c_a), veh/h	1001	526	569		1052	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	14.2	0.0	10.3	0.0	16.3	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	0.0	1.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.6	0.0	10.4	0.0	17.6	0.0
LnGrp LOS	B	A	B		B	
Approach Vol, veh/h		393	2	A	433	A
Approach Delay, s/veh		14.6	10.4		17.6	
Approach LOS		B	B		B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		13.9		11.8		17.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		12.0		13.0		13.0
Max Q Clear Time (g_c+I1), s		6.1		7.0		2.0
Green Ext Time (p_c), s		0.7		0.8		0.0

Intersection Summary	
HCM 6th Ctrl Delay	16.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

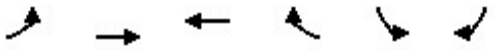
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	379	225	0	1	1
Future Vol, veh/h	13	379	225	0	1	1
Conflicting Peds, #/hr	6	0	0	6	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	446	265	0	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	271	0	-	0	524	140
Stage 1	-	-	-	-	271	-
Stage 2	-	-	-	-	253	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1289	-	-	-	483	882
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	766	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1282	-	-	-	469	876
Mov Cap-2 Maneuver	-	-	-	-	469	-
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	761	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1282	-	-	-	611
HCM Lane V/C Ratio	0.012	-	-	-	0.004
HCM Control Delay (s)	7.8	0.1	-	-	10.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0



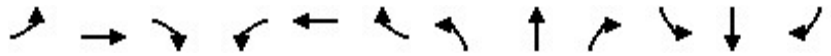
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	104	857	7559	0	0	153
Future Volume (veh/h)	104	857	7559	0	0	153
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	107	884	7793	0	0	158
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	100	4338	5747		149	69
Arrive On Green	0.06	0.87	0.78	0.00	0.00	0.04
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	107	884	7793	0	0	158
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	6.6	3.3	91.7	0.0	0.0	5.1
Cycle Q Clear(g_c), s	6.6	3.3	91.7	0.0	0.0	5.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	100	4338	5747		149	69
V/C Ratio(X)	1.07	0.20	1.36		0.00	2.31
Avail Cap(c_a), veh/h	100	4338	5747		149	69
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	55.7	1.2	13.2	0.0	0.0	56.4
Incr Delay (d2), s/veh	111.6	0.1	161.4	0.0	0.0	631.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	0.3	71.0	0.0	0.0	16.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	167.3	1.3	174.6	0.0	0.0	687.5
LnGrp LOS	F	A	F		A	F
Approach Vol, veh/h		991	7793	A	158	
Approach Delay, s/veh		19.2	174.6		687.5	
Approach LOS		B	F		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		108.0		10.0	11.0	97.0
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		102.7		5.1	6.6	91.7
Max Q Clear Time (g_c+I1), s		5.3		7.1	8.6	93.7
Green Ext Time (p_c), s		20.0		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	166.4
HCM 6th LOS	F

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



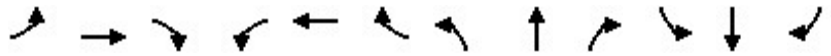
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	3346	91	239	3888	52	70	0	249	20	0	32
Future Volume (veh/h)	71	3346	91	239	3888	52	70	0	249	20	0	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	73	3449	94	246	4008	54	72	0	257	21	0	33
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	69	3790	919	252	4098	55	312	0	285	216	0	317
Arrive On Green	0.04	0.60	0.60	0.07	0.64	0.64	0.20	0.00	0.20	0.20	0.00	0.20
Sat Flow, veh/h	1781	6281	1523	3456	6431	86	1257	0	1424	1122	0	1583
Grp Volume(v), veh/h	73	3449	94	246	2927	1135	72	0	257	21	0	33
Grp Sat Flow(s),veh/h/ln	1781	1570	1523	1728	1570	1807	1257	0	1424	1122	0	1583
Q Serve(g_s), s	4.6	57.0	3.1	8.4	70.3	72.3	5.3	0.0	20.8	1.9	0.0	2.0
Cycle Q Clear(g_c), s	4.6	57.0	3.1	8.4	70.3	72.3	7.3	0.0	20.8	9.3	0.0	2.0
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	69	3790	919	252	3002	1151	312	0	285	216	0	317
V/C Ratio(X)	1.05	0.91	0.10	0.98	0.98	0.99	0.23	0.00	0.90	0.10	0.00	0.10
Avail Cap(c_a), veh/h	69	3790	919	252	3002	1151	410	0	386	295	0	429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.7	20.6	9.9	54.6	20.5	20.9	41.6	0.0	46.1	44.7	0.0	38.6
Incr Delay (d2), s/veh	122.9	4.3	0.2	12.0	1.8	5.3	0.1	0.0	16.3	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	19.2	1.0	4.0	22.1	27.2	1.8	0.0	8.7	0.6	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	179.6	24.9	10.1	66.6	22.3	26.2	41.7	0.0	62.4	44.8	0.0	38.6
LnGrp LOS	F	C	B	E	C	C	D	A	E	D	A	D
Approach Vol, veh/h		3616			4308			329			54	
Approach Delay, s/veh		27.7			25.9			57.9			41.0	
Approach LOS		C			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.0	76.5		28.5	9.0	80.5		28.5
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	8.6	62.8		32.0	4.6	66.8		32.0
Max Q Clear Time (g_c+I1), s	10.4	59.0		11.3	6.6	74.3		22.8
Green Ext Time (p_c), s	0.0	3.8		0.1	0.0	0.0		0.5

Intersection Summary	
HCM 6th Ctrl Delay	28.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



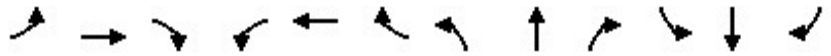
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	264	3309	5	4	3705	409	1	0	1	56	0	443
Future Volume (veh/h)	264	3309	5	4	3705	409	1	0	1	56	0	443
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	275	3447	5	4	3859	426	1	0	1	58	0	461
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	190	2936	4	60	2895	303	46	15	15	614	0	428
Arrive On Green	0.21	1.00	1.00	0.03	0.50	0.50	0.27	0.00	0.27	0.27	0.00	0.27
Sat Flow, veh/h	1781	5140	7	1781	5810	607	0	54	54	2743	0	1580
Grp Volume(v), veh/h	275	2228	1224	4	3088	1197	2	0	0	58	0	461
Grp Sat Flow(s),veh/h/ln	1781	1662	1824	1781	1570	1707	107	0	0	1371	0	1580
Q Serve(g_s), s	12.6	0.0	67.4	0.3	58.8	58.8	0.0	0.0	0.0	0.0	0.0	32.0
Cycle Q Clear(g_c), s	12.6	0.0	67.4	0.3	58.8	58.8	32.0	0.0	0.0	2.8	0.0	32.0
Prop In Lane	1.00		0.00	1.00		0.36	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	190	1898	1042	60	2347	851	75	0	0	614	0	428
V/C Ratio(X)	1.45	1.17	1.17	0.07	1.32	1.41	0.03	0.00	0.00	0.09	0.00	1.08
Avail Cap(c_a), veh/h	190	1898	1042	60	2347	851	75	0	0	614	0	428
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.26	0.26	0.26	0.28	0.28	0.28	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.4	0.0	0.0	55.2	29.6	29.6	35.2	0.0	0.0	32.4	0.0	43.0
Incr Delay (d2), s/veh	208.3	79.8	81.5	0.0	142.9	185.3	0.1	0.0	0.0	0.0	0.0	65.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.8	21.0	23.6	0.1	51.1	65.6	0.0	0.0	0.0	0.6	0.0	20.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	254.7	79.8	81.5	55.2	172.5	214.9	35.2	0.0	0.0	32.4	0.0	108.4
LnGrp LOS	F	F	F	E	F	F	D	A	A	C	A	F
Approach Vol, veh/h		3727			4289			2			519	
Approach Delay, s/veh		93.3			184.2			35.2			99.9	
Approach LOS		F			F			D			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	72.7		36.9	17.0	64.1		36.9				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.0	67.4		32.0	12.6	58.8		32.0				
Max Q Clear Time (g_c+I1), s	2.3	69.4		34.0	14.6	60.8		34.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	139.3
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	3316	12	25	3916	0	0	0	27	0	0	0
Future Volume (veh/h)	49	3316	12	25	3916	0	0	0	27	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	51	3419	12	26	4037	0						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	65	4466	16	38	4267	0						
Arrive On Green	0.04	0.87	0.87	0.02	0.86	0.00						
Sat Flow, veh/h	1781	5126	18	1781	5149	0						
Grp Volume(v), veh/h	51	2214	1217	26	4037	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1821	1781	1662	0						
Q Serve(g_s), s	2.5	23.0	23.1	1.3	54.8	0.0						
Cycle Q Clear(g_c), s	2.5	23.0	23.1	1.3	54.8	0.0						
Prop In Lane	1.00		0.01	1.00		0.00						
Lane Grp Cap(c), veh/h	65	2895	1586	38	4267	0						
V/C Ratio(X)	0.79	0.76	0.77	0.69	0.95	0.00						
Avail Cap(c_a), veh/h	80	2895	1586	82	4268	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	42.6	2.2	2.2	43.4	4.9	0.0						
Incr Delay (d2), s/veh	26.6	1.7	3.1	7.9	5.8	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	1.5	0.7	1.4	0.6	2.5	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.3	3.9	5.4	51.2	10.7	0.0						
LnGrp LOS	E	A	A	D	B	A						
Approach Vol, veh/h		3482			4063							
Approach Delay, s/veh		5.4			11.0							
Approach LOS		A			B							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	6.3	82.9			7.7	81.6						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	4.1	76.3			4.0	76.4						
Max Q Clear Time (g_c+I1), s	3.3	25.1			4.5	56.8						
Green Ext Time (p_c), s	0.0	51.0			0.0	19.6						

Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	822.3

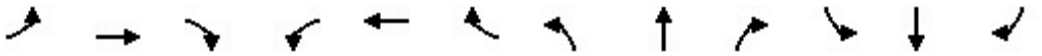
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	791	0	0	1390	1474
Future Vol, veh/h	0	791	0	0	1390	1474
Conflicting Peds, #/hr	0	0	5	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	841	0	0	1479	1568

Major/Minor	Minor2			Major2	
Conflicting Flow All	2268	1529		-	0
Stage 1	2268	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	67	~ 91		-	-
Stage 1	38	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	66	~ 91		-	-
Mov Cap-2 Maneuver	66	-		-	-
Stage 1	38	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, $	3799.6	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	91	-	-
HCM Lane V/C Ratio	-	9.247	-	-
HCM Control Delay (s)	$	3799.6	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	97.1	-	-

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



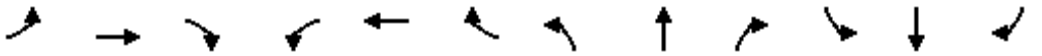
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	769	44	49	821	402	36	44	28	321	45	285
Future Volume (veh/h)	193	769	44	49	821	402	36	44	28	321	45	285
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	197	785	45	50	838	410	37	45	29	328	46	291
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	2194	665	64	1713	519	276	400	281	542	681	602
Arrive On Green	0.04	0.14	0.14	0.04	0.34	0.34	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1781	5106	1548	1781	5106	1547	557	1044	733	1316	1777	1571
Grp Volume(v), veh/h	197	785	45	50	838	410	49	0	62	328	46	291
Grp Sat Flow(s),veh/h/ln	1781	1702	1548	1781	1702	1547	772	0	1563	1316	1777	1571
Q Serve(g_s), s	11.2	14.2	2.6	2.8	13.3	24.4	2.3	0.0	2.6	21.7	1.7	14.3
Cycle Q Clear(g_c), s	11.2	14.2	2.6	2.8	13.3	24.4	16.6	0.0	2.6	24.3	1.7	14.3
Prop In Lane	1.00		1.00	1.00		1.00	0.75		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	232	2194	665	64	1713	519	358	0	599	542	681	602
V/C Ratio(X)	0.85	0.36	0.07	0.78	0.49	0.79	0.14	0.00	0.10	0.61	0.07	0.48
Avail Cap(c_a), veh/h	342	2194	665	126	1713	519	358	0	599	542	681	602
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.90	0.90	0.90	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.8	31.0	26.1	48.8	26.9	30.6	26.4	0.0	20.2	28.0	19.9	23.8
Incr Delay (d2), s/veh	7.8	0.4	0.2	6.7	0.9	10.6	0.8	0.0	0.3	3.5	0.1	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	6.5	0.9	1.3	5.2	10.0	1.0	0.0	1.0	7.2	0.7	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.6	31.5	26.2	55.5	27.9	41.2	27.2	0.0	20.5	31.5	20.0	25.5
LnGrp LOS	E	C	C	E	C	D	C	A	C	C	C	C
Approach Vol, veh/h		1027			1298			111			665	
Approach Delay, s/veh		35.9			33.1			23.5			28.1	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	49.9		44.0	17.7	40.3		44.0				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	7.2	* 41		39.1	19.6	27.9		39.1				
Max Q Clear Time (g_c+I1), s	4.8	16.2		26.3	13.2	26.4		18.6				
Green Ext Time (p_c), s	0.0	8.9		5.6	0.1	1.3		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		32.6	
HCM 6th LOS		C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	606	0	0	752	412	0	0	0	391	0	64
Future Volume (veh/h)	44	606	0	0	752	412	0	0	0	391	0	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	666	0	0	826	0	0	0	0	495	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	2505	0	2	2228		0	2	2	633	336	0
Arrive On Green	0.03	0.70	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3527	1870	0
Grp Volume(v), veh/h	48	666	0	0	826	0	0	0	0	495	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1763	1870	0
Q Serve(g_s), s	2.7	6.9	0.0	0.0	20.4	0.0	0.0	0.0	0.0	13.7	0.0	0.0
Cycle Q Clear(g_c), s	2.7	6.9	0.0	0.0	20.4	0.0	0.0	0.0	0.0	13.7	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	62	2505	0	2	2228		0	2	2	633	336	0
V/C Ratio(X)	0.78	0.27	0.00	0.00	0.37		0.00	0.00	0.00	0.78	0.00	0.00
Avail Cap(c_a), veh/h	176	2505	0	176	2228		0	182	154	1283	680	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.64	0.00	0.00
Uniform Delay (d), s/veh	48.9	5.5	0.0	0.0	23.2	0.0	0.0	0.0	0.0	39.9	0.0	0.0
Incr Delay (d2), s/veh	7.7	0.3	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.1	0.0	0.0	9.7	0.0	0.0	0.0	0.0	5.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.6	5.7	0.0	0.0	23.5	0.0	0.0	0.0	0.0	40.5	0.0	0.0
LnGrp LOS	E	A	A	A	C		A	A	A	D	A	A
Approach Vol, veh/h		714			826	A		0			495	
Approach Delay, s/veh		9.1			23.5			0.0			40.5	
Approach LOS		A			C						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	77.8		24.2	7.9	69.9		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.1	* 25		37.1	10.1	23.8		9.9				
Max Q Clear Time (g_c+I1), s	0.0	8.9		15.7	4.7	22.4		0.0				
Green Ext Time (p_c), s	0.0	8.1		1.0	0.0	1.0		0.0				

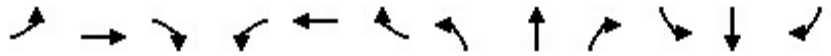
Intersection Summary		
HCM 6th Ctrl Delay		22.6
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	474	535	255	52	477	238	296	1059	54	270	1211	215
Future Volume (veh/h)	474	535	255	52	477	238	296	1059	54	270	1211	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	494	557	266	54	497	248	308	1103	56	281	1261	224
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	745	355	69	638	415	364	1327	67	298	1304	567
Arrive On Green	0.18	0.32	0.32	0.04	0.18	0.18	0.11	0.39	0.39	0.09	0.37	0.37
Sat Flow, veh/h	1781	2312	1102	1781	3554	1548	3456	3439	175	3456	3554	1546
Grp Volume(v), veh/h	494	428	395	54	497	248	308	570	589	281	1261	224
Grp Sat Flow(s),veh/h/ln	1781	1777	1637	1781	1777	1548	1728	1777	1837	1728	1777	1546
Q Serve(g_s), s	20.6	24.9	25.0	3.5	15.5	9.6	10.2	33.6	33.6	9.4	40.4	7.2
Cycle Q Clear(g_c), s	20.6	24.9	25.0	3.5	15.5	9.6	10.2	33.6	33.6	9.4	40.4	7.2
Prop In Lane	1.00		0.67	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	316	573	528	69	638	415	364	686	709	298	1304	567
V/C Ratio(X)	1.56	0.75	0.75	0.78	0.78	0.60	0.85	0.83	0.83	0.94	0.97	0.39
Avail Cap(c_a), veh/h	316	616	567	140	888	524	405	686	709	298	1304	567
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	35.1	35.1	55.2	45.4	16.3	51.0	32.2	32.2	52.7	36.0	9.0
Incr Delay (d2), s/veh	267.7	3.9	4.3	6.6	1.8	0.5	12.9	11.2	10.9	36.8	18.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	62.6	11.3	10.5	1.7	7.0	3.3	5.0	16.3	16.8	5.6	20.4	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	315.4	39.0	39.4	61.8	47.2	16.8	63.9	43.4	43.1	89.5	54.2	11.1
LnGrp LOS	F	D	D	E	D	B	E	D	D	F	D	B
Approach Vol, veh/h		1317			799			1467			1766	
Approach Delay, s/veh		142.8			38.7			47.6			54.3	
Approach LOS		F			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	50.1	8.9	42.6	16.6	47.9	25.8	25.7
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	10.0	* 38	9.1	40.2	13.6	33.8	20.6	* 29
Max Q Clear Time (g_c+I1), s	11.4	35.6	5.5	27.0	12.2	42.4	22.6	17.5
Green Ext Time (p_c), s	0.0	0.9	0.0	1.8	0.0	0.0	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	71.9
HCM 6th LOS	E

Notes

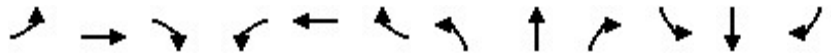
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	1153	235	499	509	155	263	252	1158	252	338	137
Future Volume (veh/h)	116	1153	235	499	509	155	263	252	1158	252	338	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.89	1.00		0.80
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	125	1240	253	537	547	167	283	271	1245	271	363	147
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	1111	626	590	750	616	167	930	641	167	930	330
Arrive On Green	0.08	0.31	0.31	0.17	0.40	0.40	0.09	0.26	0.26	0.09	0.26	0.26
Sat Flow, veh/h	1781	3554	1527	3456	1870	1536	1781	3554	1414	1781	3554	1262
Grp Volume(v), veh/h	125	1240	253	537	547	167	283	271	1245	271	363	147
Grp Sat Flow(s),veh/h/ln	1781	1777	1527	1728	1870	1536	1781	1777	1414	1781	1777	1262
Q Serve(g_s), s	10.1	45.4	17.1	22.2	36.0	10.6	13.6	8.8	38.0	13.6	12.2	14.1
Cycle Q Clear(g_c), s	10.1	45.4	17.1	22.2	36.0	10.6	13.6	8.8	38.0	13.6	12.2	14.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	1111	626	590	750	616	167	930	641	167	930	330
V/C Ratio(X)	0.85	1.12	0.40	0.91	0.73	0.27	1.70	0.29	1.94	1.62	0.39	0.45
Avail Cap(c_a), veh/h	175	1111	626	705	782	642	167	930	641	167	930	330
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.7	49.9	30.7	59.1	36.8	29.2	65.8	42.8	42.1	65.8	44.1	44.8
Incr Delay (d2), s/veh	23.9	64.7	0.5	13.1	3.0	0.1	337.6	0.2	430.1	306.6	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	30.1	6.5	10.8	17.1	4.0	21.8	4.0	99.3	20.4	5.4	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.6	114.6	31.2	72.2	39.8	29.4	403.4	43.0	472.1	372.4	44.2	45.1
LnGrp LOS	F	F	C	E	D	C	F	D	F	F	D	D
Approach Vol, veh/h		1618			1251			1799			781	
Approach Delay, s/veh		99.6			52.3			396.7			158.2	
Approach LOS		F			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.2	51.3	19.0	44.7	17.4	64.1	19.0	44.7
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	29.6	45.4	13.6	38.0	14.3	60.7	13.6	38.0
Max Q Clear Time (g_c+I1), s	24.2	47.4	15.6	16.1	12.1	38.0	15.6	40.0
Green Ext Time (p_c), s	0.6	0.0	0.0	2.0	0.0	3.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	195.2
HCM 6th LOS	F



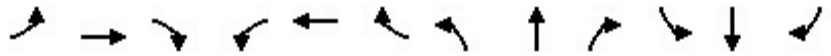
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	354	0	6	2	0	157	2	904	2	90	770	62
Future Volume (veh/h)	354	0	6	2	0	157	2	904	2	90	770	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	402	0	7	2	0	178	2	1027	2	102	875	70
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	586	0	8	791	0	734	4	1515	3	131	1730	138
Arrive On Green	0.40	0.00	0.40	0.40	0.00	0.40	0.00	0.29	0.29	0.07	0.36	0.36
Sat Flow, veh/h	1174	0	20	1683	0	1541	1781	5262	10	1781	4817	384
Grp Volume(v), veh/h	409	0	0	2	0	178	2	664	365	102	617	328
Grp Sat Flow(s),veh/h/ln	1194	0	0	1683	0	1541	1781	1702	1868	1781	1702	1797
Q Serve(g_s), s	19.2	0.0	0.0	0.0	0.0	4.2	0.1	10.7	10.7	3.5	8.8	8.8
Cycle Q Clear(g_c), s	19.3	0.0	0.0	0.0	0.0	4.2	0.1	10.7	10.7	3.5	8.8	8.8
Prop In Lane	0.98		0.02	1.00		1.00	1.00		0.01	1.00		0.21
Lane Grp Cap(c), veh/h	594	0	0	791	0	734	4	980	538	131	1223	645
V/C Ratio(X)	0.69	0.00	0.00	0.00	0.00	0.24	0.51	0.68	0.68	0.78	0.50	0.51
Avail Cap(c_a), veh/h	735	0	0	955	0	915	115	1147	630	219	1340	707
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	0.0	0.0	11.1	0.0	9.7	30.8	19.4	19.4	28.1	15.5	15.5
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.0	0.0	0.1	34.0	1.5	2.8	3.7	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	0.0	0.0	0.0	1.2	0.1	4.1	4.6	1.5	3.1	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1	0.0	0.0	11.1	0.0	9.7	64.7	21.0	22.2	31.8	15.9	16.2
LnGrp LOS	B	A	A	B	A	A	E	C	C	C	B	B
Approach Vol, veh/h		409			180			1031			1047	
Approach Delay, s/veh		18.1			9.7			21.5			17.5	
Approach LOS		B			A			C			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.9	23.2		29.6	4.5	27.6		29.6
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	7.6	* 21		32.0	4.0	24.3		32.0
Max Q Clear Time (g_c+I1), s	5.5	12.7		21.3	2.1	10.8		6.2
Green Ext Time (p_c), s	0.0	4.8		1.5	0.0	5.9		0.3

Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	27	825	855	45	66	688	859	94	14	1577	22
Future Volume (veh/h)	65	27	825	855	45	66	688	859	94	14	1577	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.87	1.00		0.91	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	28	868	900	47	69	724	904	99	15	1660	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	411	304	312	643	494	264	1535	668	22	1089	15
Arrive On Green	0.05	0.22	0.22	0.18	0.34	0.34	0.15	0.43	0.43	0.01	0.30	0.30
Sat Flow, veh/h	1781	1870	1382	1781	1870	1438	1781	3554	1547	1781	3588	50
Grp Volume(v), veh/h	68	28	868	900	47	69	724	904	99	15	821	862
Grp Sat Flow(s),veh/h/ln	1781	1870	1382	1781	1870	1438	1781	1777	1547	1781	1777	1861
Q Serve(g_s), s	5.5	1.7	32.1	25.6	2.5	4.8	21.6	28.3	5.7	1.2	44.3	44.3
Cycle Q Clear(g_c), s	5.5	1.7	32.1	25.6	2.5	4.8	21.6	28.3	5.7	1.2	44.3	44.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	92	411	304	312	643	494	264	1535	668	22	539	565
V/C Ratio(X)	0.74	0.07	2.86	2.88	0.07	0.14	2.75	0.59	0.15	0.67	1.52	1.53
Avail Cap(c_a), veh/h	117	411	304	312	643	494	264	1535	668	144	539	565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.3	45.1	57.0	60.2	32.2	33.0	62.2	31.6	25.2	71.8	50.8	50.9
Incr Delay (d2), s/veh	11.7	0.0	844.8	855.4	0.0	0.0	796.9	0.7	0.1	12.4	244.5	245.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.8	82.5	85.8	1.1	1.7	68.1	12.4	2.2	0.6	56.2	59.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.0	45.1	901.7	915.6	32.3	33.1	859.1	32.3	25.3	84.2	295.4	296.7
LnGrp LOS	F	D	F	F	C	C	F	C	C	F	F	F
Approach Vol, veh/h		964			1016			1727			1698	
Approach Delay, s/veh		818.9			814.8			378.5			294.2	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	71.8	30.0	37.0	26.0	53.0	11.9	55.1
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	1.8	52.1	25.6	32.1	21.6	* 44	9.6	48.1
Max Q Clear Time (g_c+I1), s	3.2	30.3	27.6	34.1	23.6	46.3	7.5	6.8
Green Ext Time (p_c), s	0.0	8.6	0.0	0.0	0.0	0.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	512.6
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

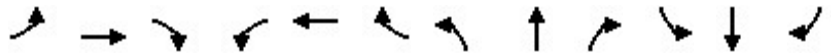
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	413	84	208	108	0	0	0	0	498	151	80
Future Volume (veh/h)	0	413	84	208	108	0	0	0	0	498	151	80
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	444	90	224	116	0				348	423	86
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	339	677	299	283	541	0				546	573	787
Arrive On Green	0.00	0.19	0.19	0.16	0.16	0.00				0.31	0.31	0.31
Sat Flow, veh/h	1781	3554	1568	1781	3572	0				1781	1870	1583
Grp Volume(v), veh/h	0	444	90	224	116	0				348	423	86
Grp Sat Flow(s),veh/h/ln	1781	1777	1568	1781	1702	0				1781	1870	1583
Q Serve(g_s), s	0.0	4.9	2.1	5.1	1.3	0.0				7.1	8.5	1.2
Cycle Q Clear(g_c), s	0.0	4.9	2.1	5.1	1.3	0.0				7.1	8.5	1.2
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	339	677	299	283	541	0				546	573	787
V/C Ratio(X)	0.00	0.66	0.30	0.79	0.21	0.00				0.64	0.74	0.11
Avail Cap(c_a), veh/h	592	1180	521	283	541	0				1259	1322	1422
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	15.8	14.6	17.1	15.4	0.0				12.6	13.1	5.6
Incr Delay (d2), s/veh	0.0	0.4	0.2	14.3	0.2	0.0				0.5	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	0.6	2.7	0.4	0.0				2.3	3.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.2	14.9	31.3	15.7	0.0				13.1	13.8	5.7
LnGrp LOS	A	B	B	C	B	A				B	B	A
Approach Vol, veh/h		534			340						857	
Approach Delay, s/veh		16.0			26.0						12.7	
Approach LOS		B			C						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		12.0		19.1		11.0
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		14.0		29.8		6.7
Max Q Clear Time (g_c+I1), s		6.9		10.5		7.1
Green Ext Time (p_c), s		1.2		2.3		0.0

Intersection Summary		
HCM 6th Ctrl Delay		16.3
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	335	1044	0	0	510	82	147	17	31	5	0	315
Future Volume (veh/h)	335	1044	0	0	510	82	147	17	31	5	0	315
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	368	1147	0	0	560	90	108	95	34	5	0	346
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	419	2034	0	0	814	130	216	158	57	2	0	108
Arrive On Green	0.24	0.57	0.00	0.00	0.27	0.27	0.12	0.12	0.12	0.07	0.00	0.07
Sat Flow, veh/h	1781	3647	0	0	3161	491	1781	1310	469	22	0	1510
Grp Volume(v), veh/h	368	1147	0	0	324	326	108	0	129	351	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1782	1781	0	1779	1532	0	0
Q Serve(g_s), s	12.5	12.8	0.0	0.0	10.3	10.4	3.6	0.0	4.3	4.5	0.0	0.0
Cycle Q Clear(g_c), s	12.5	12.8	0.0	0.0	10.3	10.4	3.6	0.0	4.3	4.5	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.28	1.00		0.26	0.01		0.99
Lane Grp Cap(c), veh/h	419	2034	0	0	472	473	216	0	215	110	0	0
V/C Ratio(X)	0.88	0.56	0.00	0.00	0.69	0.69	0.50	0.00	0.60	3.20	0.00	0.00
Avail Cap(c_a), veh/h	467	3111	0	0	952	954	736	0	735	110	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.2	8.5	0.0	0.0	20.8	20.8	25.9	0.0	26.2	29.2	0.0	0.0
Incr Delay (d2), s/veh	16.3	0.1	0.0	0.0	2.1	2.2	0.7	0.0	1.0	1015.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	3.3	0.0	0.0	3.9	4.0	1.5	0.0	1.8	32.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.5	8.6	0.0	0.0	22.9	23.0	26.6	0.0	27.2	1044.6	0.0	0.0
LnGrp LOS	D	A	A	A	C	C	C	A	C	F	A	A
Approach Vol, veh/h		1515			650			237			351	
Approach Delay, s/veh		16.1			22.9			26.9			1044.6	
Approach LOS		B			C			C			F	

Timer - Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		40.4		8.5	19.3	21.1		14.0
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4
Max Green Setting (Gmax), s		* 55		4.5	16.5	33.7		26.0
Max Q Clear Time (g_c+I1), s		14.8		6.5	14.5	12.4		6.3
Green Ext Time (p_c), s		5.7		0.0	0.3	4.3		0.6

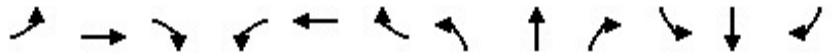
Intersection Summary		
HCM 6th Ctrl Delay		149.8
HCM 6th LOS		F

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



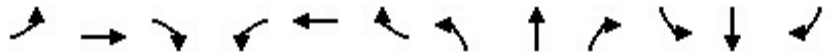
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	767	149	265	365	0	0	0	0	1374	813	339
Future Volume (veh/h)	0	767	149	265	365	0	0	0	0	1374	813	339
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	807	157	279	384	0				1446	856	357
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1083	470	292	1570	0				1573	826	697
Arrive On Green	0.00	0.30	0.30	0.03	0.15	0.00				0.44	0.44	0.44
Sat Flow, veh/h	0	3647	1541	3456	3647	0				3563	1870	1579
Grp Volume(v), veh/h	0	807	157	279	384	0				1446	856	357
Grp Sat Flow(s),veh/h/ln	0	1777	1541	1728	1777	0				1781	1870	1579
Q Serve(g_s), s	0.0	17.2	6.6	6.8	8.0	0.0				32.0	37.1	13.7
Cycle Q Clear(g_c), s	0.0	17.2	6.6	6.8	8.0	0.0				32.0	37.1	13.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1083	470	292	1570	0				1573	826	697
V/C Ratio(X)	0.00	0.75	0.33	0.96	0.24	0.00				0.92	1.04	0.51
Avail Cap(c_a), veh/h	0	1083	470	292	1570	0				1573	826	697
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.81	0.81	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	26.3	22.6	40.7	23.5	0.0				22.0	23.4	16.9
Incr Delay (d2), s/veh	0.0	3.8	1.6	39.3	0.4	0.0				8.9	41.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.2	2.4	4.5	3.4	0.0				14.3	24.4	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	30.1	24.2	79.9	23.8	0.0				30.9	64.5	17.2
LnGrp LOS	A	C	C	E	C	A				C	F	B
Approach Vol, veh/h		964			663						2659	
Approach Delay, s/veh		29.1			47.4						39.9	
Approach LOS		C			D						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.5	30.5		42.0		42.0
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	25.6		37.1		37.1
Max Q Clear Time (g_c+I1), s	8.8	19.2		39.1		10.0
Green Ext Time (p_c), s	0.0	3.3		0.0		2.6

Intersection Summary	
HCM 6th Ctrl Delay	38.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

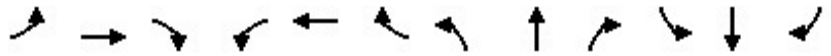


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	2063	0	0	578	1413	58	198	414	0	0	0
Future Volume (veh/h)	60	2063	0	0	578	1413	58	198	414	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	63	2172	0	0	608	1487	61	208	436			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	169	2065	0	0	1684	751	231	837	469			
Arrive On Green	0.06	0.77	0.00	0.00	0.47	0.47	0.30	0.30	0.30			
Sat Flow, veh/h	3456	3647	0	0	3647	1585	765	2769	1551			
Grp Volume(v), veh/h	63	2172	0	0	608	1487	146	123	436			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	1832	1702	1551			
Q Serve(g_s), s	1.5	48.8	0.0	0.0	9.1	39.8	5.1	4.6	22.9			
Cycle Q Clear(g_c), s	1.5	48.8	0.0	0.0	9.1	39.8	5.1	4.6	22.9			
Prop In Lane	1.00		0.00	0.00		1.00	0.42		1.00			
Lane Grp Cap(c), veh/h	169	2065	0	0	1684	751	554	515	469			
V/C Ratio(X)	0.37	1.05	0.00	0.00	0.36	1.98	0.26	0.24	0.93			
Avail Cap(c_a), veh/h	169	2065	0	0	1684	751	567	527	480			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.31	0.31	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	38.0	9.5	0.0	0.0	14.0	22.1	22.2	22.0	28.4			
Incr Delay (d2), s/veh	0.4	28.0	0.0	0.0	0.6	445.8	0.1	0.1	24.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.6	13.1	0.0	0.0	3.3	105.4	2.1	1.8	11.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	37.5	0.0	0.0	14.6	467.9	22.3	22.1	52.4			
LnGrp LOS	D	F	A	A	B	F	C	C	D			
Approach Vol, veh/h		2235			2095			705				
Approach Delay, s/veh		37.5			336.3			40.9				
Approach LOS		D			F			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		53.7			9.0	44.7		30.3				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		48.2			4.0	* 40		26.0				
Max Q Clear Time (g_c+I1), s		50.8			3.5	41.8		24.9				
Green Ext Time (p_c), s		0.0			0.0	0.0		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	162.3
HCM 6th LOS	F

Notes

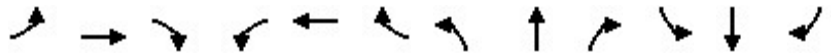
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	26	175	9	1817	42	0	0	0
Future Volume (veh/h)	0	0	0	0	26	175	9	1817	42	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.98			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	27	184	9	1913	44			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	35	241	89	2831	65			
Arrive On Green				0.00	0.17	0.17	0.57	0.57	0.57			
Sat Flow, veh/h				0	207	1410	6	4977	114			
Grp Volume(v), veh/h				0	0	211	721	597	648			
Grp Sat Flow(s),veh/h/ln				0	0	1617	1869	1549	1679			
Q Serve(g_s), s				0.0	0.0	5.3	0.0	11.5	11.6			
Cycle Q Clear(g_c), s				0.0	0.0	5.3	11.5	11.5	11.6			
Prop In Lane				0.00		0.87	0.01		0.07			
Lane Grp Cap(c), veh/h				0	0	277	1148	881	955			
V/C Ratio(X)				0.00	0.00	0.76	0.63	0.68	0.68			
Avail Cap(c_a), veh/h				0	0	686	1215	937	1016			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	16.9	6.5	6.5	6.5			
Incr Delay (d2), s/veh				0.0	0.0	1.7	1.2	2.1	2.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	1.9	3.0	2.7	2.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	18.5	7.6	8.6	8.5			
LnGrp LOS				A	A	B	A	A	A			
Approach Vol, veh/h					211			1966				
Approach Delay, s/veh					18.5			8.2				
Approach LOS					B			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	29.9							12.8				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	25.8							18.1				
Max Q Clear Time (g_c+I1), s	13.6							7.3				
Green Ext Time (p_c), s	10.7							0.6				

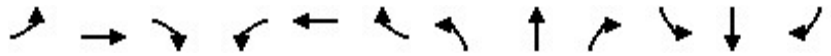
Intersection Summary												
HCM 6th Ctrl Delay			9.2									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	239	74	299	268	153	159	453	92	274	1177	79
Future Volume (veh/h)	64	239	74	299	268	153	159	453	92	274	1177	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	254	79	318	285	163	169	482	98	291	1252	84
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	325	274	343	354	202	187	1040	206	325	1568	105
Arrive On Green	0.05	0.17	0.17	0.19	0.32	0.32	0.11	0.24	0.24	0.18	0.32	0.32
Sat Flow, veh/h	1781	1870	1580	1781	1116	638	1781	4268	846	1781	4885	328
Grp Volume(v), veh/h	68	254	79	318	0	448	169	382	198	291	872	464
Grp Sat Flow(s),veh/h/ln	1781	1870	1580	1781	0	1754	1781	1702	1710	1781	1702	1809
Q Serve(g_s), s	3.4	11.9	4.0	16.0	0.0	21.4	8.6	8.7	9.1	14.6	21.4	21.4
Cycle Q Clear(g_c), s	3.4	11.9	4.0	16.0	0.0	21.4	8.6	8.7	9.1	14.6	21.4	21.4
Prop In Lane	1.00		1.00	1.00		0.36	1.00		0.49	1.00		0.18
Lane Grp Cap(c), veh/h	88	325	274	343	0	556	187	829	417	325	1092	581
V/C Ratio(X)	0.78	0.78	0.29	0.93	0.00	0.81	0.90	0.46	0.48	0.90	0.80	0.80
Avail Cap(c_a), veh/h	191	675	570	343	0	783	187	829	417	355	1147	610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	36.1	32.9	36.3	0.0	28.6	40.4	29.4	29.6	36.5	28.3	28.3
Incr Delay (d2), s/veh	5.4	1.6	0.2	30.1	0.0	4.2	38.9	0.7	1.6	21.8	4.4	8.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	5.5	1.5	9.8	0.0	9.5	5.7	3.6	3.8	8.1	9.0	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.4	37.7	33.1	66.3	0.0	32.9	79.4	30.2	31.1	58.3	32.7	36.3
LnGrp LOS	D	D	C	E	A	C	E	C	C	E	C	D
Approach Vol, veh/h		401			766			749			1627	
Approach Delay, s/veh		38.6			46.8			41.5			38.3	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.1	27.6	22.0	20.8	14.0	34.6	8.9	33.9
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	18.3	22.2	17.6	33.0	9.6	30.8	9.8	40.8
Max Q Clear Time (g_c+I1), s	16.6	11.1	18.0	13.9	10.6	23.4	5.4	23.4
Green Ext Time (p_c), s	0.1	4.2	0.0	1.1	0.0	5.9	0.0	2.9

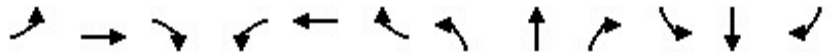
Intersection Summary	
HCM 6th Ctrl Delay	40.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	330	401	120	251	0	0	0	0	298	2349	378
Future Volume (veh/h)	0	330	401	120	251	0	0	0	0	298	2349	378
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	355	431	129	270	0				320	2526	406
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	503	425	137	454	0				1063	2666	407
Arrive On Green	0.00	0.27	0.27	0.27	0.27	0.00				0.60	0.60	0.60
Sat Flow, veh/h	0	1870	1582	234	1772	0				1781	4469	682
Grp Volume(v), veh/h	0	355	431	152	247	0				320	1892	1040
Grp Sat Flow(s),veh/h/ln	0	1870	1582	305	1617	0				1781	1702	1747
Q Serve(g_s), s	0.0	15.4	24.2	8.8	11.8	0.0				7.9	45.4	53.4
Cycle Q Clear(g_c), s	0.0	15.4	24.2	24.2	11.8	0.0				7.9	45.4	53.4
Prop In Lane	0.00		1.00	0.85		0.00				1.00		0.39
Lane Grp Cap(c), veh/h	0	503	425	156	435	0				1063	2031	1042
V/C Ratio(X)	0.00	0.71	1.01	0.98	0.57	0.00				0.30	0.93	1.00
Avail Cap(c_a), veh/h	0	503	425	156	435	0				1063	2031	1042
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	29.7	32.9	41.7	28.4	0.0				8.9	16.5	18.1
Incr Delay (d2), s/veh	0.0	3.8	47.1	65.1	1.5	0.0				0.3	8.6	27.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.4	14.6	6.2	4.7	0.0				2.9	17.8	26.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	33.5	80.0	106.8	29.9	0.0				9.2	25.1	45.3
LnGrp LOS	A	C	F	F	C	A				A	C	D
Approach Vol, veh/h		786			399						3252	
Approach Delay, s/veh		59.0			59.2						30.0	
Approach LOS		E			E						C	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0
Change Period (Y+Rc), s		5.8		6.3		5.8
Max Green Setting (Gmax), s		24.2		53.7		24.2
Max Q Clear Time (g_c+I1), s		26.2		55.4		26.2
Green Ext Time (p_c), s		0.0		0.0		0.0

Intersection Summary		
HCM 6th Ctrl Delay		37.8
HCM 6th LOS		D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	97	341	0	44	20	336	1502	98	0	0	0
Future Volume (veh/h)	194	97	341	0	44	20	336	1502	98	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	204	102	359	0	46	21	354	1581	103			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	343	125	1315	0	344	157	979	1861	120			
Arrive On Green	0.28	0.28	0.28	0.00	0.28	0.28	0.55	0.55	0.55			
Sat Flow, veh/h	885	443	1571	0	1216	555	1781	3386	219			
Grp Volume(v), veh/h	306	0	359	0	0	67	354	825	859			
Grp Sat Flow(s),veh/h/ln	1328	0	1571	0	0	1770	1781	1777	1828			
Q Serve(g_s), s	12.7	0.0	0.0	0.0	0.0	1.8	7.3	25.4	26.0			
Cycle Q Clear(g_c), s	14.5	0.0	0.0	0.0	0.0	1.8	7.3	25.4	26.0			
Prop In Lane	0.67		1.00	0.00		0.31	1.00		0.12			
Lane Grp Cap(c), veh/h	468	0	1315	0	0	501	979	977	1005			
V/C Ratio(X)	0.65	0.00	0.27	0.00	0.00	0.13	0.36	0.84	0.86			
Avail Cap(c_a), veh/h	570	0	1424	0	0	583	1033	1030	1060			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	22.8	0.0	1.2	0.0	0.0	17.4	8.2	12.3	12.4			
Incr Delay (d2), s/veh	2.0	0.0	0.1	0.0	0.0	0.0	0.2	6.3	6.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.4	0.0	0.0	0.0	0.0	0.7	2.4	9.8	10.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.8	0.0	1.3	0.0	0.0	17.4	8.5	18.6	19.2			
LnGrp LOS	C	A	A	A	A	B	A	B	B			
Approach Vol, veh/h		665			67			2038				
Approach Delay, s/veh		12.1			17.4			17.1				
Approach LOS		B			B			B				

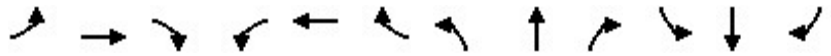
Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	40.2	24.8	24.8
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	37.7	* 23	21.4
Max Q Clear Time (g_c+I1), s	28.0	16.5	3.8
Green Ext Time (p_c), s	7.8	1.9	0.2

Intersection Summary	
HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	36	35	59	5	21	10	564	591	369	1510	3
Future Volume (veh/h)	3	36	35	59	5	21	10	564	591	369	1510	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	42	41	69	6	24	12	656	687	429	1756	3
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	407	197	192	362	74	295	21	1918	591	538	2734	5
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.01	0.38	0.38	0.16	0.52	0.52
Sat Flow, veh/h	1366	864	844	1304	324	1297	1781	5106	1574	3456	5264	9
Grp Volume(v), veh/h	3	0	83	69	0	30	12	656	687	429	1136	623
Grp Sat Flow(s),veh/h/ln	1366	0	1708	1304	0	1621	1781	1702	1574	1728	1702	1869
Q Serve(g_s), s	0.1	0.0	2.4	2.8	0.0	0.9	0.4	5.7	23.2	7.4	14.9	14.9
Cycle Q Clear(g_c), s	1.0	0.0	2.4	5.2	0.0	0.9	0.4	5.7	23.2	7.4	14.9	14.9
Prop In Lane	1.00		0.49	1.00		0.80	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	407	0	388	362	0	369	21	1918	591	538	1768	970
V/C Ratio(X)	0.01	0.00	0.21	0.19	0.00	0.08	0.56	0.34	1.16	0.80	0.64	0.64
Avail Cap(c_a), veh/h	800	0	879	719	0	813	115	1918	591	649	1768	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.2	0.0	19.4	21.5	0.0	18.8	30.3	13.8	19.3	25.1	10.7	10.7
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.0	0.0	8.2	0.2	90.6	4.7	0.8	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.9	0.8	0.0	0.3	0.2	1.9	22.1	3.1	4.6	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.2	0.0	19.5	21.6	0.0	18.8	38.5	14.0	109.9	29.8	11.5	12.2
LnGrp LOS	B	A	B	C	A	B	D	B	F	C	B	B
Approach Vol, veh/h		86			99			1355			2188	
Approach Delay, s/veh		19.5			20.8			62.8			15.3	
Approach LOS		B			C			E			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.0	28.9		18.8	5.1	37.8		18.8
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	11.6	* 23		* 32	4.0	30.1		* 31
Max Q Clear Time (g_c+I1), s	9.4	25.2		4.4	2.4	16.9		7.2
Green Ext Time (p_c), s	0.2	0.0		0.3	0.0	9.1		0.2

Intersection Summary	
HCM 6th Ctrl Delay	32.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

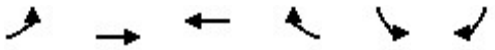
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	4937	12	0	4037	2	0	0	1	0	0	5
Future Vol, veh/h	0	4937	12	0	4037	2	0	0	1	0	0	5
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	5038	12	0	4119	2	0	0	1	0	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	2526	-	-	2061
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	18	0	0	39
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	18	-	-	39
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	216.7	110.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	18	-	-	-	-	39
HCM Lane V/C Ratio	0.057	-	-	-	-	0.131
HCM Control Delay (s)	216.7	-	-	-	-	110.7
HCM Lane LOS	F	-	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	-	0.4



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1543	3061	2402	40	68	40
Future Volume (veh/h)	1543	3061	2402	40	68	40
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1607	3189	2502	0	71	42
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	955	4263	2700		100	89
Arrive On Green	0.28	0.86	0.54	0.00	0.06	0.06
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1607	3189	2502	0	71	42
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	32.6	30.4	54.5	0.0	4.6	3.0
Cycle Q Clear(g_c), s	32.6	30.4	54.5	0.0	4.6	3.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	955	4263	2700		100	89
V/C Ratio(X)	1.68	0.75	0.93		0.71	0.47
Avail Cap(c_a), veh/h	955	4263	2700		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.59	0.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	3.4	24.9	0.0	54.8	54.0
Incr Delay (d2), s/veh	312.0	1.2	4.4	0.0	3.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	54.7	4.0	20.3	0.0	2.1	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	354.7	4.7	29.3	0.0	58.3	55.5
LnGrp LOS	F	A	C		E	E
Approach Vol, veh/h		4796	2502	A	113	
Approach Delay, s/veh		122.0	29.3		57.2	
Approach LOS		F	C		E	

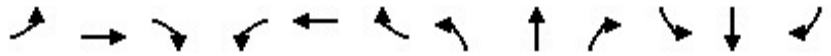
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		106.2		11.8	37.0	69.2
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	32.6	* 41
Max Q Clear Time (g_c+I1), s		32.4		6.6	34.6	56.5
Green Ext Time (p_c), s		45.0		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	89.7
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	420	1479	139	111	695	109	132	410	153	196	1042	711
Future Volume (veh/h)	420	1479	139	111	695	109	132	410	153	196	1042	711
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	488	1720	162	129	808	127	153	477	178	228	1212	827
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	507	1660	154	710	1923	302	148	570	205	242	1058	776
Arrive On Green	0.28	0.51	0.51	0.13	0.21	0.21	0.08	0.15	0.15	0.14	0.21	0.21
Sat Flow, veh/h	1781	3283	305	1781	3076	483	1781	3694	1326	1781	5106	1566
Grp Volume(v), veh/h	488	919	963	129	467	468	153	438	217	228	1212	827
Grp Sat Flow(s),veh/h/ln	1781	1777	1810	1781	1777	1783	1781	1702	1616	1781	1702	1566
Q Serve(g_s), s	37.8	70.8	70.8	9.0	32.0	32.0	11.6	17.5	18.4	17.8	29.0	29.0
Cycle Q Clear(g_c), s	37.8	70.8	70.8	9.0	32.0	32.0	11.6	17.5	18.4	17.8	29.0	29.0
Prop In Lane	1.00		0.17	1.00		0.27	1.00		0.82	1.00		1.00
Lane Grp Cap(c), veh/h	507	899	916	710	1111	1115	148	525	249	242	1058	776
V/C Ratio(X)	0.96	1.02	1.05	0.18	0.42	0.42	1.04	0.83	0.87	0.94	1.15	1.07
Avail Cap(c_a), veh/h	511	899	916	710	1111	1115	148	528	251	242	1058	776
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.65	0.65	0.65	0.97	0.97	0.97	0.84	0.84	0.84
Uniform Delay (d), s/veh	49.3	34.6	34.6	40.5	33.5	33.5	64.2	57.5	57.8	60.0	55.5	35.7
Incr Delay (d2), s/veh	30.2	35.9	44.4	0.4	0.8	0.8	83.0	10.8	25.9	37.6	75.4	48.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.7	37.8	40.7	4.2	15.4	15.5	8.6	8.3	9.3	10.5	19.7	35.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.5	70.5	79.0	40.8	34.3	34.3	147.2	68.3	83.7	97.6	130.9	84.5
LnGrp LOS	E	F	F	D	C	C	F	E	F	F	F	F
Approach Vol, veh/h		2370			1064			808			2267	
Approach Delay, s/veh		75.8			35.1			87.4			110.6	
Approach LOS		E			D			F			F	

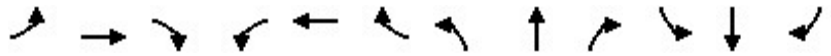
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.4	26.6	63.0	76.0	16.0	34.0	44.3	94.7
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.0	* 22	9.6	* 71	11.6	29.0	40.2	39.6
Max Q Clear Time (g_c+I1), s	19.8	20.4	11.0	72.8	13.6	31.0	39.8	34.0
Green Ext Time (p_c), s	0.0	0.6	0.0	0.0	0.0	0.0	0.1	2.5

Intersection Summary	
HCM 6th Ctrl Delay	82.7
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1555	231	91	192	0	0	0	0	512	1561	725
Future Volume (veh/h)	0	1555	231	91	192	0	0	0	0	512	1561	725
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1654	246	97	204	0				545	1993	550
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	2499	363	121	3206	0				444	1802	636
Arrive On Green	0.00	0.26	0.26	0.07	0.90	0.00				0.40	0.40	0.40
Sat Flow, veh/h	0	3206	452	1781	3647	0				1099	4457	1572
Grp Volume(v), veh/h	0	928	972	97	204	0				900	1638	550
Grp Sat Flow(s),veh/h/ln	0	1777	1788	1781	1777	0				1815	1870	1572
Q Serve(g_s), s	0.0	64.9	68.2	7.5	0.8	0.0				56.6	56.6	44.9
Cycle Q Clear(g_c), s	0.0	64.9	68.2	7.5	0.8	0.0				56.6	56.6	44.9
Prop In Lane	0.00		0.25	1.00		0.00				0.61		1.00
Lane Grp Cap(c), veh/h	0	1427	1435	121	3206	0				734	1512	636
V/C Ratio(X)	0.00	0.65	0.68	0.80	0.06	0.00				1.23	1.08	0.87
Avail Cap(c_a), veh/h	0	1427	1435	122	3206	0				734	1512	636
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.44	0.44	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	34.0	35.2	64.3	0.7	0.0				41.7	41.7	38.2
Incr Delay (d2), s/veh	0.0	0.2	0.2	14.1	0.0	0.0				113.7	49.2	14.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	30.9	32.7	3.8	0.1	0.0				48.4	36.3	19.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	34.2	35.4	78.5	0.7	0.0				155.4	90.9	52.9
LnGrp LOS	A	C	D	E	A	A				F	F	D
Approach Vol, veh/h		1900			301						3088	
Approach Delay, s/veh		34.8			25.8						102.9	
Approach LOS		C			C						F	

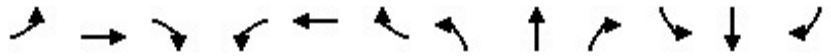
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.9	120.6		62.0		134.5
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	9.6	* 59		56.6		71.4
Max Q Clear Time (g_c+I1), s	9.5	70.2		58.6		2.8
Green Ext Time (p_c), s	0.0	0.0		0.0		0.4

Intersection Summary	
HCM 6th Ctrl Delay	74.1
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	739	1541	0	0	243	417	24	248	217	0	0	0
Future Volume (veh/h)	739	1541	0	0	243	417	24	248	217	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	795	1657	0	0	261	448	26	267	233			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1513	1459	0	0	546	487	46	499	219			
Arrive On Green	0.88	1.00	0.00	0.00	0.31	0.31	0.15	0.15	0.15			
Sat Flow, veh/h	3456	1870	0	0	1870	1585	308	3324	1463			
Grp Volume(v), veh/h	795	1657	0	0	261	448	157	136	233			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1585	1855	1777	1463			
Q Serve(g_s), s	7.4	109.2	0.0	0.0	16.7	38.2	11.0	9.9	21.0			
Cycle Q Clear(g_c), s	7.4	109.2	0.0	0.0	16.7	38.2	11.0	9.9	21.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.17		1.00			
Lane Grp Cap(c), veh/h	1513	1459	0	0	546	487	278	267	219			
V/C Ratio(X)	0.53	1.14	0.00	0.00	0.48	0.92	0.56	0.51	1.06			
Avail Cap(c_a), veh/h	1513	1459	0	0	760	678	278	267	219			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	0.78	0.78	0.78			
Uniform Delay (d), s/veh	5.4	0.0	0.0	0.0	39.4	46.8	55.2	54.8	59.5			
Incr Delay (d2), s/veh	0.0	62.0	0.0	0.0	0.2	12.0	1.3	0.6	70.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	25.1	0.0	0.0	7.3	16.3	5.3	4.5	12.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.4	62.0	0.0	0.0	39.6	58.8	56.5	55.3	130.4			
LnGrp LOS	A	F	A	A	D	E	E	E	F			
Approach Vol, veh/h		2452			709			526				
Approach Delay, s/veh		43.7			51.8			88.9				
Approach LOS		D			D			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		114.1			66.2	47.9		25.9				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		109.2			44.9	* 60		21.0				
Max Q Clear Time (g_c+I1), s		111.2			9.4	40.2		23.0				
Green Ext Time (p_c), s		0.0			3.1	2.8		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	51.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

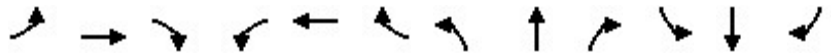
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	224	1242	965	0	0	3262
Future Volume (veh/h)	224	1242	965	0	0	3262
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	233	0	1005	0	0	3398
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	265		3181	0	150	4788
Arrive On Green	0.15	0.00	0.64	0.00	0.00	0.76
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	233	0	1005	0	0	3398
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	14.1	0.0	10.1	0.0	0.0	30.8
Cycle Q Clear(g_c), s	14.1	0.0	10.1	0.0	0.0	30.8
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	265		3181	0	150	4788
V/C Ratio(X)	0.88		0.32	0.00	0.00	0.71
Avail Cap(c_a), veh/h	486		3181	0	578	4788
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.42	0.00	0.55	0.00	0.00	0.55
Uniform Delay (d), s/veh	45.9	0.0	9.0	0.0	0.0	6.8
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.0	3.2	0.0	0.0	7.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	47.5	0.0	9.1	0.0	0.0	7.3
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	233	A	1005			3398
Approach Delay, s/veh	47.5		9.1			7.3
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	13.6	75.1				88.7	21.3
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	25.7	30.1				70.2	30.0
Max Q Clear Time (g_c+I1), s	10.0	12.1				32.8	16.1
Green Ext Time (p_c), s	0.0	8.4				36.5	0.3

Intersection Summary	
HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



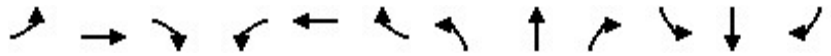
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	332	1325	156	140	565	0	0	1167	50
Future Volume (veh/h)	0	0	0	332	1325	156	140	565	0	0	1167	50
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				349	1395	164	147	595	0	0	1228	53
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				397	1707	205	175	2189	0	0	1366	59
Arrive On Green				0.14	0.14	0.14	0.20	0.86	0.00	0.00	0.27	0.27
Sat Flow, veh/h				913	3920	470	1781	5274	0	0	5181	216
Grp Volume(v), veh/h				698	591	620	147	595	0	0	834	447
Grp Sat Flow(s),veh/h/ln				1825	1702	1776	1781	1702	0	0	1702	1825
Q Serve(g_s), s				41.2	36.9	37.1	8.7	2.4	0.0	0.0	26.0	26.0
Cycle Q Clear(g_c), s				41.2	36.9	37.1	8.7	2.4	0.0	0.0	26.0	26.0
Prop In Lane				0.50		0.26	1.00		0.00	0.00		0.12
Lane Grp Cap(c), veh/h				795	741	774	175	2189	0	0	928	497
V/C Ratio(X)				0.88	0.80	0.80	0.84	0.27	0.00	0.00	0.90	0.90
Avail Cap(c_a), veh/h				795	741	774	214	2335	0	0	966	518
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.41	0.41	0.41	0.17	0.17	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				44.2	42.4	42.5	43.4	4.6	0.0	0.0	38.6	38.6
Incr Delay (d2), s/veh				6.0	3.8	3.7	3.8	0.0	0.0	0.0	1.2	2.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				21.5	17.6	18.4	3.6	0.7	0.0	0.0	10.7	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				50.3	46.2	46.2	47.2	4.7	0.0	0.0	39.7	40.7
LnGrp LOS				D	D	D	D	A	A	A	D	D
Approach Vol, veh/h					1908			742			1281	
Approach Delay, s/veh					47.7			13.1			40.1	
Approach LOS					D			B			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	16.7	36.4	53.8	53.1
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	13.2	* 31	47.9	50.3
Max Q Clear Time (g_c+I1), s	10.7	28.0	43.2	4.4
Green Ext Time (p_c), s	0.0	2.0	3.7	5.1

Intersection Summary	
HCM 6th Ctrl Delay	38.7
HCM 6th LOS	D

Notes

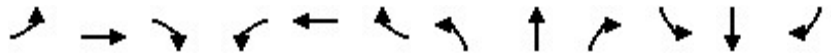
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	466	1780	0	0	0	0	0	1191	137
Future Volume (veh/h)	0	0	0	466	1780	0	0	0	0	0	1191	137
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				485	1854	0				0	1241	143
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				569	2365	0				0	1604	185
Arrive On Green				0.19	0.19	0.00				0.00	0.35	0.35
Sat Flow, veh/h				1013	4379	0				0	4800	534
Grp Volume(v), veh/h				871	1468	0				0	912	472
Grp Sat Flow(s),veh/h/ln				1820	1702	0				0	1702	1761
Q Serve(g_s), s				50.9	45.1	0.0				0.0	26.3	26.3
Cycle Q Clear(g_c), s				50.9	45.1	0.0				0.0	26.3	26.3
Prop In Lane				0.56		0.00				0.00		0.30
Lane Grp Cap(c), veh/h				1022	1912	0				0	1179	610
V/C Ratio(X)				0.85	0.77	0.00				0.00	0.77	0.77
Avail Cap(c_a), veh/h				1022	1912	0				0	1179	610
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				40.4	38.0	0.0				0.0	32.1	32.1
Incr Delay (d2), s/veh				8.9	3.0	0.0				0.0	5.0	9.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				27.3	21.3	0.0				0.0	11.6	12.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				49.3	41.0	0.0				0.0	37.1	41.3
LnGrp LOS				D	D	A				A	D	D
Approach Vol, veh/h					2339						1384	
Approach Delay, s/veh					44.1						38.5	
Approach LOS					D						D	

Timer - Assigned Phs	4	6
Phs Duration (G+Y+Rc), s	43.0	67.0
Change Period (Y+Rc), s	4.9	5.2
Max Green Setting (Gmax), s	38.1	61.8
Max Q Clear Time (g_c+I1), s	28.3	52.9
Green Ext Time (p_c), s	2.0	3.3

Intersection Summary	
HCM 6th Ctrl Delay	42.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2098	191	130	355	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2098	191	130	355	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2163	197	134	366	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3186	287	218	636	0			
Arrive On Green				0.00	0.22	0.22	0.08	0.08	0.00			
Sat Flow, veh/h				0	4936	429	920	2775	0			
Grp Volume(v), veh/h				0	1537	823	266	234	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1793	1824	1777	0			
Q Serve(g_s), s				0.0	45.5	46.4	15.5	14.0	0.0			
Cycle Q Clear(g_c), s				0.0	45.5	46.4	15.5	14.0	0.0			
Prop In Lane				0.00		0.24	0.50		0.00			
Lane Grp Cap(c), veh/h				0	2275	1198	433	422	0			
V/C Ratio(X)				0.00	0.68	0.69	0.61	0.56	0.00			
Avail Cap(c_a), veh/h				0	2275	1198	433	422	0			
HCM Platoon Ratio				1.00	0.33	0.33	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	32.0	32.3	45.8	45.1	0.0			
Incr Delay (d2), s/veh				0.0	1.6	3.2	6.4	5.2	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	21.2	23.2	8.4	7.3	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	33.6	35.5	52.2	50.3	0.0			
LnGrp LOS				A	C	D	D	D	A			
Approach Vol, veh/h					2360			500				
Approach Delay, s/veh					34.3			51.3				
Approach LOS					C			D				

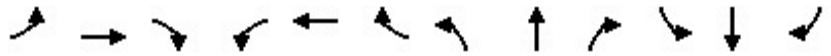
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						79.0		31.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						73.5		26.1				
Max Q Clear Time (g_c+I1), s						48.4		17.5				
Green Ext Time (p_c), s						19.9		2.0				

Intersection Summary		
HCM 6th Ctrl Delay	37.2	
HCM 6th LOS	D	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	331	2254	0	0	0	0	0	1023	110
Future Volume (veh/h)	0	0	0	331	2254	0	0	0	0	0	1023	110
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				352	2398	0				0	1088	117
Peak Hour Factor				0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				357	2631	0				0	1199	528
Arrive On Green				0.19	0.19	0.00				0.00	0.34	0.34
Sat Flow, veh/h				627	4785	0				0	3647	1565
Grp Volume(v), veh/h				1033	1717	0				0	1088	117
Grp Sat Flow(s),veh/h/ln				1839	1702	0				0	1777	1565
Q Serve(g_s), s				61.6	54.0	0.0				0.0	32.2	5.9
Cycle Q Clear(g_c), s				61.6	54.0	0.0				0.0	32.2	5.9
Prop In Lane				0.34		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1048	1940	0				0	1199	528
V/C Ratio(X)				0.99	0.88	0.00				0.00	0.91	0.22
Avail Cap(c_a), veh/h				1048	1940	0				0	1199	528
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				44.2	41.1	0.0				0.0	34.8	26.1
Incr Delay (d2), s/veh				24.5	6.4	0.0				0.0	11.6	1.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				37.4	26.3	0.0				0.0	15.7	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				68.7	47.5	0.0				0.0	46.4	27.1
LnGrp LOS				E	D	A				A	D	C
Approach Vol, veh/h					2750						1205	
Approach Delay, s/veh					55.5						44.5	
Approach LOS					E						D	

Timer - Assigned Phs	4	6
Phs Duration (G+Y+Rc), s	42.0	68.0
Change Period (Y+Rc), s	4.9	5.3
Max Green Setting (Gmax), s	37.1	62.7
Max Q Clear Time (g_c+I1), s	34.2	63.6
Green Ext Time (p_c), s	2.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	52.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2542	69	176	271	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2542	69	176	271	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2676	73	185	285	0			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3554	96	281	470	0			
Arrive On Green				0.00	0.70	0.70	0.07	0.07	0.00			
Sat Flow, veh/h				0	5279	138	1340	2334	0			
Grp Volume(v), veh/h				0	1776	973	249	221	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1845	1803	1777	0			
Q Serve(g_s), s				0.0	36.5	37.4	14.8	13.3	0.0			
Cycle Q Clear(g_c), s				0.0	36.5	37.4	14.8	13.3	0.0			
Prop In Lane				0.00		0.08	0.74		0.00			
Lane Grp Cap(c), veh/h				0	2367	1283	379	373	0			
V/C Ratio(X)				0.00	0.75	0.76	0.66	0.59	0.00			
Avail Cap(c_a), veh/h				0	2367	1283	379	373	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	10.7	10.8	47.3	46.6	0.0			
Incr Delay (d2), s/veh				0.0	2.2	4.2	8.6	6.8	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	12.7	14.7	8.1	7.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	12.9	15.0	56.0	53.4	0.0			
LnGrp LOS				A	B	B	E	D	A			
Approach Vol, veh/h					2749			470				
Approach Delay, s/veh					13.7			54.7				
Approach LOS					B			D				

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.0		28.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						76.5		23.1				
Max Q Clear Time (g_c+I1), s						39.4		16.8				
Green Ext Time (p_c), s						31.1		1.5				

Intersection Summary												
HCM 6th Ctrl Delay			19.7									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	33.4

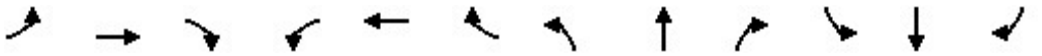
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	198	899	6	236	0	0	0	54
Future Vol, veh/h	0	0	0	0	198	899	6	236	0	0	0	54
Conflicting Peds, #/hr	0	0	7	7	0	0	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	206	936	6	246	0	0	0	56

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	103	1142	-	-	-	571
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	103	1142	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	866	~ 199	0	0	0	464
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	892	273	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	761	~ 199	-	-	-	464
Mov Cap-2 Maneuver	-	-	-	761	~ 199	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	784	273	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	189.4	13.8
HCM LOS		F	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	199	-	-	464
HCM Lane V/C Ratio	1.235	-	-	0.121
HCM Control Delay (s)	189.4	-	-	13.8
HCM Lane LOS	F	-	-	B
HCM 95th %tile Q(veh)	13	-	-	0.4

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



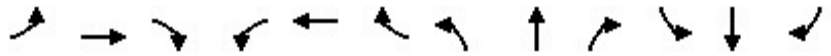
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	915	69	2113	1501	0
Future Volume (veh/h)	0	0	0	0	0	0	0	915	69	2113	1501	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.87	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	934	70	2156	1532	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1214	336	3361	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.24	0.24	0.45	0.64	0.00
Sat Flow, veh/h		0					0	5149	1380	5023	1826	0
Grp Volume(v), veh/h		0.0					0	934	70	2156	1532	0
Grp Sat Flow(s),veh/h/ln							0	1662	1380	1674	1826	0
Q Serve(g_s), s							0.0	19.2	4.4	36.6	76.2	0.0
Cycle Q Clear(g_c), s							0.0	19.2	4.4	36.6	76.2	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1214	336	3361	1740	0
V/C Ratio(X)							0.00	0.77	0.21	0.64	0.88	0.00
Avail Cap(c_a), veh/h							0	1228	340	3361	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	0.67	0.67	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.59	0.59	0.00
Uniform Delay (d), s/veh							0.0	38.7	33.1	20.1	14.7	0.0
Incr Delay (d2), s/veh							0.0	3.8	0.8	0.2	4.2	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	7.9	1.5	14.6	27.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	42.5	33.9	20.4	18.9	0.0
LnGrp LOS							A	D	C	C	B	A
Approach Vol, veh/h								1004			3688	
Approach Delay, s/veh								41.9			19.8	
Approach LOS								D			B	

Timer - Assigned Phs	1	2			6							
Phs Duration (G+Y+Rc), s	78.0	32.0			110.0							
Change Period (Y+Rc), s	4.4	* 5.2			5.2							
Max Green Setting (Gmax), s	35.6	* 27			66.8							
Max Q Clear Time (g_c+I1), s	38.6	21.2			78.2							
Green Ext Time (p_c), s	0.0	4.3			0.0							

Intersection Summary		
HCM 6th Ctrl Delay		24.5
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



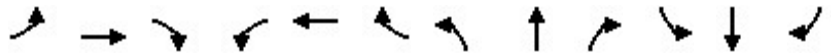
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	2149	85	0	0	0	0	583	448	261	1270	0
Future Volume (veh/h)	74	2149	85	0	0	0	0	583	448	261	1270	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.94	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	76	2193	87				0	595	457	266	1296	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	104	3208	991				0	783	342	288	2205	0
Arrive On Green	0.21	0.21	0.21				0.00	0.23	0.23	0.32	0.86	0.00
Sat Flow, veh/h	166	5100	1575				0	3572	1486	1781	5274	0
Grp Volume(v), veh/h	853	1416	87				0	595	457	266	1296	0
Grp Sat Flow(s),veh/h/ln	1862	1702	1575				0	1702	1486	1781	1702	0
Q Serve(g_s), s	47.0	42.0	4.9				0.0	17.9	25.3	15.8	7.7	0.0
Cycle Q Clear(g_c), s	47.0	42.0	4.9				0.0	17.9	25.3	15.8	7.7	0.0
Prop In Lane	0.09		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1171	2141	991				0	783	342	288	2205	0
V/C Ratio(X)	0.73	0.66	0.09				0.00	0.76	1.34	0.92	0.59	0.00
Avail Cap(c_a), veh/h	1171	2141	991				0	783	342	288	2205	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.09	0.09	0.09				0.00	1.00	1.00	0.31	0.31	0.00
Uniform Delay (d), s/veh	34.8	32.8	18.1				0.0	39.5	42.4	36.5	4.8	0.0
Incr Delay (d2), s/veh	0.4	0.1	0.0				0.0	4.5	170.5	14.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.5	19.1	1.8				0.0	7.8	25.2	6.6	1.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.2	33.0	18.1				0.0	44.0	212.8	50.7	4.9	0.0
LnGrp LOS	D	C	B				A	D	F	D	A	A
Approach Vol, veh/h		2356						1052			1562	
Approach Delay, s/veh		33.2						117.3			12.7	
Approach LOS		C						F			B	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	74.6	52.9	22.2	30.7
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	52.7	47.0	17.8	* 25
Max Q Clear Time (g_c+I1), s	49.0	9.7	17.8	27.3
Green Ext Time (p_c), s	3.6	9.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	44.6
HCM 6th LOS	D

Notes

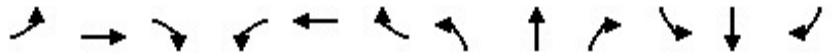
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



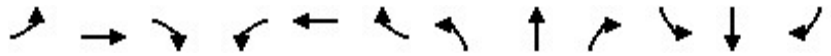
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2913	109	0	0	0	0	0	0	473	1227	0
Future Volume (veh/h)	0	2913	109	0	0	0	0	0	0	473	1227	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	3201	120							520	1348	0
Peak Hour Factor	0.91	0.91	0.91							0.91	0.91	0.91
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2896	107							459	1297	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5217	187							1362	4013	0
Grp Volume(v), veh/h	0	2143	1178							688	1180	0
Grp Sat Flow(s),veh/h/ln	0	1702	1831							1802	1702	0
Q Serve(g_s), s	0.0	63.1	63.1							37.1	37.1	0.0
Cycle Q Clear(g_c), s	0.0	63.1	63.1							37.1	37.1	0.0
Prop In Lane	0.00		0.10							0.76		0.00
Lane Grp Cap(c), veh/h	0	1953	1051							608	1148	0
V/C Ratio(X)	0.00	1.10	1.12							1.13	1.03	0.00
Avail Cap(c_a), veh/h	0	1953	1051							608	1148	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	44.6	44.6							48.9	48.9	0.0
Incr Delay (d2), s/veh	0.0	52.6	67.3							78.7	33.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	42.9	50.5							31.3	22.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	97.2	111.9							127.6	82.7	0.0
LnGrp LOS	A	F	F							F	F	A
Approach Vol, veh/h		3321									1868	
Approach Delay, s/veh		102.4									99.2	
Approach LOS		F									F	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	68.0	42.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	63.1	37.1
Max Q Clear Time (g_c+I1), s	65.1	39.1
Green Ext Time (p_c), s	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	101.3
HCM 6th LOS	F



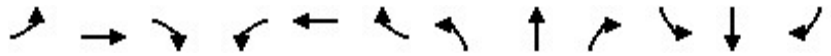
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	3587	0	0	0	0	0	281	207	0	0	0
Future Volume (veh/h)	192	3587	0	0	0	0	0	281	207	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	211	3942	0				0	309	227			
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	185	3704	0				0	328	232			
Arrive On Green	0.24	0.24	0.00				0.00	0.17	0.17			
Sat Flow, veh/h	251	5179	0				0	2004	1349			
Grp Volume(v), veh/h	1564	2589	0				0	287	249			
Grp Sat Flow(s),veh/h/ln	1858	1702	0				0	1777	1482			
Q Serve(g_s), s	81.3	81.3	0.0				0.0	17.5	18.4			
Cycle Q Clear(g_c), s	81.3	81.3	0.0				0.0	17.5	18.4			
Prop In Lane	0.13		0.00				0.00		0.91			
Lane Grp Cap(c), veh/h	1373	2516	0				0	305	255			
V/C Ratio(X)	1.14	1.03	0.00				0.00	0.94	0.98			
Avail Cap(c_a), veh/h	1373	2516	0				0	305	255			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	41.6	41.6	0.0				0.0	45.0	45.4			
Incr Delay (d2), s/veh	71.8	25.9	0.0				0.0	38.0	51.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	67.6	45.9	0.0				0.0	10.9	10.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	113.3	67.5	0.0				0.0	82.9	96.8			
LnGrp LOS	F	F	A				A	F	F			
Approach Vol, veh/h		4153						536				
Approach Delay, s/veh		84.8						89.4				
Approach LOS		F						F				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		86.2						23.8				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		81.3						18.9				
Max Q Clear Time (g_c+I1), s		83.3						20.4				
Green Ext Time (p_c), s		0.0						0.0				
Intersection Summary												
HCM 6th Ctrl Delay			85.3									
HCM 6th LOS			F									



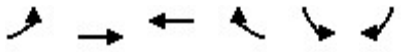
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	4020	159	0	0	0	0	0	0	475	842	0
Future Volume (veh/h)	0	4020	159	0	0	0	0	0	0	475	842	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	4370	173							516	915	0
Peak Hour Factor	0.92	0.92	0.92							0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3440	134							406	811	0
Arrive On Green	0.00	0.23	0.23							0.08	0.08	0.00
Sat Flow, veh/h	0	5208	197							1781	3647	0
Grp Volume(v), veh/h	0	2932	1611							516	915	0
Grp Sat Flow(s),veh/h/ln	0	1702	1832							1781	1777	0
Q Serve(g_s), s	0.0	75.1	75.1							25.1	25.1	0.0
Cycle Q Clear(g_c), s	0.0	75.1	75.1							25.1	25.1	0.0
Prop In Lane	0.00		0.11							1.00		0.00
Lane Grp Cap(c), veh/h	0	2324	1251							406	811	0
V/C Ratio(X)	0.00	1.26	1.29							1.27	1.13	0.00
Avail Cap(c_a), veh/h	0	2324	1251							406	811	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	42.6	42.6							50.9	50.9	0.0
Incr Delay (d2), s/veh	0.0	121.3	135.8							139.4	73.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	73.2	83.8							27.8	20.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	164.0	178.4							190.3	124.0	0.0
LnGrp LOS	A	F	F							F	F	A
Approach Vol, veh/h		4543									1431	
Approach Delay, s/veh		169.1									147.9	
Approach LOS		F									F	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	80.0	30.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	75.1	25.1
Max Q Clear Time (g_c+I1), s	77.1	27.1
Green Ext Time (p_c), s	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	164.0
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	4057	0	0	0	0	0	340	150	0	0	0
Future Volume (veh/h)	119	4057	0	0	0	0	0	340	150	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	140	4773	0				0	400	176			
Peak Hour Factor	0.85	0.85	0.85				0.85	0.85	0.85			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	104	3784	0				0	416	181			
Arrive On Green	0.24	0.24	0.00				0.00	0.17	0.17			
Sat Flow, veh/h	141	5295	0				0	2504	1048			
Grp Volume(v), veh/h	1850	3063	0				0	293	283			
Grp Sat Flow(s),veh/h/ln	1863	1702	0				0	1777	1682			
Q Serve(g_s), s	81.2	81.2	0.0				0.0	18.0	18.4			
Cycle Q Clear(g_c), s	81.2	81.2	0.0				0.0	18.0	18.4			
Prop In Lane	0.08		0.00				0.00		0.62			
Lane Grp Cap(c), veh/h	1375	2513	0				0	307	290			
V/C Ratio(X)	1.34	1.22	0.00				0.00	0.96	0.97			
Avail Cap(c_a), veh/h	1375	2513	0				0	307	290			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	41.6	41.6	0.0				0.0	45.1	45.2			
Incr Delay (d2), s/veh	160.1	102.4	0.0				0.0	41.3	46.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	11.6	72.7	0.0				0.0	11.5	11.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	201.7	144.0	0.0				0.0	86.4	91.5			
LnGrp LOS	F	F	A				A	F	F			
Approach Vol, veh/h		4913						576				
Approach Delay, s/veh		165.7						88.9				
Approach LOS		F						F				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		86.1						23.9				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		81.2						19.0				
Max Q Clear Time (g_c+I1), s		83.2						20.4				
Green Ext Time (p_c), s		0.0						0.0				
Intersection Summary												
HCM 6th Ctrl Delay			157.7									
HCM 6th LOS			F									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	15	1750	1525	52	242	95
Future Volume (veh/h)	15	1750	1525	52	242	95
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	16	1902	1658	57	263	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	25	4049	3766	129	336	154
Arrive On Green	0.01	0.81	1.00	1.00	0.10	0.10
Sat Flow, veh/h	1781	5149	5113	170	3456	1585
Grp Volume(v), veh/h	16	1902	1113	602	263	103
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1795	1728	1585
Q Serve(g_s), s	1.1	13.7	0.0	0.0	8.8	7.4
Cycle Q Clear(g_c), s	1.1	13.7	0.0	0.0	8.8	7.4
Prop In Lane	1.00			0.09	1.00	1.00
Lane Grp Cap(c), veh/h	25	4049	2529	1366	336	154
V/C Ratio(X)	0.65	0.47	0.44	0.44	0.78	0.67
Avail Cap(c_a), veh/h	100	4049	2529	1366	1028	471
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.82	0.82	1.00	1.00
Uniform Delay (d), s/veh	57.9	3.4	0.0	0.0	52.1	51.4
Incr Delay (d2), s/veh	7.8	0.3	0.5	0.8	1.5	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.8	0.2	0.3	3.9	6.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	65.7	3.7	0.5	0.8	53.6	53.3
LnGrp LOS	E	A	A	A	D	D
Approach Vol, veh/h		1918	1715		366	
Approach Delay, s/veh		4.2	0.6		53.5	
Approach LOS		A	A		D	

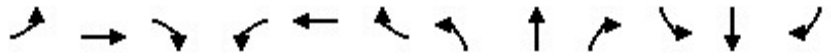
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		101.6		16.4	6.0	95.6
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 72		35.1	6.6	61.2
Max Q Clear Time (g_c+I1), s		15.7		10.8	3.1	2.0
Green Ext Time (p_c), s		47.5		0.7	0.0	42.5

Intersection Summary	
HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	1746	28	6	1506	5	0	9	27	47	0	58
Future Volume (veh/h)	74	1746	28	6	1506	5	0	9	27	47	0	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	2007	32	7	1731	0	0	10	31	54	0	67
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	534	3550	57	60	2116		55	12	38	221	0	101
Arrive On Green	0.60	1.00	1.00	0.03	0.42	0.00	0.00	0.03	0.03	0.06	0.00	0.06
Sat Flow, veh/h	1781	5054	81	1781	4985	1585	1781	399	1236	3456	0	1578
Grp Volume(v), veh/h	85	1319	720	7	1731	0	0	0	41	54	0	67
Grp Sat Flow(s),veh/h/ln	1781	1662	1811	1781	1662	1585	1781	0	1635	1728	0	1578
Q Serve(g_s), s	2.5	0.0	0.0	0.4	36.1	0.0	0.0	0.0	2.9	1.8	0.0	4.9
Cycle Q Clear(g_c), s	2.5	0.0	0.0	0.4	36.1	0.0	0.0	0.0	2.9	1.8	0.0	4.9
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.76	1.00		1.00
Lane Grp Cap(c), veh/h	534	2334	1272	60	2116		55	0	51	221	0	101
V/C Ratio(X)	0.16	0.57	0.57	0.12	0.82		0.00	0.00	0.81	0.24	0.00	0.66
Avail Cap(c_a), veh/h	534	2334	1272	60	2116		77	0	71	996	0	455
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.0	0.0	0.0	55.3	29.9	0.0	0.0	0.0	56.8	52.5	0.0	54.0
Incr Delay (d2), s/veh	0.0	0.8	1.6	0.3	3.7	0.0	0.0	0.0	26.4	0.2	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.3	0.5	0.2	14.2	0.0	0.0	0.0	1.6	0.8	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	0.8	1.6	55.6	33.6	0.0	0.0	0.0	83.2	52.7	0.0	56.7
LnGrp LOS	B	A	A	E	C		A	A	F	D	A	E
Approach Vol, veh/h		2124			1738	A		41			121	
Approach Delay, s/veh		1.7			33.7			83.2			54.9	
Approach LOS		A			C			F			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	88.6		12.5	41.1	55.9		8.6
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.0	55.0		34.0	8.8	* 50		5.1
Max Q Clear Time (g_c+I1), s	2.4	2.0		6.9	4.5	38.1		4.9
Green Ext Time (p_c), s	0.0	40.9		0.4	0.0	10.4		0.0

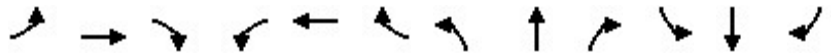
Intersection Summary	
HCM 6th Ctrl Delay	18.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	1838	5	739	2668	560	5	14	804	1586	10	33
Future Volume (veh/h)	36	1838	5	739	2668	560	5	14	804	1586	10	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	1976	5	795	2869	602	5	15	0	1705	11	35
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	580	2916	972	252	1712	337	99	53		516	55	176
Arrive On Green	0.33	0.59	0.59	0.07	0.32	0.32	0.03	0.03	0.00	0.14	0.14	0.14
Sat Flow, veh/h	1781	4985	1584	3456	5290	1042	3456	1870	1585	3563	382	1215
Grp Volume(v), veh/h	39	1976	5	795	2534	937	5	15	0	1705	0	46
Grp Sat Flow(s),veh/h/ln	1781	1662	1584	1728	1570	1621	1728	1870	1585	1781	0	1596
Q Serve(g_s), s	1.8	32.2	0.1	8.6	38.2	38.2	0.2	0.9	0.0	17.1	0.0	3.0
Cycle Q Clear(g_c), s	1.8	32.2	0.1	8.6	38.2	38.2	0.2	0.9	0.0	17.1	0.0	3.0
Prop In Lane	1.00		1.00	1.00		0.64	1.00		1.00	1.00		0.76
Lane Grp Cap(c), veh/h	580	2916	972	252	1525	525	99	53		516	0	231
V/C Ratio(X)	0.07	0.68	0.01	3.16	1.66	1.79	0.05	0.28		3.30	0.00	0.20
Avail Cap(c_a), veh/h	580	2916	972	252	1525	525	1145	620		516	0	231
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.4	16.8	8.8	54.7	39.9	39.9	55.8	56.1	0.0	50.5	0.0	44.4
Incr Delay (d2), s/veh	0.0	1.3	0.0	980.8	300.8	361.0	0.1	1.0	0.0	1041.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	11.3	0.1	37.9	56.5	67.0	0.1	0.4	0.0	82.2	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.4	18.1	8.8	1035.5	340.7	400.9	55.8	57.1	0.0	1091.6	0.0	44.8
LnGrp LOS	C	B	A	F	F	F	E	E		F	A	D
Approach Vol, veh/h		2020			4266			20	A		1751	
Approach Delay, s/veh		18.3			483.4			56.8			1064.1	
Approach LOS		B			F			E			F	

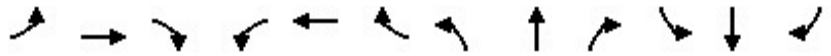
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.0	74.7		22.0	44.1	43.6		8.3
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	8.6	33.3		17.1	4.0	* 38		39.1
Max Q Clear Time (g_c+I1), s	10.6	34.2		19.1	3.8	40.2		2.9
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	491.9
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



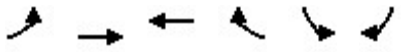
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	158	30	0	2	82	706	25	2	926	2
Future Volume (veh/h)	2	0	158	30	0	2	82	706	25	2	926	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	0	168	32	22	-13	87	751	27	2	985	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	0	138	38	26	57	164	1481	53	160	1535	3
Arrive On Green	0.09	0.00	0.09	0.04	0.04	0.00	0.09	0.42	0.42	0.09	0.42	0.42
Sat Flow, veh/h	1781	0	1527	1076	740	1585	1781	3497	126	1781	3638	7
Grp Volume(v), veh/h	2	0	168	54	0	-13	87	382	396	2	481	506
Grp Sat Flow(s),veh/h/ln	1781	0	1527	1817	0	1585	1781	1777	1845	1781	1777	1869
Q Serve(g_s), s	0.0	0.0	4.0	1.3	0.0	0.0	2.1	7.0	7.0	0.0	9.5	9.5
Cycle Q Clear(g_c), s	0.0	0.0	4.0	1.3	0.0	0.0	2.1	7.0	7.0	0.0	9.5	9.5
Prop In Lane	1.00		1.00	0.59		1.00	1.00		0.07	1.00		0.00
Lane Grp Cap(c), veh/h	160	0	138	65	0	57	164	753	782	160	750	788
V/C Ratio(X)	0.01	0.00	1.22	0.83	0.00	-0.23	0.53	0.51	0.51	0.01	0.64	0.64
Avail Cap(c_a), veh/h	160	0	138	1187	0	1035	201	1281	1330	160	1241	1305
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	0.0	20.2	21.3	0.0	0.0	19.2	9.4	9.4	18.4	10.2	10.2
Incr Delay (d2), s/veh	0.0	0.0	147.9	9.7	0.0	0.0	1.0	0.4	0.4	0.0	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	6.9	0.7	0.0	0.0	0.8	2.0	2.1	0.0	2.8	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.4	0.0	168.1	31.0	0.0	0.0	20.2	9.8	9.8	18.4	10.9	10.8
LnGrp LOS	B	A	F	C	A	A	C	A	A	B	B	B
Approach Vol, veh/h		170			41			865			989	
Approach Delay, s/veh		166.3			40.8			10.8			10.9	
Approach LOS		F			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	22.8		8.0	8.1	22.7		5.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	32.0		4.0	5.0	31.0		29.0
Max Q Clear Time (g_c+I1), s	2.0	9.0		6.0	4.1	11.5		3.3
Green Ext Time (p_c), s	0.0	3.9		0.0	0.0	5.0		0.2

Intersection Summary	
HCM 6th Ctrl Delay	24.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	496	2	2	537	525	430
Future Volume (veh/h)	496	2	2	537	525	430
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	546	0	2	0	577	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	793	416	542		762	
Arrive On Green	0.22	0.00	0.29	0.00	0.22	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	546	0	2	0	577	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	6.3	0.0	0.0	0.0	7.0	0.0
Cycle Q Clear(g_c), s	6.3	0.0	0.0	0.0	7.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	793	416	542		762	
V/C Ratio(X)	0.69	0.00	0.00		0.76	
Avail Cap(c_a), veh/h	952	500	542		1001	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	16.0	0.0	11.3	0.0	16.4	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.0	2.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	0.0	2.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.7	0.0	11.4	0.0	18.8	0.0
LnGrp LOS	B	A	B		B	
Approach Vol, veh/h		546	2	A	577	A
Approach Delay, s/veh		17.7	11.4		18.8	
Approach LOS		B	B		B	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	14.0		13.9		17.0
Change Period (Y+Rc), s	4.0		4.0		4.0
Max Green Setting (Gmax), s	12.0		13.0		13.0
Max Q Clear Time (g_c+I1), s	8.3		9.0		2.0
Green Ext Time (p_c), s	0.8		0.9		0.0

Intersection Summary	
HCM 6th Ctrl Delay	18.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

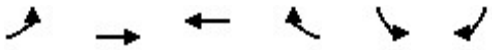
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	542	445	10	1	2
Future Vol, veh/h	9	542	445	10	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	630	517	12	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	529	0	-	0	858	265
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	335	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1034	-	-	-	296	733
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	697	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1034	-	-	-	292	733
Mov Cap-2 Maneuver	-	-	-	-	292	-
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	697	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1034	-	-	-	488
HCM Lane V/C Ratio	0.01	-	-	-	0.007
HCM Control Delay (s)	8.5	0.1	-	-	12.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0



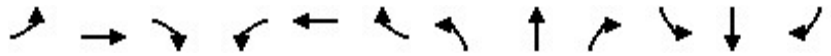
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	62	1936	6419	0	0	216
Future Volume (veh/h)	62	1936	6419	0	0	216
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	66	2060	6829	0	0	230
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	69	4169	5621		266	122
Arrive On Green	0.04	0.84	0.76	0.00	0.00	0.08
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	66	2060	6829	0	0	230
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	4.4	13.6	89.7	0.0	0.0	9.1
Cycle Q Clear(g_c), s	4.4	13.6	89.7	0.0	0.0	9.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	69	4169	5621		266	122
V/C Ratio(X)	0.95	0.49	1.21		0.00	1.88
Avail Cap(c_a), veh/h	69	4169	5621		266	122
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	56.6	2.7	14.1	0.0	0.0	54.5
Incr Delay (d2), s/veh	90.6	0.4	98.5	0.0	0.0	426.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	2.3	51.0	0.0	0.0	22.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	147.2	3.1	112.6	0.0	0.0	480.4
LnGrp LOS	F	A	F		A	F
Approach Vol, veh/h		2126	6829	A	230	
Approach Delay, s/veh		7.6	112.6		480.4	
Approach LOS		A	F		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		104.0		14.0	9.0	95.0
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		98.7		9.1	4.6	89.7
Max Q Clear Time (g_c+I1), s		15.6		11.1	6.4	91.7
Green Ext Time (p_c), s		68.2		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	97.5
HCM 6th LOS	F

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



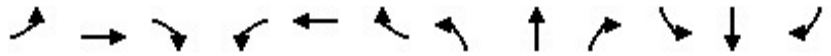
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	3707	52	128	2949	23	46	0	171	34	0	25
Future Volume (veh/h)	38	3707	52	128	2949	23	46	0	171	34	0	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.94		0.94	0.96		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	3986	56	138	3171	25	49	0	184	37	0	27
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	63	3715	936	135	3852	30	364	0	330	293	0	366
Arrive On Green	0.04	0.59	0.59	0.08	1.00	1.00	0.25	0.00	0.25	0.25	0.00	0.25
Sat Flow, veh/h	1781	6281	1583	3456	6477	51	1232	0	1341	1149	0	1490
Grp Volume(v), veh/h	41	3986	56	138	2305	891	49	0	184	37	0	27
Grp Sat Flow(s),veh/h/ln	1781	1570	1583	1728	1570	1817	1232	0	1341	1149	0	1490
Q Serve(g_s), s	2.7	69.8	1.8	4.6	0.0	0.0	3.5	0.0	14.1	3.1	0.0	1.6
Cycle Q Clear(g_c), s	2.7	69.8	1.8	4.6	0.0	0.0	5.2	0.0	14.1	8.3	0.0	1.6
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	63	3715	936	135	2802	1081	364	0	330	293	0	366
V/C Ratio(X)	0.65	1.07	0.06	1.02	0.82	0.82	0.13	0.00	0.56	0.13	0.00	0.07
Avail Cap(c_a), veh/h	63	3715	936	135	2802	1081	397	0	364	322	0	404
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.2	24.1	10.2	54.4	0.0	0.0	36.2	0.0	38.9	38.8	0.0	34.2
Incr Delay (d2), s/veh	16.5	38.9	0.1	29.7	0.3	0.7	0.1	0.0	0.6	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	32.4	0.6	2.4	0.1	0.2	1.2	0.0	4.8	0.9	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.6	63.0	10.3	84.1	0.3	0.7	36.2	0.0	39.5	38.9	0.0	34.2
LnGrp LOS	E	F	B	F	A	A	D	A	D	D	A	C
Approach Vol, veh/h		4083			3334			233			64	
Approach Delay, s/veh		62.4			3.9			38.8			36.9	
Approach LOS		E			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.0	75.1		33.9	8.6	75.5		33.9
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	4.6	66.8		32.0	4.2	67.2		32.0
Max Q Clear Time (g_c+I1), s	16.6	71.8		10.3	4.7	2.0		16.1
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	64.1		0.5

Intersection Summary	
HCM 6th Ctrl Delay	36.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



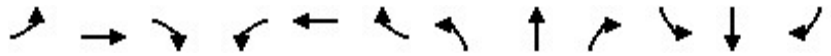
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	3714	0	11	2732	360	0	0	0	105	0	340
Future Volume (veh/h)	166	3714	0	11	2732	360	0	0	0	105	0	340
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	177	3951	0	12	2906	383	0	0	0	112	0	362
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	130	2963	0	60	3154	404	0	464	0	977	0	392
Arrive On Green	0.10	0.79	0.00	0.03	0.56	0.56	0.00	0.00	0.00	0.25	0.00	0.25
Sat Flow, veh/h	1781	5149	0	1781	5679	727	0	1870	0	3447	0	1581
Grp Volume(v), veh/h	177	3951	0	12	2396	893	0	0	0	112	0	362
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1695	0	1870	0	1724	0	1581
Q Serve(g_s), s	8.6	70.1	0.0	0.8	54.3	58.4	0.0	0.0	0.0	3.0	0.0	26.3
Cycle Q Clear(g_c), s	8.6	70.1	0.0	0.8	54.3	58.4	0.0	0.0	0.0	3.0	0.0	26.3
Prop In Lane	1.00		0.00	1.00		0.43	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	130	2963	0	60	2616	941	0	464	0	977	0	392
V/C Ratio(X)	1.36	1.33	0.00	0.20	0.92	0.95	0.00	0.00	0.00	0.11	0.00	0.92
Avail Cap(c_a), veh/h	130	2963	0	60	2616	941	0	507	0	1057	0	429
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.18	0.18	0.00	0.68	0.68	0.68	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.3	12.4	0.0	55.4	23.7	24.6	0.0	0.0	0.0	34.5	0.0	43.3
Incr Delay (d2), s/veh	172.4	150.6	0.0	0.4	4.6	14.6	0.0	0.0	0.0	0.0	0.0	23.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	51.4	0.0	0.3	19.0	24.6	0.0	0.0	0.0	1.3	0.0	12.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	225.7	163.0	0.0	55.8	28.3	39.3	0.0	0.0	0.0	34.5	0.0	66.7
LnGrp LOS	F	F	A	E	C	D	A	A	A	C	A	E
Approach Vol, veh/h		4128			3301			0			474	
Approach Delay, s/veh		165.6			31.4			0.0			59.1	
Approach LOS		F			C						E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	75.4		34.2	13.0	70.8		34.2				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.0	67.4		32.0	8.6	62.8		32.0				
Max Q Clear Time (g_c+I1), s	2.8	72.1		28.3	10.6	60.4		0.0				
Green Ext Time (p_c), s	0.0	0.0		0.7	0.0	2.4		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	103.2
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	3794	1	15	2916	0	0	0	18	0	0	0
Future Volume (veh/h)	36	3794	1	15	2916	0	0	0	18	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	38	3952	1	16	3038	0						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	49	4505	1	26	4298	0						
Arrive On Green	0.03	0.88	0.88	0.01	0.86	0.00						
Sat Flow, veh/h	1781	5148	1	1781	5149	0						
Grp Volume(v), veh/h	38	2551	1402	16	3038	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1826	1781	1662	0						
Q Serve(g_s), s	1.8	36.0	36.0	0.8	18.7	0.0						
Cycle Q Clear(g_c), s	1.8	36.0	36.0	0.8	18.7	0.0						
Prop In Lane	1.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	49	2908	1598	26	4298	0						
V/C Ratio(X)	0.77	0.88	0.88	0.61	0.71	0.00						
Avail Cap(c_a), veh/h	127	2912	1600	82	4298	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	42.1	2.9	2.9	42.7	2.1	0.0						
Incr Delay (d2), s/veh	9.2	3.8	6.7	8.2	0.9	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.9	1.5	3.0	0.4	0.3	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.3	6.8	9.6	50.9	3.0	0.0						
LnGrp LOS	D	A	A	D	A	A						
Approach Vol, veh/h		3991			3054							
Approach Delay, s/veh		8.2			3.2							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	5.7	81.5			6.8	80.4						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	4.3	76.4			6.2	74.2						
Max Q Clear Time (g_c+I1), s	2.8	38.0			3.8	20.7						
Green Ext Time (p_c), s	0.0	38.3			0.0	53.1						

Intersection Summary	
HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	2537.4

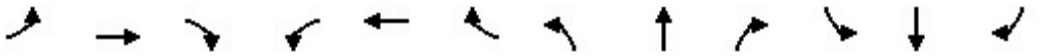
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1161	0	0	2608	889
Future Vol, veh/h	0	1161	0	0	2608	889
Conflicting Peds, #/hr	0	3	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1235	0	0	2774	946

Major/Minor	Minor2			Major2	
Conflicting Flow All	3247	1863		-	0
Stage 1	3247	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	19	~ 53		-	-
Stage 1	8	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	19	~ 53		-	-
Mov Cap-2 Maneuver	19	-		-	-
Stage 1	8	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	$ 10180.2	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	53	-	-
HCM Lane V/C Ratio	-	23.304	-	-
HCM Control Delay (s)	$	10180.2	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	150.8	-	-

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



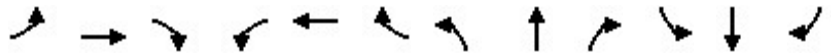
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	213	1054	26	16	1043	619	30	65	34	385	31	301
Future Volume (veh/h)	213	1054	26	16	1043	619	30	65	34	385	31	301
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	239	1184	29	18	1172	696	34	73	38	433	35	338
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	268	1754	541	212	1647	508	207	496	287	524	708	625
Arrive On Green	0.05	0.11	0.11	0.12	0.32	0.32	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1781	5106	1574	1781	5106	1573	403	1244	719	1271	1777	1567
Grp Volume(v), veh/h	239	1184	29	18	1172	696	63	0	82	433	35	338
Grp Sat Flow(s),veh/h/ln	1781	1702	1574	1781	1702	1573	814	0	1552	1271	1777	1567
Q Serve(g_s), s	16.0	26.7	2.0	1.1	24.2	38.7	2.1	0.0	4.0	39.4	1.5	19.8
Cycle Q Clear(g_c), s	16.0	26.7	2.0	1.1	24.2	38.7	22.0	0.0	4.0	43.4	1.5	19.8
Prop In Lane	1.00		1.00	1.00		1.00	0.54		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	268	1754	541	212	1647	508	371	0	619	524	708	625
V/C Ratio(X)	0.89	0.68	0.05	0.09	0.71	1.37	0.17	0.00	0.13	0.83	0.05	0.54
Avail Cap(c_a), veh/h	291	2145	661	212	1647	508	384	0	635	537	727	641
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.88	0.88	0.88	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	46.8	35.8	47.1	35.7	40.6	27.6	0.0	22.9	36.7	22.1	27.7
Incr Delay (d2), s/veh	23.1	1.9	0.2	0.1	2.3	177.9	0.1	0.0	0.0	12.1	0.1	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	12.4	0.8	0.5	10.0	39.3	1.5	0.0	1.5	13.8	0.6	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.2	48.7	36.0	47.1	38.1	218.5	27.7	0.0	23.0	48.8	22.2	29.9
LnGrp LOS	E	D	D	D	D	F	C	A	C	D	C	C
Approach Vol, veh/h		1452			1886			145			806	
Approach Delay, s/veh		53.5			104.8			25.0			39.7	
Approach LOS		D			F			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.4	46.9		52.7	22.5	44.8		52.7				
Change Period (Y+Rc), s	6.1	* 5.7		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	5.5	* 50		49.1	19.6	35.9		49.1				
Max Q Clear Time (g_c+I1), s	3.1	28.7		45.4	18.0	40.7		24.0				
Green Ext Time (p_c), s	0.0	12.5		2.4	0.1	0.0		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		72.5	
HCM 6th LOS		E	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	829	3	0	787	602	2	0	0	438	0	58
Future Volume (veh/h)	86	829	3	0	787	602	2	0	0	438	0	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	95	911	3	0	865	0	2	0	0	541	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	1175	4	674	1995		53	0	47	664	348	0
Arrive On Green	0.05	0.22	0.22	0.00	0.19	0.00	0.03	0.00	0.00	0.19	0.00	0.00
Sat Flow, veh/h	1781	5254	17	1781	3554	1585	1781	0	1585	3563	1870	0
Grp Volume(v), veh/h	95	590	324	0	865	0	2	0	0	541	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1867	1781	1777	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	5.6	19.5	19.5	0.0	25.9	0.0	0.1	0.0	0.0	17.5	0.0	0.0
Cycle Q Clear(g_c), s	5.6	19.5	19.5	0.0	25.9	0.0	0.1	0.0	0.0	17.5	0.0	0.0
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	83	761	418	674	1995		53	0	47	664	348	0
V/C Ratio(X)	1.14	0.78	0.78	0.00	0.43		0.04	0.00	0.00	0.82	0.00	0.00
Avail Cap(c_a), veh/h	83	814	447	674	1995		445	0	396	1098	577	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.65	0.00	1.00	0.00	0.00	0.59	0.00	0.00
Uniform Delay (d), s/veh	57.2	43.7	43.7	0.0	32.0	0.0	56.5	0.0	0.0	46.8	0.0	0.0
Incr Delay (d2), s/veh	142.4	7.6	13.2	0.0	0.4	0.0	0.1	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	8.8	10.3	0.0	12.4	0.0	0.1	0.0	0.0	7.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	199.6	51.3	56.9	0.0	32.4	0.0	56.6	0.0	0.0	47.4	0.0	0.0
LnGrp LOS	F	D	E	A	C		E	A	A	D	A	A
Approach Vol, veh/h		1009			865	A		2			541	
Approach Delay, s/veh		67.1			32.4			56.6			47.4	
Approach LOS		E			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.3	31.9		28.3	10.0	73.3		8.5				
Change Period (Y+Rc), s	5.9	* 5.1		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	4.6	* 29		37.0	5.6	26.3		30.0				
Max Q Clear Time (g_c+I1), s	10.0	21.5		19.5	7.6	27.9		2.1				
Green Ext Time (p_c), s	0.0	5.3		1.0	0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	50.3
HCM 6th LOS	D

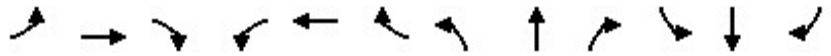
Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	543	506	220	47	744	318	340	1317	42	213	1226	360
Future Volume (veh/h)	543	506	220	47	744	318	340	1317	42	213	1226	360
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	578	538	234	50	791	338	362	1401	45	227	1304	383
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	399	957	415	64	734	401	406	1581	51	175	1362	603
Arrive On Green	0.22	0.40	0.40	0.04	0.21	0.21	0.12	0.45	0.45	0.05	0.38	0.38
Sat Flow, veh/h	1781	2404	1042	1781	3554	1551	3456	3513	113	3456	3554	1574
Grp Volume(v), veh/h	578	397	375	50	791	338	362	708	738	227	1304	383
Grp Sat Flow(s),veh/h/ln	1781	1777	1669	1781	1777	1551	1728	1777	1849	1728	1777	1574
Q Serve(g_s), s	33.6	26.0	26.2	4.2	31.0	23.3	15.5	54.6	54.8	7.6	53.6	18.6
Cycle Q Clear(g_c), s	33.6	26.0	26.2	4.2	31.0	23.3	15.5	54.6	54.8	7.6	53.6	18.6
Prop In Lane	1.00		0.62	1.00		1.00	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	399	707	664	64	734	401	406	800	832	175	1362	603
V/C Ratio(X)	1.45	0.56	0.56	0.78	1.08	0.84	0.89	0.88	0.89	1.30	0.96	0.64
Avail Cap(c_a), veh/h	399	707	664	116	734	401	498	800	832	175	1362	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.2	35.0	35.1	71.7	59.5	35.7	65.2	37.7	37.8	71.2	45.1	14.8
Incr Delay (d2), s/veh	215.5	0.6	0.7	6.6	54.3	13.1	14.1	13.7	13.4	168.9	16.2	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	39.0	11.5	10.9	2.0	19.5	10.2	7.6	26.6	27.7	7.5	26.6	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	273.7	35.6	35.8	78.3	113.8	48.7	79.3	51.4	51.2	240.1	61.2	19.8
LnGrp LOS	F	D	D	E	F	D	E	D	D	F	E	B
Approach Vol, veh/h		1350			1179			1808			1914	
Approach Delay, s/veh		137.6			93.7			56.9			74.2	
Approach LOS		F			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	72.8	9.8	64.9	22.0	62.8	38.8	35.9
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	7.6	* 59	9.8	54.5	21.6	44.8	33.6	* 31
Max Q Clear Time (g_c+I1), s	9.6	56.8	6.2	28.2	17.5	55.6	35.6	33.0
Green Ext Time (p_c), s	0.0	1.2	0.0	1.8	0.1	0.0	0.0	0.0

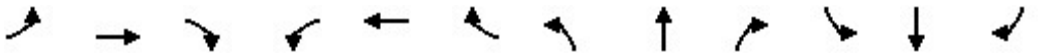
Intersection Summary	
HCM 6th Ctrl Delay	86.5
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

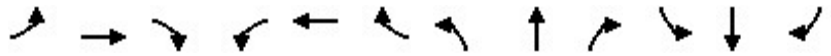
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	448	149	442	408	149	170	226	373	169	185	111
Future Volume (veh/h)	56	448	149	442	408	149	170	226	373	169	185	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.92	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	477	159	470	434	159	181	240	397	180	197	118
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	1019	586	506	729	569	198	925	633	206	940	409
Arrive On Green	0.04	0.29	0.29	0.15	0.39	0.39	0.11	0.26	0.26	0.12	0.26	0.26
Sat Flow, veh/h	1781	3554	1431	3456	1870	1461	1781	3554	1541	1781	3554	1546
Grp Volume(v), veh/h	60	477	159	470	434	159	181	240	397	180	197	118
Grp Sat Flow(s),veh/h/ln	1781	1777	1431	1728	1870	1461	1781	1777	1541	1781	1777	1546
Q Serve(g_s), s	4.1	13.5	9.2	16.4	22.6	9.1	12.3	6.6	25.2	12.2	5.3	7.4
Cycle Q Clear(g_c), s	4.1	13.5	9.2	16.4	22.6	9.1	12.3	6.6	25.2	12.2	5.3	7.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	77	1019	586	506	729	569	198	925	633	206	940	409
V/C Ratio(X)	0.78	0.47	0.27	0.93	0.60	0.28	0.91	0.26	0.63	0.87	0.21	0.29
Avail Cap(c_a), veh/h	146	1078	610	506	729	569	198	1086	703	207	1104	480
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.9	36.0	25.0	51.6	29.7	25.6	53.8	35.9	29.0	53.2	35.0	35.8
Incr Delay (d2), s/veh	6.1	0.4	0.3	23.5	1.0	0.1	40.0	0.1	1.5	30.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	5.9	3.2	8.8	10.3	3.2	7.7	2.9	9.5	7.2	2.3	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.1	36.4	25.3	75.1	30.7	25.7	93.8	36.0	30.5	83.5	35.1	36.0
LnGrp LOS	E	D	C	E	C	C	F	D	C	F	D	D
Approach Vol, veh/h		696			1063			818			495	
Approach Delay, s/veh		36.2			49.6			46.2			52.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.3	41.0	19.0	39.1	10.7	53.6	19.5	38.5
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	17.9	37.1	13.6	38.0	10.0	45.0	14.2	37.4
Max Q Clear Time (g_c+I1), s	18.4	15.5	14.3	9.4	6.1	24.6	14.2	27.2
Green Ext Time (p_c), s	0.0	4.6	0.0	1.0	0.0	2.3	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	46.2
HCM 6th LOS	D



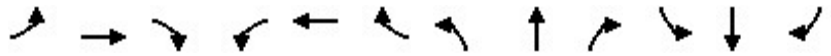
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	0	2	2	0	69	5	581	2	90	392	162
Future Volume (veh/h)	32	0	2	2	0	69	5	581	2	90	392	162
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	0	2	2	0	75	5	632	2	98	426	176
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	433	6	13	478	0	401	10	1631	5	126	1344	526
Arrive On Green	0.19	0.00	0.19	0.19	0.00	0.19	0.01	0.31	0.31	0.07	0.38	0.38
Sat Flow, veh/h	1216	32	71	1428	0	1549	1781	5254	17	1781	3574	1398
Grp Volume(v), veh/h	37	0	0	2	0	75	5	409	225	98	405	197
Grp Sat Flow(s),veh/h/ln	1319	0	0	1428	0	1549	1781	1702	1867	1781	1702	1568
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	1.3	0.1	3.2	3.2	1.8	2.9	3.1
Cycle Q Clear(g_c), s	0.8	0.0	0.0	0.0	0.0	1.3	0.1	3.2	3.2	1.8	2.9	3.1
Prop In Lane	0.95		0.05	1.00		1.00	1.00		0.01	1.00		0.89
Lane Grp Cap(c), veh/h	452	0	0	478	0	401	10	1057	579	126	1280	590
V/C Ratio(X)	0.08	0.00	0.00	0.00	0.00	0.19	0.52	0.39	0.39	0.77	0.32	0.33
Avail Cap(c_a), veh/h	1439	0	0	1522	0	1570	209	2081	1141	398	2431	1120
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.6	0.0	0.0	11.3	0.0	9.9	16.9	9.2	9.2	15.5	7.5	7.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.1	15.0	0.3	0.6	3.8	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.0	0.0	0.3	0.1	0.9	1.0	0.7	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.6	0.0	0.0	11.3	0.0	9.9	31.9	9.5	9.8	19.3	7.7	8.0
LnGrp LOS	B	A	A	B	A	A	C	A	A	B	A	A
Approach Vol, veh/h		37			77			639			700	
Approach Delay, s/veh		11.6			10.0			9.8			9.4	
Approach LOS		B			A			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.8	16.0		11.2	4.6	18.2		11.2
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	7.6	* 21		32.0	4.0	24.3		32.0
Max Q Clear Time (g_c+I1), s	3.8	5.2		2.8	2.1	5.1		3.3
Green Ext Time (p_c), s	0.0	4.6		0.1	0.0	4.4		0.1

Intersection Summary		
HCM 6th Ctrl Delay		9.6
HCM 6th LOS		A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	10	123	147	39	6	1229	736	265	13	739	68
Future Volume (veh/h)	8	10	123	147	39	6	1229	736	265	13	739	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.70	1.00		0.76	1.00		0.94	1.00		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	11	132	158	42	6	1322	791	285	14	795	73
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	375	221	181	514	333	534	1865	783	21	794	73
Arrive On Green	0.03	0.20	0.20	0.10	0.27	0.27	0.30	0.52	0.52	0.01	0.24	0.24
Sat Flow, veh/h	1781	1870	1102	1781	1870	1211	1781	3554	1492	1781	3255	299
Grp Volume(v), veh/h	9	11	132	158	42	6	1322	791	285	14	434	434
Grp Sat Flow(s),veh/h/ln	1781	1870	1102	1781	1870	1211	1781	1777	1492	1781	1777	1777
Q Serve(g_s), s	0.7	0.7	15.8	12.7	2.4	0.5	43.6	19.8	16.3	1.1	35.5	35.5
Cycle Q Clear(g_c), s	0.7	0.7	15.8	12.7	2.4	0.5	43.6	19.8	16.3	1.1	35.5	35.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	49	375	221	181	514	333	534	1865	783	21	434	434
V/C Ratio(X)	0.18	0.03	0.60	0.87	0.08	0.02	2.48	0.42	0.36	0.66	1.00	1.00
Avail Cap(c_a), veh/h	55	375	221	266	514	333	534	1865	783	66	434	434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.2	46.8	52.8	64.4	39.1	38.4	50.9	21.1	20.3	71.6	55.0	55.0
Incr Delay (d2), s/veh	0.7	0.0	3.1	13.8	0.0	0.0	670.1	0.2	0.4	12.3	43.4	43.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	4.6	6.5	1.1	0.2	118.7	8.4	5.8	0.6	21.1	21.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.8	46.8	55.9	78.2	39.2	38.4	721.0	21.3	20.6	83.9	98.4	98.6
LnGrp LOS	E	D	E	E	D	D	F	C	C	F	F	F
Approach Vol, veh/h		152			206			2398			882	
Approach Delay, s/veh		56.0			69.1			407.0			98.2	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	85.1	19.2	34.1	48.0	44.2	8.4	44.9
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	5.4	71.7	21.7	22.8	43.6	* 36	4.5	40.0
Max Q Clear Time (g_c+I1), s	3.1	21.8	14.7	17.8	45.6	37.5	2.7	4.4
Green Ext Time (p_c), s	0.0	10.9	0.1	0.2	0.0	0.0	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	298.3
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

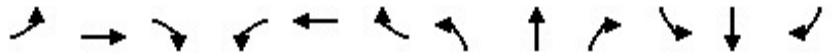
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	448	85	173	204	0	0	0	0	141	47	102
Future Volume (veh/h)	0	448	85	173	204	0	0	0	0	141	47	102
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	492	93	190	224	0				104	124	112
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	380	757	335	286	546	0				460	483	740
Arrive On Green	0.00	0.21	0.21	0.16	0.16	0.00				0.26	0.26	0.26
Sat Flow, veh/h	1781	3554	1570	1781	3572	0				1781	1870	1556
Grp Volume(v), veh/h	0	492	93	190	224	0				104	124	112
Grp Sat Flow(s),veh/h/ln	1781	1777	1570	1781	1702	0				1781	1870	1556
Q Serve(g_s), s	0.0	5.0	2.0	3.9	2.3	0.0				1.8	2.1	1.6
Cycle Q Clear(g_c), s	0.0	5.0	2.0	3.9	2.3	0.0				1.8	2.1	1.6
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	380	757	335	286	546	0				460	483	740
V/C Ratio(X)	0.00	0.65	0.28	0.66	0.41	0.00				0.23	0.26	0.15
Avail Cap(c_a), veh/h	633	1263	558	335	639	0				1315	1381	1487
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	14.2	13.0	15.5	14.9	0.0				11.5	11.6	5.9
Incr Delay (d2), s/veh	0.0	0.4	0.2	4.2	0.6	0.0				0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	0.5	1.5	0.7	0.0				0.6	0.7	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.5	13.1	19.7	15.4	0.0				11.6	11.7	6.0
LnGrp LOS	A	B	B	B	B	A				B	B	A
Approach Vol, veh/h		585			414						340	
Approach Delay, s/veh		14.3			17.4						9.8	
Approach LOS		B			B						A	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		12.4		16.4		10.6
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		14.0		29.1		7.4
Max Q Clear Time (g_c+I1), s		7.0		4.1		5.9
Green Ext Time (p_c), s		1.3		0.8		0.4

Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	582	0	0	578	166	124	9	108	4	0	351
Future Volume (veh/h)	290	582	0	0	578	166	124	9	108	4	0	351
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	322	647	0	0	642	184	134	16	120	4	0	390
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	367	2110	0	0	884	253	233	24	182	1	0	107
Arrive On Green	0.21	0.59	0.00	0.00	0.32	0.32	0.13	0.13	0.13	0.07	0.00	0.07
Sat Flow, veh/h	1781	3647	0	0	2813	779	1781	186	1392	16	0	1537
Grp Volume(v), veh/h	322	647	0	0	419	407	134	0	136	394	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1722	1781	0	1578	1553	0	0
Q Serve(g_s), s	12.6	6.5	0.0	0.0	15.0	15.0	5.1	0.0	5.9	5.0	0.0	0.0
Cycle Q Clear(g_c), s	12.6	6.5	0.0	0.0	15.0	15.0	5.1	0.0	5.9	5.0	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.45	1.00		0.88	0.01		0.99
Lane Grp Cap(c), veh/h	367	2110	0	0	577	559	233	0	206	108	0	0
V/C Ratio(X)	0.88	0.31	0.00	0.00	0.73	0.73	0.58	0.00	0.66	3.64	0.00	0.00
Avail Cap(c_a), veh/h	409	2701	0	0	821	796	645	0	571	108	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.6	7.2	0.0	0.0	21.4	21.4	29.4	0.0	29.7	33.4	0.0	0.0
Incr Delay (d2), s/veh	18.0	0.0	0.0	0.0	2.2	2.3	0.8	0.0	1.3	1212.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	1.8	0.0	0.0	5.8	5.6	2.1	0.0	2.2	38.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.7	7.3	0.0	0.0	23.7	23.8	30.2	0.0	31.1	1246.1	0.0	0.0
LnGrp LOS	D	A	A	A	C	C	C	A	C	F	A	A
Approach Vol, veh/h		969			826			270			394	
Approach Delay, s/veh		20.0			23.7			30.6			1246.1	
Approach LOS		C			C			C			F	

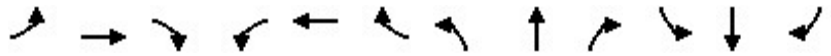
Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	47.1	9.0	19.3	27.7	15.8
Change Period (Y+Rc), s	* 4.4	4.0	4.5	4.4	6.4
Max Green Setting (Gmax), s	* 55	5.0	16.5	33.2	26.0
Max Q Clear Time (g_c+I1), s	8.5	7.0	14.6	17.0	7.9
Green Ext Time (p_c), s	2.7	0.0	0.2	5.2	0.7

Intersection Summary	
HCM 6th Ctrl Delay	218.9
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



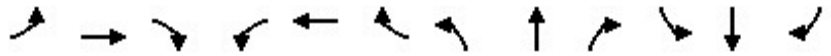
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	429	250	332	453	0	0	0	0	570	499	356
Future Volume (veh/h)	0	429	250	332	453	0	0	0	0	570	499	356
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	438	255	339	462	0				608	473	363
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1465	650	420	2083	0				1059	556	462
Arrive On Green	0.00	0.41	0.41	0.04	0.19	0.00				0.30	0.30	0.30
Sat Flow, veh/h	0	3647	1577	3456	3647	0				3563	1870	1554
Grp Volume(v), veh/h	0	438	255	339	462	0				608	473	363
Grp Sat Flow(s),veh/h/ln	0	1777	1577	1728	1777	0				1781	1870	1554
Q Serve(g_s), s	0.0	6.9	9.5	8.2	9.2	0.0				12.1	20.0	18.0
Cycle Q Clear(g_c), s	0.0	6.9	9.5	8.2	9.2	0.0				12.1	20.0	18.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1465	650	420	2083	0				1059	556	462
V/C Ratio(X)	0.00	0.30	0.39	0.81	0.22	0.00				0.57	0.85	0.79
Avail Cap(c_a), veh/h	0	1465	650	436	2083	0				1277	670	557
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.96	0.96	0.93	0.93	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	16.5	17.3	39.3	17.7	0.0				25.0	27.8	27.1
Incr Delay (d2), s/veh	0.0	0.5	1.7	8.9	0.2	0.0				0.2	7.6	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.6	3.4	4.0	3.7	0.0				5.0	9.7	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.1	19.0	48.3	18.0	0.0				25.2	35.4	32.0
LnGrp LOS	A	B	B	D	B	A				C	D	C
Approach Vol, veh/h		693			801						1444	
Approach Delay, s/veh		17.8			30.8						30.2	
Approach LOS		B			C						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.6	39.5		29.9		54.1
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	10.6	29.1		30.1		44.1
Max Q Clear Time (g_c+I1), s	10.2	11.5		22.0		11.2
Green Ext Time (p_c), s	0.0	3.9		2.9		3.3

Intersection Summary	
HCM 6th Ctrl Delay	27.4
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.



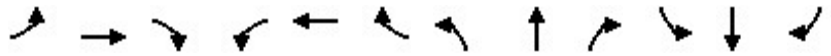
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	849	0	0	728	1500	107	433	238	0	0	0
Future Volume (veh/h)	140	849	0	0	728	1500	107	433	238	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	141	858	0	0	735	1515	108	437	240			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	549	2383	0	0	1612	706	142	610	330			
Arrive On Green	0.32	1.00	0.00	0.00	0.45	0.45	0.21	0.21	0.21			
Sat Flow, veh/h	3456	3647	0	0	3647	1556	670	2869	1550			
Grp Volume(v), veh/h	141	858	0	0	735	1515	296	249	240			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1556	1837	1702	1550			
Q Serve(g_s), s	2.5	0.0	0.0	0.0	12.0	38.1	12.7	11.3	12.1			
Cycle Q Clear(g_c), s	2.5	0.0	0.0	0.0	12.0	38.1	12.7	11.3	12.1			
Prop In Lane	1.00		0.00	0.00		1.00	0.36		1.00			
Lane Grp Cap(c), veh/h	549	2383	0	0	1612	706	391	362	330			
V/C Ratio(X)	0.26	0.36	0.00	0.00	0.46	2.15	0.76	0.69	0.73			
Avail Cap(c_a), veh/h	549	2383	0	0	1612	706	569	527	480			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.86	0.86	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	25.0	0.0	0.0	0.0	15.8	23.0	31.0	30.5	30.8			
Incr Delay (d2), s/veh	0.2	0.4	0.0	0.0	0.9	520.5	1.7	0.9	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.0	0.1	0.0	0.0	4.5	113.9	5.7	4.6	4.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.2	0.4	0.0	0.0	16.7	543.5	32.7	31.4	32.0			
LnGrp LOS	C	A	A	A	B	F	C	C	C			
Approach Vol, veh/h		999			2250			785				
Approach Delay, s/veh		3.9			371.4			32.1				
Approach LOS		A			F			C				

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		61.2			18.2	43.0		22.8				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		48.2			5.7	* 38		26.0				
Max Q Clear Time (g_c+I1), s		2.0			4.5	40.1		14.7				
Green Ext Time (p_c), s		8.0			0.0	0.0		2.7				

Intersection Summary												
HCM 6th Ctrl Delay			214.4									
HCM 6th LOS			F									

Notes

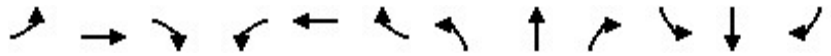
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	18	161	5	1682	33	0	0	0
Future Volume (veh/h)	0	0	0	0	18	161	5	1682	33	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	23	206	6	2156	42			
Peak Hour Factor				0.78	0.78	0.78	0.78	0.78	0.78			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	30	266	75	2964	57			
Arrive On Green				0.00	0.18	0.18	0.59	0.59	0.59			
Sat Flow, veh/h				0	161	1444	3	5000	97			
Grp Volume(v), veh/h				0	0	229	807	669	728			
Grp Sat Flow(s),veh/h/ln				0	0	1605	1869	1549	1681			
Q Serve(g_s), s				0.0	0.0	6.8	0.0	15.4	15.5			
Cycle Q Clear(g_c), s				0.0	0.0	6.8	15.4	15.4	15.5			
Prop In Lane				0.00		0.90	0.01		0.06			
Lane Grp Cap(c), veh/h				0	0	295	1181	918	997			
V/C Ratio(X)				0.00	0.00	0.78	0.68	0.73	0.73			
Avail Cap(c_a), veh/h				0	0	591	1223	953	1035			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	19.3	7.3	7.3	7.3			
Incr Delay (d2), s/veh				0.0	0.0	1.7	1.7	3.0	2.9			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	2.4	4.5	4.0	4.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	21.0	9.0	10.3	10.1			
LnGrp LOS				A	A	C	A	B	B			
Approach Vol, veh/h					229			2204				
Approach Delay, s/veh					21.0			9.8				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	35.1							14.6				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	30.6							18.3				
Max Q Clear Time (g_c+I1), s	17.5							8.8				
Green Ext Time (p_c), s	12.0							0.7				

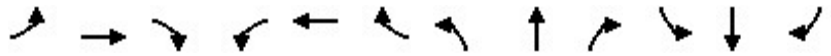
Intersection Summary												
HCM 6th Ctrl Delay			10.8									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	200	100	472	701	113	240	353	85	109	362	137
Future Volume (veh/h)	89	200	100	472	701	113	240	353	85	109	362	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	215	108	508	754	122	258	380	91	117	389	147
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	119	470	396	530	757	122	239	913	210	142	614	219
Arrive On Green	0.07	0.25	0.25	0.30	0.48	0.48	0.13	0.22	0.22	0.08	0.17	0.17
Sat Flow, veh/h	1781	1870	1576	1781	1570	254	1781	4124	947	1781	3678	1311
Grp Volume(v), veh/h	96	215	108	508	0	876	258	311	160	117	358	178
Grp Sat Flow(s),veh/h/ln	1781	1870	1576	1781	0	1824	1781	1702	1667	1781	1702	1585
Q Serve(g_s), s	6.7	12.3	7.0	35.5	0.0	60.7	17.0	9.9	10.5	8.2	12.4	13.3
Cycle Q Clear(g_c), s	6.7	12.3	7.0	35.5	0.0	60.7	17.0	9.9	10.5	8.2	12.4	13.3
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.57	1.00		0.83
Lane Grp Cap(c), veh/h	119	470	396	530	0	879	239	754	369	142	568	265
V/C Ratio(X)	0.81	0.46	0.27	0.96	0.00	1.00	1.08	0.41	0.43	0.82	0.63	0.67
Avail Cap(c_a), veh/h	157	494	417	545	0	879	239	838	411	246	852	396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.3	40.1	38.1	43.8	0.0	32.7	54.9	42.3	42.5	57.4	49.1	49.5
Incr Delay (d2), s/veh	15.2	0.3	0.1	27.7	0.0	29.4	81.0	0.7	1.5	4.5	2.1	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	5.8	2.8	19.8	0.0	33.4	12.9	4.2	4.5	3.8	5.4	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.5	40.4	38.2	71.5	0.0	62.0	135.9	42.9	44.0	61.9	51.2	54.7
LnGrp LOS	E	D	D	E	A	E	F	D	D	E	D	D
Approach Vol, veh/h		419			1384			729			653	
Approach Delay, s/veh		47.4			65.5			76.1			54.1	
Approach LOS		D			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	33.4	42.1	36.8	21.4	26.5	12.9	66.0
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	7.5	31.2	38.8	33.5	17.0	31.7	11.2	61.1
Max Q Clear Time (g_c+I1), s	10.2	12.5	37.5	14.3	19.0	15.3	8.7	62.7
Green Ext Time (p_c), s	0.1	4.6	0.2	1.0	0.0	4.8	0.0	0.0

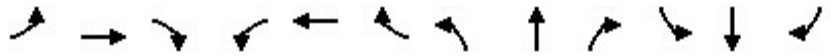
Intersection Summary	
HCM 6th Ctrl Delay	63.2
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	175	245	194	434	0	0	0	0	110	1955	831
Future Volume (veh/h)	0	175	245	194	434	0	0	0	0	110	1955	831
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	199	278	220	493	0				125	2222	944
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	473	401	186	461	0				1099	2258	832
Arrive On Green	0.00	0.25	0.25	0.25	0.25	0.00				0.62	0.62	0.62
Sat Flow, veh/h	0	1870	1585	494	1908	0				1781	3659	1349
Grp Volume(v), veh/h	0	199	278	312	401	0				125	2043	1123
Grp Sat Flow(s),veh/h/ln	0	1870	1585	700	1617	0				1781	1702	1604
Q Serve(g_s), s	0.0	8.9	15.9	16.4	24.7	0.0				2.9	57.5	61.7
Cycle Q Clear(g_c), s	0.0	8.9	15.9	25.3	24.7	0.0				2.9	57.5	61.7
Prop In Lane	0.00		1.00	0.71		0.00				1.00		0.84
Lane Grp Cap(c), veh/h	0	473	401	238	409	0				1099	2100	990
V/C Ratio(X)	0.00	0.42	0.69	1.31	0.98	0.00				0.11	0.97	1.13
Avail Cap(c_a), veh/h	0	473	401	238	409	0				1099	2100	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	31.2	33.8	43.9	37.1	0.0				7.9	18.3	19.2
Incr Delay (d2), s/veh	0.0	0.2	4.3	165.2	39.3	0.0				0.1	13.9	73.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.1	6.6	16.9	14.1	0.0				1.1	23.8	40.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.4	38.1	209.1	76.4	0.0				8.0	32.2	92.2
LnGrp LOS	A	C	D	F	E	A				A	C	F
Approach Vol, veh/h		477			713						3291	
Approach Delay, s/veh		35.3			134.4						51.8	
Approach LOS		D			F						D	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		32.0		68.0		32.0
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		25.3		61.7		25.3
Max Q Clear Time (g_c+I1), s		17.9		63.7		27.3
Green Ext Time (p_c), s		0.9		0.0		0.0

Intersection Summary		
HCM 6th Ctrl Delay		63.2
HCM 6th LOS		E



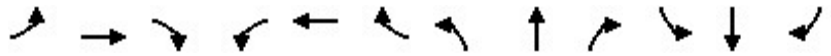
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	36	114	0	69	35	566	1424	44	0	0	0
Future Volume (veh/h)	130	36	114	0	69	35	566	1424	44	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	137	38	120	0	73	37	596	1499	46			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	318	73	1217	0	258	131	976	1926	59			
Arrive On Green	0.22	0.22	0.22	0.00	0.22	0.22	0.55	0.55	0.55			
Sat Flow, veh/h	822	327	1574	0	1163	589	1781	3516	108			
Grp Volume(v), veh/h	175	0	120	0	0	110	596	756	789			
Grp Sat Flow(s),veh/h/ln	1150	0	1574	0	0	1752	1781	1777	1847			
Q Serve(g_s), s	4.9	0.0	0.0	0.0	0.0	2.5	10.8	15.8	16.0			
Cycle Q Clear(g_c), s	7.3	0.0	0.0	0.0	0.0	2.5	10.8	15.8	16.0			
Prop In Lane	0.78		1.00	0.00		0.34	1.00		0.06			
Lane Grp Cap(c), veh/h	391	0	1217	0	0	389	976	973	1012			
V/C Ratio(X)	0.45	0.00	0.10	0.00	0.00	0.28	0.61	0.78	0.78			
Avail Cap(c_a), veh/h	739	0	1617	0	0	778	1058	1056	1098			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	17.7	0.0	1.4	0.0	0.0	15.3	7.3	8.4	8.4			
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.0	0.0	0.1	0.9	3.4	3.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	0.0	1.6	0.0	0.0	0.9	3.0	4.9	5.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.6	0.0	1.4	0.0	0.0	15.4	8.2	11.9	11.8			
LnGrp LOS	B	A	A	A	A	B	A	B	B			
Approach Vol, veh/h		295			110			2141				
Approach Delay, s/veh		11.6			15.4			10.8				
Approach LOS		B			B			B				

Timer - Assigned Phs	2		4			8
Phs Duration (G+Y+Rc), s	30.4		16.9			16.9
Change Period (Y+Rc), s	4.5		* 6.4			6.4
Max Green Setting (Gmax), s	28.1		* 23			21.0
Max Q Clear Time (g_c+I1), s	18.0		9.3			4.5
Green Ext Time (p_c), s	8.0		1.2			0.3

Intersection Summary		
HCM 6th Ctrl Delay		11.1
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	16	22	184	8	12	23	617	400	153	895	2
Future Volume (veh/h)	5	16	22	184	8	12	23	617	400	153	895	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	18	24	202	9	13	25	678	440	168	984	2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	464	177	236	446	168	243	42	1983	605	270	2332	5
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.02	0.39	0.39	0.08	0.44	0.44
Sat Flow, veh/h	1385	725	967	1360	690	997	1781	5106	1557	3456	5261	11
Grp Volume(v), veh/h	5	0	42	202	0	22	25	678	440	168	637	349
Grp Sat Flow(s),veh/h/ln	1385	0	1692	1360	0	1687	1781	1702	1557	1728	1702	1868
Q Serve(g_s), s	0.1	0.0	1.0	7.0	0.0	0.5	0.7	4.8	12.4	2.4	6.6	6.6
Cycle Q Clear(g_c), s	0.7	0.0	1.0	8.0	0.0	0.5	0.7	4.8	12.4	2.4	6.6	6.6
Prop In Lane	1.00		0.57	1.00		0.59	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	464	0	413	446	0	412	42	1983	605	270	1509	828
V/C Ratio(X)	0.01	0.00	0.10	0.45	0.00	0.05	0.60	0.34	0.73	0.62	0.42	0.42
Avail Cap(c_a), veh/h	981	0	1045	932	0	1015	138	2023	617	295	1509	828
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	0.0	15.1	18.2	0.0	14.9	24.9	11.1	13.4	23.0	9.8	9.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	5.1	0.2	5.0	2.2	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	2.0	0.0	0.2	0.3	1.5	4.3	1.0	1.9	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.2	0.0	15.1	18.4	0.0	14.9	30.0	11.3	18.4	25.2	10.0	10.2
LnGrp LOS	B	A	B	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		47			224			1143			1154	
Approach Delay, s/veh		15.1			18.1			14.4			12.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	25.7		17.4	5.6	28.5		17.4
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	4.0	* 20		* 32	4.0	20.1		* 31
Max Q Clear Time (g_c+I1), s	4.4	14.4		3.0	2.7	8.6		10.0
Green Ext Time (p_c), s	0.0	4.1		0.1	0.0	4.8		0.4

Intersection Summary	
HCM 6th Ctrl Delay	13.8
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

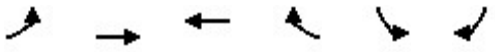
Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4638	10	0	3631	0	4
Future Vol, veh/h	4638	10	0	3631	0	4
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	2	2	5	2	2
Mvmt Flow	5097	11	0	3990	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	2554
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	17
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	17
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	279
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	17	-	-	-
HCM Lane V/C Ratio	0.259	-	-	-
HCM Control Delay (s)	279	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	0.7	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1392	2748	3857	11	9	97
Future Volume (veh/h)	1392	2748	3857	11	9	97
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1582	3123	4383	0	10	110
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	662	4118	2978		151	134
Arrive On Green	0.19	0.83	0.60	0.00	0.08	0.08
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1582	3123	4383	0	10	110
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	22.6	34.4	70.5	0.0	0.6	8.1
Cycle Q Clear(g_c), s	22.6	34.4	70.5	0.0	0.6	8.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	662	4118	2978		151	134
V/C Ratio(X)	2.39	0.76	1.47		0.07	0.82
Avail Cap(c_a), veh/h	662	4118	2978		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	4.8	23.8	0.0	49.7	53.1
Incr Delay (d2), s/veh	630.3	1.4	212.5	0.0	0.1	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	67.3	6.5	82.4	0.0	0.3	7.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	678.0	6.1	236.3	0.0	49.8	57.7
LnGrp LOS	F	A	F		D	E
Approach Vol, veh/h		4705	4383	A	120	
Approach Delay, s/veh		232.0	236.3		57.0	
Approach LOS		F	F		E	

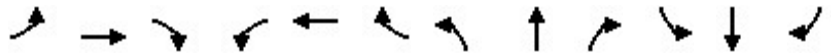
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		102.8		15.2	27.0	75.8
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	22.6	* 51
Max Q Clear Time (g_c+I1), s		36.4		10.1	24.6	72.5
Green Ext Time (p_c), s		41.0		0.2	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		231.8
HCM 6th LOS		F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	494	1086	91	52	1402	52	235	342	69	38	235	896
Future Volume (veh/h)	494	1086	91	52	1402	52	235	342	69	38	235	896
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.95	1.00		0.89
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	531	1168	98	56	1508	56	253	368	74	41	253	963
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	402	1643	138	715	2366	88	160	1138	219	53	1058	651
Arrive On Green	0.23	0.50	0.50	0.80	1.00	1.00	0.09	0.27	0.27	0.03	0.21	0.21
Sat Flow, veh/h	1781	3315	278	1781	3494	129	1781	4254	820	1781	5106	1416
Grp Volume(v), veh/h	531	625	641	56	765	799	253	291	151	41	253	963
Grp Sat Flow(s),veh/h/ln	1781	1777	1815	1781	1777	1847	1781	1702	1669	1781	1702	1416
Q Serve(g_s), s	31.6	38.3	38.5	0.9	0.0	0.0	12.6	9.6	10.2	3.2	5.8	29.0
Cycle Q Clear(g_c), s	31.6	38.3	38.5	0.9	0.0	0.0	12.6	9.6	10.2	3.2	5.8	29.0
Prop In Lane	1.00		0.15	1.00		0.07	1.00		0.49	1.00		1.00
Lane Grp Cap(c), veh/h	402	881	900	715	1203	1251	160	911	447	53	1058	651
V/C Ratio(X)	1.32	0.71	0.71	0.08	0.64	0.64	1.58	0.32	0.34	0.78	0.24	1.48
Avail Cap(c_a), veh/h	402	881	900	715	1203	1251	160	911	447	112	1058	651
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.68	0.68	0.68	0.96	0.96	0.96	0.92	0.92	0.92
Uniform Delay (d), s/veh	54.2	27.5	27.5	8.4	0.0	0.0	63.7	41.1	41.3	67.5	46.3	40.6
Incr Delay (d2), s/veh	160.8	4.8	4.8	0.1	1.8	1.7	286.8	0.2	0.5	8.1	0.2	223.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	31.9	16.9	17.3	0.4	0.6	0.6	18.5	4.1	4.3	1.6	2.5	62.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	215.0	32.3	32.3	8.5	1.8	1.7	350.5	41.3	41.8	75.5	46.5	263.8
LnGrp LOS	F	C	C	A	A	A	F	D	D	E	D	F
Approach Vol, veh/h		1797			1620			695			1257	
Approach Delay, s/veh		86.3			2.0			154.0			213.9	
Approach LOS		F			A			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	42.4	63.4	74.6	17.0	34.0	36.0	102.0
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	8.8	* 33	10.0	* 69	12.6	29.0	31.6	47.2
Max Q Clear Time (g_c+I1), s	5.2	12.2	2.9	40.5	14.6	31.0	33.6	2.0
Green Ext Time (p_c), s	0.0	3.0	0.0	13.4	0.0	0.0	0.0	13.3

Intersection Summary	
HCM 6th Ctrl Delay	99.5
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1056	88	66	231	0	0	0	0	424	597	1334
Future Volume (veh/h)	0	1056	88	66	231	0	0	0	0	424	597	1334
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1187	99	74	260	0				476	671	1499
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1298	108	99	1699	0				794	1667	694
Arrive On Green	0.00	0.52	0.52	0.06	0.48	0.00				0.45	0.45	0.45
Sat Flow, veh/h	0	3410	276	1781	3647	0				1781	3741	1556
Grp Volume(v), veh/h	0	635	651	74	260	0				476	671	1499
Grp Sat Flow(s),veh/h/ln	0	1777	1816	1781	1777	0				1781	1870	1556
Q Serve(g_s), s	0.0	45.7	46.0	5.7	5.8	0.0				28.3	17.0	62.4
Cycle Q Clear(g_c), s	0.0	45.7	46.0	5.7	5.8	0.0				28.3	17.0	62.4
Prop In Lane	0.00		0.15	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	695	710	99	1699	0				794	1667	694
V/C Ratio(X)	0.00	0.91	0.92	0.75	0.15	0.00				0.60	0.40	2.16
Avail Cap(c_a), veh/h	0	695	710	120	1699	0				794	1667	694
HCM Platoon Ratio	1.00	1.33	1.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.76	0.76	0.51	0.51	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	31.4	31.5	65.2	20.6	0.0				29.3	26.2	38.8
Incr Delay (d2), s/veh	0.0	15.0	15.0	7.9	0.1	0.0				3.3	0.7	527.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	20.1	20.7	2.8	2.4	0.0				13.0	7.9	125.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	46.4	46.5	73.0	20.7	0.0				32.7	26.9	566.2
LnGrp LOS	A	D	D	E	C	A				C	C	F
Approach Vol, veh/h		1286			334						2646	
Approach Delay, s/veh		46.5			32.3						333.4	
Approach LOS		D			C						F	

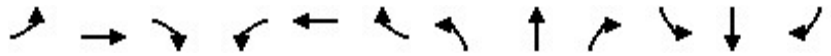
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.1	61.4		67.8		73.6
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	9.4	* 54		62.4		65.6
Max Q Clear Time (g_c+I1), s	7.7	48.0		64.4		7.8
Green Ext Time (p_c), s	0.0	1.7		0.0		0.6

Intersection Summary	
HCM 6th Ctrl Delay	223.3
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	935	659	0	0	294	333	29	113	67	0	0	0
Future Volume (veh/h)	935	659	0	0	294	333	29	113	67	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	995	701	0	0	313	354	31	120	71			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1128	1480	0	0	717	633	61	251	133			
Arrive On Green	0.33	0.79	0.00	0.00	0.40	0.40	0.09	0.09	0.09			
Sat Flow, veh/h	3456	1870	0	0	1870	1570	705	2907	1539			
Grp Volume(v), veh/h	995	701	0	0	313	354	81	70	71			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1570	1835	1777	1539			
Q Serve(g_s), s	21.8	10.0	0.0	0.0	10.2	13.9	3.4	3.0	3.5			
Cycle Q Clear(g_c), s	21.8	10.0	0.0	0.0	10.2	13.9	3.4	3.0	3.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.38		1.00			
Lane Grp Cap(c), veh/h	1128	1480	0	0	717	633	158	153	133			
V/C Ratio(X)	0.88	0.47	0.00	0.00	0.44	0.56	0.51	0.46	0.54			
Avail Cap(c_a), veh/h	1128	1480	0	0	717	633	482	466	404			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.21	0.21	0.00	0.00	1.00	1.00	0.87	0.87	0.87			
Uniform Delay (d), s/veh	25.5	2.8	0.0	0.0	17.3	18.4	34.9	34.8	35.0			
Incr Delay (d2), s/veh	2.0	0.2	0.0	0.0	0.2	0.7	0.8	0.7	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.4	1.5	0.0	0.0	3.8	4.7	1.5	1.3	1.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.4	3.0	0.0	0.0	17.4	19.1	35.8	35.5	36.1			
LnGrp LOS	C	A	A	A	B	B	D	D	D			
Approach Vol, veh/h		1696			667			222				
Approach Delay, s/veh		17.3			18.3			35.8				
Approach LOS		B			B			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.2			31.0	37.2		11.8				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		49.2			23.8	* 21		21.0				
Max Q Clear Time (g_c+I1), s		12.0			23.8	15.9		5.5				
Green Ext Time (p_c), s		3.0			0.0	1.3		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

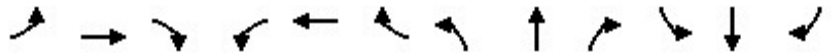
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	93	2614	913	0	0	2751
Future Volume (veh/h)	93	2614	913	0	0	2751
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	100	0	982	0	0	2958
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	154		3181	0	260	5177
Arrive On Green	0.09	0.00	0.64	0.00	0.00	0.82
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	100	0	982	0	0	2958
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	6.0	0.0	9.8	0.0	0.0	17.2
Cycle Q Clear(g_c), s	6.0	0.0	9.8	0.0	0.0	17.2
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	154		3181	0	260	5177
V/C Ratio(X)	0.65		0.31	0.00	0.00	0.57
Avail Cap(c_a), veh/h	486		3181	0	708	5177
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.00	0.09	0.00	0.00	0.56
Uniform Delay (d), s/veh	48.6	0.0	9.0	0.0	0.0	3.2
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	3.1	0.0	0.0	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.8	0.0	9.0	0.0	0.0	3.5
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	100	A	982			2958
Approach Delay, s/veh	48.8		9.0			3.5
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	20.5	75.1				95.6	14.4
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	43.7	22.1				70.2	30.0
Max Q Clear Time (g_c+I1), s	10.8	11.8				19.2	8.0
Green Ext Time (p_c), s	0.0	5.7				46.4	0.1

Intersection Summary	
HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



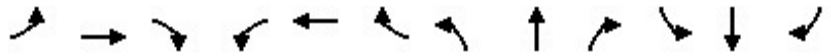
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	386	2584	210	153	436	0	0	307	26
Future Volume (veh/h)	0	0	0	386	2584	210	153	436	0	0	307	26
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.88
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				411	2749	223	163	464	0	0	327	28
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				363	2591	211	164	1491	0	0	674	56
Arrive On Green				0.20	0.20	0.20	0.18	0.58	0.00	0.00	0.14	0.14
Sat Flow, veh/h				612	4371	357	1781	5274	0	0	4914	394
Grp Volume(v), veh/h				1236	1023	1124	163	464	0	0	232	123
Grp Sat Flow(s),veh/h/ln				1840	1702	1798	1781	1702	0	0	1702	1736
Q Serve(g_s), s				65.2	65.2	65.2	10.1	5.1	0.0	0.0	6.9	7.2
Cycle Q Clear(g_c), s				65.2	65.2	65.2	10.1	5.1	0.0	0.0	6.9	7.2
Prop In Lane				0.33		0.20	1.00		0.00	0.00		0.23
Lane Grp Cap(c), veh/h				1090	1009	1066	164	1491	0	0	483	246
V/C Ratio(X)				1.13	1.01	1.05	1.00	0.31	0.00	0.00	0.48	0.50
Avail Cap(c_a), veh/h				1090	1009	1066	164	1532	0	0	526	268
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.09	0.09	0.09	0.40	0.40	0.00	0.00	0.90	0.90
Uniform Delay (d), s/veh				44.2	44.2	44.2	44.9	17.3	0.0	0.0	43.4	43.6
Incr Delay (d2), s/veh				61.1	12.3	27.4	43.5	0.1	0.0	0.0	0.5	1.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				50.6	33.1	39.5	5.9	1.8	0.0	0.0	2.9	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				105.3	56.6	71.6	88.4	17.3	0.0	0.0	43.9	44.5
LnGrp LOS				F	F	F	F	B	A	A	D	D
Approach Vol, veh/h					3383			627			355	
Approach Delay, s/veh					79.4			35.8			44.1	
Approach LOS					E			D			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	16.0	22.0	71.1	38.0
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	10.1	* 17	65.2	33.0
Max Q Clear Time (g_c+I1), s	12.1	9.2	67.2	7.1
Green Ext Time (p_c), s	0.0	1.0	0.0	3.5

Intersection Summary	
HCM 6th Ctrl Delay	70.3
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



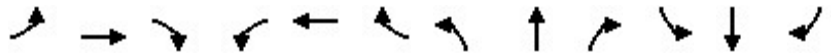
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	538	3261	0	0	0	0	0	430	106
Future Volume (veh/h)	0	0	0	538	3261	0	0	0	0	0	430	106
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				566	3433	0				0	453	112
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				506	3334	0				0	714	169
Arrive On Green				0.24	0.24	0.00				0.00	0.18	0.18
Sat Flow, veh/h				690	4718	0				0	4238	966
Grp Volume(v), veh/h				1506	2493	0				0	376	189
Grp Sat Flow(s),veh/h/ln				1836	1702	0				0	1702	1631
Q Serve(g_s), s				80.6	80.6	0.0				0.0	11.3	11.9
Cycle Q Clear(g_c), s				80.6	80.6	0.0				0.0	11.3	11.9
Prop In Lane				0.38		0.00				0.00		0.59
Lane Grp Cap(c), veh/h				1345	2494	0				0	597	286
V/C Ratio(X)				1.12	1.00	0.00				0.00	0.63	0.66
Avail Cap(c_a), veh/h				1345	2494	0				0	597	286
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				41.7	41.7	0.0				0.0	42.0	42.3
Incr Delay (d2), s/veh				64.1	17.9	0.0				0.0	5.0	11.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				63.4	42.7	0.0				0.0	5.2	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				105.9	59.6	0.0				0.0	47.0	53.7
LnGrp LOS				F	E	A				A	D	D
Approach Vol, veh/h					3999						565	
Approach Delay, s/veh					77.0						49.2	
Approach LOS					E						D	

Timer - Assigned Phs	4	6
Phs Duration (G+Y+Rc), s	24.2	85.8
Change Period (Y+Rc), s	4.9	5.2
Max Green Setting (Gmax), s	19.3	80.6
Max Q Clear Time (g_c+I1), s	13.9	82.6
Green Ext Time (p_c), s	0.6	0.0

Intersection Summary	
HCM 6th Ctrl Delay	73.6
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	3640	230	107	179	0	0	0	0
Future Volume (veh/h)	0	0	0	0	3640	230	107	179	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	3872	245	114	190	0			
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3597	222	220	399	0			
Arrive On Green				0.00	0.24	0.24	0.06	0.06	0.00			
Sat Flow, veh/h				0	5078	304	1274	2403	0			
Grp Volume(v), veh/h				0	2657	1460	162	142	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1809	1807	1777	0			
Q Serve(g_s), s				0.0	80.6	80.6	9.6	8.5	0.0			
Cycle Q Clear(g_c), s				0.0	80.6	80.6	9.6	8.5	0.0			
Prop In Lane				0.00		0.17	0.71		0.00			
Lane Grp Cap(c), veh/h				0	2494	1325	312	307	0			
V/C Ratio(X)				0.00	1.07	1.10	0.52	0.46	0.00			
Avail Cap(c_a), veh/h				0	2494	1325	312	307	0			
HCM Platoon Ratio				1.00	0.33	0.33	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	41.7	41.7	47.4	46.9	0.0			
Incr Delay (d2), s/veh				0.0	38.4	57.4	6.0	5.0	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	50.0	60.1	5.2	4.5	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	80.1	99.1	53.4	51.9	0.0			
LnGrp LOS				A	F	F	D	D	A			
Approach Vol, veh/h					4117			304				
Approach Delay, s/veh					86.8			52.7				
Approach LOS					F			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						86.1		23.9				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.6		19.0				
Max Q Clear Time (g_c+I1), s						82.6		11.6				
Green Ext Time (p_c), s						0.0		1.0				

Intersection Summary	
HCM 6th Ctrl Delay	84.5
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

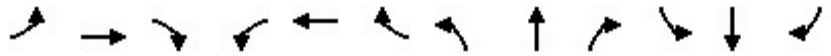
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	532	3876	0	0	0	0	0	440	75
Future Volume (veh/h)	0	0	0	532	3876	0	0	0	0	0	440	75
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				543	3955	0				0	449	77
Peak Hour Factor				0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				434	3419	0				0	614	260
Arrive On Green				0.24	0.24	0.00				0.00	0.17	0.17
Sat Flow, veh/h				590	4823	0				0	3647	1504
Grp Volume(v), veh/h				1693	2805	0				0	449	77
Grp Sat Flow(s),veh/h/ln				1841	1702	0				0	1777	1504
Q Serve(g_s), s				80.8	80.8	0.0				0.0	13.2	4.9
Cycle Q Clear(g_c), s				80.8	80.8	0.0				0.0	13.2	4.9
Prop In Lane				0.32		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1352	2500	0				0	614	260
V/C Ratio(X)				1.25	1.12	0.00				0.00	0.73	0.30
Avail Cap(c_a), veh/h				1352	2500	0				0	614	260
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				41.7	41.7	0.0				0.0	43.1	39.7
Incr Delay (d2), s/veh				119.8	60.7	0.0				0.0	7.5	2.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				84.7	57.8	0.0				0.0	6.5	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				161.5	102.4	0.0				0.0	50.6	42.6
LnGrp LOS				F	F	A				A	D	D
Approach Vol, veh/h					4498						526	
Approach Delay, s/veh					124.6						49.4	
Approach LOS					F						D	

Timer - Assigned Phs	4	6
Phs Duration (G+Y+Rc), s	23.9	86.1
Change Period (Y+Rc), s	4.9	5.3
Max Green Setting (Gmax), s	19.0	80.8
Max Q Clear Time (g_c+I1), s	15.2	82.8
Green Ext Time (p_c), s	1.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	116.8
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	4297	121	168	153	0	0	0	0
Future Volume (veh/h)	0	0	0	0	4297	121	168	153	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	4430	125	173	158	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3739	104	304	311	0			
Arrive On Green				0.00	0.73	0.73	0.06	0.06	0.00			
Sat Flow, veh/h				0	5271	142	1759	1893	0			
Grp Volume(v), veh/h				0	2940	1615	175	156	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1841	1782	1777	0			
Q Serve(g_s), s				0.0	80.6	80.6	10.5	9.4	0.0			
Cycle Q Clear(g_c), s				0.0	80.6	80.6	10.5	9.4	0.0			
Prop In Lane				0.00		0.08	0.99		0.00			
Lane Grp Cap(c), veh/h				0	2494	1349	308	307	0			
V/C Ratio(X)				0.00	1.18	1.20	0.57	0.51	0.00			
Avail Cap(c_a), veh/h				0	2494	1349	308	307	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	14.7	14.7	47.9	47.3	0.0			
Incr Delay (d2), s/veh				0.0	84.9	96.3	7.4	5.9	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	54.1	62.8	5.7	5.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	99.6	111.0	55.3	53.2	0.0			
LnGrp LOS				A	F	F	E	D	A			
Approach Vol, veh/h					4555			331				
Approach Delay, s/veh					103.6			54.3				
Approach LOS					F			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						86.1		23.9				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.6		19.0				
Max Q Clear Time (g_c+I1), s						82.6		12.5				
Green Ext Time (p_c), s						0.0		1.0				

Intersection Summary	
HCM 6th Ctrl Delay	100.3
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

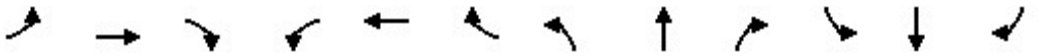
Intersection	
Int Delay, s/veh	10.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	153	649	2	223	0	0	0	37
Future Vol, veh/h	0	0	0	0	153	649	2	223	0	0	0	37
Conflicting Peds, #/hr	5	0	2	2	0	5	21	0	0	0	0	21
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	158	669	2	230	0	0	0	38

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	100	832	-	-	-	440
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	100	832	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	871	303	0	0	0	565
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	895	382	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	812	301	-	-	-	562
Mov Cap-2 Maneuver	-	-	-	812	301	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	834	380	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	47.1	11.9
HCM LOS		E	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	301	-	-	562
HCM Lane V/C Ratio	0.764	-	-	0.068
HCM Control Delay (s)	47.1	-	-	11.9
HCM Lane LOS	E	-	-	B
HCM 95th %tile Q(veh)	5.8	-	-	0.2



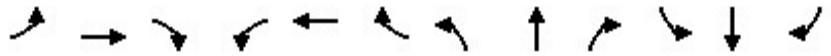
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	851	40	2189	852	0
Future Volume (veh/h)	0	0	0	0	0	0	0	851	40	2189	852	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	967	45	2488	968	0
Peak Hour Factor	0.88	0.88	0.88				0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	866	267	3712	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.17	0.17	0.50	0.64	0.00
Sat Flow, veh/h		0					0	5149	1535	5023	1826	0
Grp Volume(v), veh/h		0.0					0	967	45	2488	968	0
Grp Sat Flow(s),veh/h/ln							0	1662	1535	1674	1826	0
Q Serve(g_s), s							0.0	19.1	2.7	41.2	32.7	0.0
Cycle Q Clear(g_c), s							0.0	19.1	2.7	41.2	32.7	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	866	267	3712	1740	0
V/C Ratio(X)							0.00	1.12	0.17	0.67	0.56	0.00
Avail Cap(c_a), veh/h							0	866	267	3712	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	0.67	0.67	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.76	0.76	0.00
Uniform Delay (d), s/veh							0.0	45.4	38.7	17.6	6.9	0.0
Incr Delay (d2), s/veh							0.0	67.7	0.8	0.4	1.0	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	13.0	1.1	16.4	8.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	113.1	39.5	18.0	7.8	0.0
LnGrp LOS							A	F	D	B	A	A
Approach Vol, veh/h								1012			3456	
Approach Delay, s/veh								109.9			15.2	
Approach LOS								F			B	

Timer - Assigned Phs	1	2			6							
Phs Duration (G+Y+Rc), s	85.7	24.3			110.0							
Change Period (Y+Rc), s	4.4	* 5.2			5.2							
Max Green Setting (Gmax), s	45.6	* 19			68.8							
Max Q Clear Time (g_c+I1), s	43.2	21.1			34.7							
Green Ext Time (p_c), s	2.1	0.0			11.4							

Intersection Summary		
HCM 6th Ctrl Delay		36.6
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



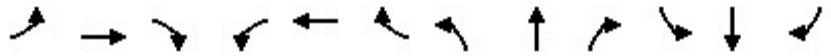
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	2050	102	0	0	0	0	533	349	110	534	0
Future Volume (veh/h)	70	2050	102	0	0	0	0	533	349	110	534	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	77	2253	112				0	586	384	121	587	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	91	2828	857				0	777	349	150	1798	0
Arrive On Green	0.18	0.18	0.18				0.00	0.23	0.23	0.17	0.70	0.00
Sat Flow, veh/h	164	5103	1547				0	3572	1530	1781	5274	0
Grp Volume(v), veh/h	876	1454	112				0	586	384	121	587	0
Grp Sat Flow(s),veh/h/ln	1862	1702	1547				0	1702	1530	1781	1702	0
Q Serve(g_s), s	50.0	44.7	6.7				0.0	17.7	25.1	7.2	4.9	0.0
Cycle Q Clear(g_c), s	50.0	44.7	6.7				0.0	17.7	25.1	7.2	4.9	0.0
Prop In Lane	0.09		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1032	1887	857				0	777	349	150	1798	0
V/C Ratio(X)	0.85	0.77	0.13				0.00	0.75	1.10	0.81	0.33	0.00
Avail Cap(c_a), veh/h	1032	1887	857				0	777	349	204	1931	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.09	0.09	0.09				0.00	1.00	1.00	0.77	0.77	0.00
Uniform Delay (d), s/veh	40.5	38.3	22.8				0.0	39.6	42.5	44.9	11.3	0.0
Incr Delay (d2), s/veh	0.9	0.3	0.0				0.0	4.3	77.8	8.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.2	20.4	2.5				0.0	7.7	16.8	3.3	1.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.3	38.6	22.8				0.0	43.9	120.3	53.8	11.3	0.0
LnGrp LOS	D	D	C				A	D	F	D	B	A
Approach Vol, veh/h		2442						970			708	
Approach Delay, s/veh		38.9						74.1			18.6	
Approach LOS		D						E			B	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	65.9	44.1	13.6	30.5
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	58.1	41.6	12.6	* 25
Max Q Clear Time (g_c+I1), s	52.0	6.9	9.2	27.1
Green Ext Time (p_c), s	5.9	3.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	43.7
HCM 6th LOS	D

Notes

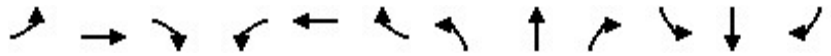
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



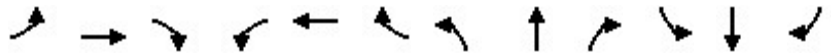
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2479	77	0	0	0	0	0	0	241	765	0
Future Volume (veh/h)	0	2479	77	0	0	0	0	0	0	241	765	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2666	83							259	823	0
Peak Hour Factor	0.93	0.93	0.93							0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3196	99							332	1143	0
Arrive On Green	0.00	0.21	0.21							0.09	0.09	0.00
Sat Flow, veh/h	0	5255	157							1174	4210	0
Grp Volume(v), veh/h	0	1776	973							400	682	0
Grp Sat Flow(s),veh/h/ln	0	1702	1840							1812	1702	0
Q Serve(g_s), s	0.0	55.0	55.8							23.7	21.4	0.0
Cycle Q Clear(g_c), s	0.0	55.0	55.8							23.7	21.4	0.0
Prop In Lane	0.00		0.09							0.65		0.00
Lane Grp Cap(c), veh/h	0	2138	1156							512	962	0
V/C Ratio(X)	0.00	0.83	0.84							0.78	0.71	0.00
Avail Cap(c_a), veh/h	0	2138	1156							512	962	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	38.0	38.3							46.5	45.5	0.0
Incr Delay (d2), s/veh	0.0	3.9	7.5							11.2	4.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	26.1	29.8							13.2	10.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	41.9	45.8							57.8	49.9	0.0
LnGrp LOS	A	D	D							E	D	A
Approach Vol, veh/h		2749									1082	
Approach Delay, s/veh		43.3									52.8	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	74.0	36.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	69.1	31.1
Max Q Clear Time (g_c+I1), s	57.8	25.7
Green Ext Time (p_c), s	7.3	1.8

Intersection Summary	
HCM 6th Ctrl Delay	46.0
HCM 6th LOS	D



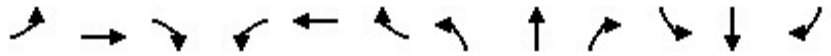
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	2910	0	0	0	0	0	136	189	0	0	0
Future Volume (veh/h)	119	2910	0	0	0	0	0	136	189	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.91			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	128	3129	0				0	146	203			
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	141	3692	0				0	325	263			
Arrive On Green	0.24	0.24	0.00				0.00	0.18	0.18			
Sat Flow, veh/h	194	5239	0				0	1870	1438			
Grp Volume(v), veh/h	1226	2031	0				0	146	203			
Grp Sat Flow(s),veh/h/ln	1861	1702	0				0	1777	1438			
Q Serve(g_s), s	70.4	62.1	0.0				0.0	8.0	14.8			
Cycle Q Clear(g_c), s	70.4	62.1	0.0				0.0	8.0	14.8			
Prop In Lane	0.10		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1355	2479	0				0	325	263			
V/C Ratio(X)	0.91	0.82	0.00				0.00	0.45	0.77			
Avail Cap(c_a), veh/h	1355	2479	0				0	325	263			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	38.1	34.9	0.0				0.0	40.0	42.8			
Incr Delay (d2), s/veh	10.2	3.2	0.0				0.0	4.5	19.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	38.8	29.3	0.0				0.0	3.9	6.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.3	38.1	0.0				0.0	44.5	62.3			
LnGrp LOS	D	D	A				A	D	E			
Approach Vol, veh/h		3257						349				
Approach Delay, s/veh		41.9						54.9				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		85.0						25.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		80.1						20.1				
Max Q Clear Time (g_c+I1), s		72.4						16.8				
Green Ext Time (p_c), s		7.6						0.7				
Intersection Summary												
HCM 6th Ctrl Delay			43.2									
HCM 6th LOS			D									



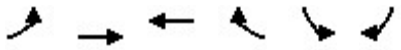
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3144	160	0	0	0	0	0	0	264	711	0
Future Volume (veh/h)	0	3144	160	0	0	0	0	0	0	264	711	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	3208	163							269	726	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3264	163							455	908	0
Arrive On Green	0.00	0.22	0.22							0.08	0.08	0.00
Sat Flow, veh/h	0	5148	249							1781	3647	0
Grp Volume(v), veh/h	0	2176	1195							269	726	0
Grp Sat Flow(s),veh/h/ln	0	1702	1824							1781	1777	0
Q Serve(g_s), s	0.0	69.8	72.1							16.0	22.1	0.0
Cycle Q Clear(g_c), s	0.0	69.8	72.1							16.0	22.1	0.0
Prop In Lane	0.00		0.14							1.00		0.00
Lane Grp Cap(c), veh/h	0	2231	1196							455	908	0
V/C Ratio(X)	0.00	0.98	1.00							0.59	0.80	0.00
Avail Cap(c_a), veh/h	0	2231	1196							455	908	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	42.2	43.1							44.8	47.6	0.0
Incr Delay (d2), s/veh	0.0	14.0	26.0							5.6	7.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	36.0	43.7							8.4	11.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	56.2	69.1							50.4	54.9	0.0
LnGrp LOS	A	E	E							D	D	A
Approach Vol, veh/h		3371									995	
Approach Delay, s/veh		60.8									53.7	
Approach LOS		E									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	77.0	33.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	72.1	28.1
Max Q Clear Time (g_c+I1), s	74.1	24.1
Green Ext Time (p_c), s	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	59.2
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	3039	0	0	0	0	0	216	125	0	0	0
Future Volume (veh/h)	165	3039	0	0	0	0	0	216	125	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	179	3303	0				0	235	136			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	186	3674	0				0	390	217			
Arrive On Green	0.24	0.24	0.00				0.00	0.18	0.18			
Sat Flow, veh/h	254	5176	0				0	2293	1227			
Grp Volume(v), veh/h	1311	2171	0				0	188	183			
Grp Sat Flow(s),veh/h/ln	1858	1702	0				0	1777	1650			
Q Serve(g_s), s	76.7	67.3	0.0				0.0	10.7	11.3			
Cycle Q Clear(g_c), s	76.7	67.3	0.0				0.0	10.7	11.3			
Prop In Lane	0.14		0.00				0.00		0.74			
Lane Grp Cap(c), veh/h	1363	2497	0				0	315	292			
V/C Ratio(X)	0.96	0.87	0.00				0.00	0.60	0.63			
Avail Cap(c_a), veh/h	1363	2497	0				0	315	292			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	40.2	36.6	0.0				0.0	41.6	41.9			
Incr Delay (d2), s/veh	16.8	4.5	0.0				0.0	8.1	9.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	44.4	32.2	0.0				0.0	5.4	5.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.0	41.1	0.0				0.0	49.7	51.6			
LnGrp LOS	E	D	A				A	D	D			
Approach Vol, veh/h		3482						371				
Approach Delay, s/veh		47.1						50.7				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		85.6						24.4				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		80.7						19.5				
Max Q Clear Time (g_c+I1), s		78.7						13.3				
Green Ext Time (p_c), s		2.0						1.2				
Intersection Summary												
HCM 6th Ctrl Delay			47.4									
HCM 6th LOS			D									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	30	1420	1649	64	121	223
Future Volume (veh/h)	30	1420	1649	64	121	223
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	31	1479	1718	67	126	232
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	39	3709	3368	131	571	262
Arrive On Green	0.01	0.50	1.00	1.00	0.17	0.17
Sat Flow, veh/h	1781	5149	5082	192	3456	1585
Grp Volume(v), veh/h	31	1479	1160	625	126	232
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1787	1728	1585
Q Serve(g_s), s	2.0	21.9	0.0	0.0	3.7	16.9
Cycle Q Clear(g_c), s	2.0	21.9	0.0	0.0	3.7	16.9
Prop In Lane	1.00			0.11	1.00	1.00
Lane Grp Cap(c), veh/h	39	3709	2276	1224	571	262
V/C Ratio(X)	0.79	0.40	0.51	0.51	0.22	0.89
Avail Cap(c_a), veh/h	115	3709	2276	1224	1028	471
HCM Platoon Ratio	0.67	0.67	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.81	0.81	1.00	1.00
Uniform Delay (d), s/veh	57.9	13.1	0.0	0.0	42.7	48.2
Incr Delay (d2), s/veh	9.9	0.2	0.7	1.2	0.1	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	8.7	0.2	0.4	1.6	14.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.8	13.3	0.7	1.2	42.7	52.1
LnGrp LOS	E	B	A	A	D	D
Approach Vol, veh/h		1510	1785		358	
Approach Delay, s/veh		14.4	0.9		48.8	
Approach LOS		B	A		D	

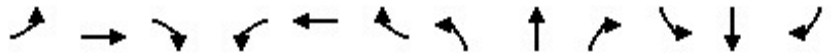
Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	93.6		24.4	7.0	86.6
Change Period (Y+Rc), s	* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s	* 72		35.1	7.6	60.2
Max Q Clear Time (g_c+I1), s	23.9		18.9	4.0	2.0
Green Ext Time (p_c), s	33.6		0.6	0.0	43.8

Intersection Summary	
HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	1267	21	4	1691	3	0	9	15	16	0	43
Future Volume (veh/h)	149	1267	21	4	1691	3	0	9	15	16	0	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	154	1306	22	4	1743	0	0	9	15	16	0	44
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	590	3596	61	60	2011		33	11	19	229	0	103
Arrive On Green	0.66	1.00	1.00	0.03	0.40	0.00	0.00	0.02	0.02	0.07	0.00	0.07
Sat Flow, veh/h	1781	5046	85	1781	4985	1585	1781	615	1026	3456	0	1556
Grp Volume(v), veh/h	154	860	468	4	1743	0	0	0	24	16	0	44
Grp Sat Flow(s),veh/h/ln	1781	1662	1808	1781	1662	1585	1781	0	1641	1728	0	1556
Q Serve(g_s), s	4.2	0.0	0.0	0.3	37.9	0.0	0.0	0.0	1.7	0.5	0.0	3.2
Cycle Q Clear(g_c), s	4.2	0.0	0.0	0.3	37.9	0.0	0.0	0.0	1.7	0.5	0.0	3.2
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.63	1.00		1.00
Lane Grp Cap(c), veh/h	590	2368	1289	60	2011		33	0	30	229	0	103
V/C Ratio(X)	0.26	0.36	0.36	0.07	0.87		0.00	0.00	0.79	0.07	0.00	0.43
Avail Cap(c_a), veh/h	590	2368	1289	60	2011		60	0	56	996	0	448
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.0	0.0	0.0	55.2	32.3	0.0	0.0	0.0	57.7	51.7	0.0	52.9
Incr Delay (d2), s/veh	0.1	0.4	0.7	0.2	5.3	0.0	0.0	0.0	15.6	0.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.1	0.3	0.1	15.3	0.0	0.0	0.0	0.8	0.2	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.1	0.4	0.7	55.4	37.6	0.0	0.0	0.0	73.2	51.7	0.0	54.0
LnGrp LOS	B	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		1482			1747	A		24			60	
Approach Delay, s/veh		1.9			37.7			73.2			53.4	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	89.8		12.7	44.8	53.4		7.1
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.0	56.1		34.0	12.4	* 48		4.0
Max Q Clear Time (g_c+I1), s	2.3	2.0		5.2	6.2	39.9		3.7
Green Ext Time (p_c), s	0.0	23.8		0.2	0.1	7.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	287	919	8	702	2598	0	9	60	355	0	34	192
Future Volume (veh/h)	287	919	8	702	2598	0	9	60	355	0	34	192
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	296	947	8	724	2678	0	9	62	0	0	35	198
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	531	2204	853	756	2225	0	384	208		0	111	153
Arrive On Green	0.30	0.44	0.44	0.22	0.35	0.00	0.11	0.11	0.00	0.00	0.06	0.06
Sat Flow, veh/h	1781	4985	1530	3456	6537	0	3456	1870	1585	0	1870	2578
Grp Volume(v), veh/h	296	947	8	724	2678	0	9	62	0	0	35	198
Grp Sat Flow(s),veh/h/ln	1781	1662	1530	1728	1570	0	1728	1870	1585	0	1870	1289
Q Serve(g_s), s	16.5	15.4	0.3	24.4	41.8	0.0	0.3	3.6	0.0	0.0	2.1	7.0
Cycle Q Clear(g_c), s	16.5	15.4	0.3	24.4	41.8	0.0	0.3	3.6	0.0	0.0	2.1	7.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	531	2204	853	756	2225	0	384	208		0	111	153
V/C Ratio(X)	0.56	0.43	0.01	0.96	1.20	0.00	0.02	0.30		0.00	0.32	1.29
Avail Cap(c_a), veh/h	531	2204	853	756	2225	0	1084	586		0	111	153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.00	0.99	0.99	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	34.9	22.7	11.8	45.6	38.1	0.0	46.7	48.2	0.0	0.0	53.2	55.5
Incr Delay (d2), s/veh	0.8	0.6	0.0	3.8	92.0	0.0	0.0	0.3	0.0	0.0	1.6	172.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	5.9	0.1	10.5	29.4	0.0	0.1	1.7	0.0	0.0	1.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	23.3	11.9	49.3	130.1	0.0	46.7	48.5	0.0	0.0	54.8	227.9
LnGrp LOS	D	C	B	D	F	A	D	D		A	D	F
Approach Vol, veh/h		1251			3402			71	A		233	
Approach Delay, s/veh		26.1			113.0			48.3			201.9	
Approach LOS		C			F			D			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	30.2	57.9		11.9	40.9	47.2		18.0
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	25.8	28.3		7.0	12.6	* 42		37.0
Max Q Clear Time (g_c+I1), s	26.4	17.4		9.0	18.5	43.8		5.6
Green Ext Time (p_c), s	0.0	6.7		0.0	0.0	0.0		0.2

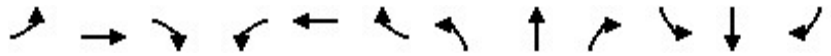
Intersection Summary	
HCM 6th Ctrl Delay	94.3
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



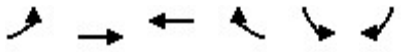
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	2	63	23	2	2	70	352	29	2	702	5
Future Volume (veh/h)	2	2	63	23	2	2	70	352	29	2	702	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	2	67	24	20	-10	74	374	31	2	747	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	2	83	58	48	93	181	1248	103	182	1365	9
Arrive On Green	0.05	0.05	0.05	0.06	0.06	0.00	0.10	0.38	0.38	0.10	0.38	0.38
Sat Flow, veh/h	1781	45	1515	993	828	1585	1781	3312	273	1781	3617	24
Grp Volume(v), veh/h	2	0	69	44	0	-10	74	200	205	2	367	385
Grp Sat Flow(s),veh/h/ln	1781	0	1560	1821	0	1585	1781	1777	1807	1781	1777	1865
Q Serve(g_s), s	0.0	0.0	1.7	0.9	0.0	0.0	1.5	3.1	3.1	0.0	6.4	6.4
Cycle Q Clear(g_c), s	0.0	0.0	1.7	0.9	0.0	0.0	1.5	3.1	3.1	0.0	6.4	6.4
Prop In Lane	1.00		0.97	0.55		1.00	1.00		0.15	1.00		0.01
Lane Grp Cap(c), veh/h	98	0	86	107	0	93	181	670	681	182	671	704
V/C Ratio(X)	0.02	0.00	0.81	0.41	0.00	-0.11	0.41	0.30	0.30	0.01	0.55	0.55
Avail Cap(c_a), veh/h	182	0	159	1345	0	1171	227	1449	1474	182	1404	1473
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.5	0.0	18.3	17.8	0.0	0.0	16.5	8.6	8.6	15.8	9.6	9.6
Incr Delay (d2), s/veh	0.1	0.0	12.2	0.9	0.0	0.0	0.6	0.2	0.2	0.0	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.8	0.4	0.0	0.0	0.5	0.9	0.9	0.0	1.8	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.6	0.0	30.6	18.8	0.0	0.0	17.1	8.8	8.8	15.9	10.1	10.1
LnGrp LOS	B	A	C	B	A	A	B	A	A	B	B	B
Approach Vol, veh/h		71			34			479			754	
Approach Delay, s/veh		30.2			24.3			10.1			10.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	18.8		6.2	8.0	18.8		6.3
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	32.0		4.0	5.0	31.0		29.0
Max Q Clear Time (g_c+I1), s	2.0	5.1		3.7	3.5	8.4		2.9
Green Ext Time (p_c), s	0.0	1.9		0.0	0.0	3.7		0.1

Intersection Summary	
HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	302	2	2	240	343	311
Future Volume (veh/h)	302	2	2	240	343	311
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	312	0	2	0	354	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	799	419	644		540	
Arrive On Green	0.22	0.00	0.34	0.00	0.16	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	312	0	2	0	354	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	3.2	0.0	0.0	0.0	4.2	0.0
Cycle Q Clear(g_c), s	3.2	0.0	0.0	0.0	4.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	799	419	644		540	
V/C Ratio(X)	0.39	0.00	0.00		0.65	
Avail Cap(c_a), veh/h	817	429	644		1031	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	14.4	0.0	9.4	0.0	17.3	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.0	1.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.7	0.0	9.4	0.0	18.6	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		312	2	A	354	A
Approach Delay, s/veh		14.7	9.4		18.6	
Approach LOS		B	A		B	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	13.8		10.8		19.0
Change Period (Y+Rc), s	4.0		4.0		4.0
Max Green Setting (Gmax), s	10.0		13.0		15.0
Max Q Clear Time (g_c+I1), s	5.2		6.2		2.0
Green Ext Time (p_c), s	0.5		0.7		0.0

Intersection Summary	
HCM 6th Ctrl Delay	16.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

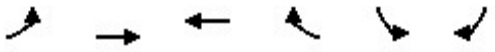
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	322	160	0	0	1
Future Vol, veh/h	9	322	160	0	0	1
Conflicting Peds, #/hr	7	0	0	7	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	374	186	0	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	193	0	-	0	401	102
Stage 1	-	-	-	-	193	-
Stage 2	-	-	-	-	208	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1378	-	-	-	577	933
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1369	-	-	-	564	925
Mov Cap-2 Maneuver	-	-	-	-	564	-
Stage 1	-	-	-	-	808	-
Stage 2	-	-	-	-	801	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1369	-	-	-	925
HCM Lane V/C Ratio	0.008	-	-	-	0.001
HCM Control Delay (s)	7.7	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑	↑↑↑↑		↑	
Traffic Volume (veh/h)	0	2991	5380	0	0	0
Future Volume (veh/h)	0	2991	5380	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1900
Adj Flow Rate, veh/h	0	3251	5848	0	1412	1106
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	0
Cap, veh/h	0	2574	2574	0	9999	9999
Arrive On Green	0.00	0.40	0.40	0.00	0.40	0.40
Sat Flow, veh/h	0	6958	6958	2516	3469	4817
Grp Volume(v), veh/h	0	3251	5848	0	1412	1106
Grp Sat Flow(s),veh/h/ln	0	1609	1609	0	1781	1610
Q Serve(g_s), s	0.0	18.0	18.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	18.0	18.0	0.0	0.0	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2574	2574	1006	6773	3769
V/C Ratio(X)	0.00	1.26	2.27	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	2574	2574	1006	6773	3769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	13.5	13.5	0.0	8.1	8.1
Incr Delay (d2), s/veh	0.0	121.7	573.8	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	26.0	106.8	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	135.2	587.3	0.0	8.1	8.1
LnGrp LOS	A	F	F	A	A	A
Approach Vol, veh/h		3251	5848	1077	1255	04
Approach Delay, s/veh		135.2	587.3		8.1	
Approach LOS		F	F		A	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	20.0	2.0	20.0
Green Ext Time (p_c), s	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

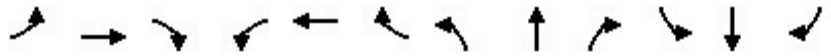
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3658	91	252	1779	35	346
Future Volume (veh/h)	3658	91	252	1779	35	346
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.95	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	3891	97	268	1893	37	368
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	2	2	5	2	2
Cap, veh/h	3347	799	252	4038	482	386
Arrive On Green	0.53	0.53	0.15	1.00	0.27	0.27
Sat Flow, veh/h	6537	1500	3456	6537	1781	1427
Grp Volume(v), veh/h	3891	97	268	1893	37	368
Grp Sat Flow(s),veh/h/ln	1570	1500	1728	1570	1781	1427
Q Serve(g_s), s	62.9	3.8	8.6	0.0	1.8	29.9
Cycle Q Clear(g_c), s	62.9	3.8	8.6	0.0	1.8	29.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3347	799	252	4038	482	386
V/C Ratio(X)	1.16	0.12	1.06	0.47	0.08	0.95
Avail Cap(c_a), veh/h	3347	799	252	4038	483	387
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.94	0.94	1.00	1.00
Uniform Delay (d), s/veh	27.6	13.8	50.4	0.0	32.1	42.3
Incr Delay (d2), s/veh	73.6	0.0	72.9	0.4	0.0	33.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	68.2	1.2	5.9	0.1	0.8	14.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	101.1	13.8	123.3	0.4	32.1	75.7
LnGrp LOS	F	B	F	A	C	E
Approach Vol, veh/h	3988			2161	405	
Approach Delay, s/veh	99.0			15.6	71.8	
Approach LOS	F			B	E	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	13.0	68.2				81.2	36.8
Change Period (Y+Rc), s	4.4	5.3				5.3	4.9
Max Green Setting (Gmax), s	8.6	62.8				75.8	32.0
Max Q Clear Time (g_c+I1), s	10.6	64.9				2.0	31.9
Green Ext Time (p_c), s	0.0	0.0				55.6	0.0

Intersection Summary	
HCM 6th Ctrl Delay	69.8
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	3720	0	6	1808	72	0	0	0	5	0	5
Future Volume (veh/h)	11	3720	0	6	1808	72	0	0	0	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	0.98		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	3916	0	6	1903	76	0	0	0	5	0	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	20	4109	0	60	5285	211	0	34	0	93	0	28
Arrive On Green	0.02	1.00	0.00	0.03	0.85	0.85	0.00	0.00	0.00	0.02	0.00	0.02
Sat Flow, veh/h	1781	5149	0	1781	6239	249	0	1870	0	1752	0	1571
Grp Volume(v), veh/h	12	3916	0	6	1437	542	0	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1777	0	1870	0	1752	0	1571
Q Serve(g_s), s	0.8	0.0	0.0	0.4	7.9	7.9	0.0	0.0	0.0	0.3	0.0	0.4
Cycle Q Clear(g_c), s	0.8	0.0	0.0	0.4	7.9	7.9	0.0	0.0	0.0	0.3	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.14	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	20	4109	0	60	3991	1506	0	34	0	93	0	28
V/C Ratio(X)	0.61	0.95	0.00	0.10	0.36	0.36	0.00	0.00	0.00	0.05	0.00	0.18
Avail Cap(c_a), veh/h	60	4109	0	60	3991	1506	0	507	0	536	0	426
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.00	0.90	0.90	0.90	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.4	0.0	0.0	55.3	2.0	2.0	0.0	0.0	0.0	57.0	0.0	57.1
Incr Delay (d2), s/veh	1.0	0.8	0.0	0.2	0.2	0.6	0.0	0.0	0.0	0.1	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.0	0.2	1.1	1.4	0.0	0.0	0.0	0.2	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.5	0.8	0.0	55.5	2.2	2.6	0.0	0.0	0.0	57.1	0.0	58.2
LnGrp LOS	E	A	A	E	A	A	A	A	A	E	A	E
Approach Vol, veh/h		3928			1985			0			10	
Approach Delay, s/veh		0.9			2.5			0.0			57.6	
Approach LOS		A			A						E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	102.6		7.0	5.7	105.3		7.0				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.0	67.4		32.0	4.0	67.4		32.0				
Max Q Clear Time (g_c+I1), s	2.4	2.0		2.4	2.8	9.9		0.0				
Green Ext Time (p_c), s	0.0	65.2		0.0	0.0	43.9		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	1.6
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3678	4	28	1921	0	19
Future Volume (veh/h)	3678	4	28	1921	0	19
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.95	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1870	1826	1900	1900
Adj Flow Rate, veh/h	3955	4	30	2066	0	20
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	5	2	5	0	0
Cap, veh/h	4404	4	38	4540	0	25
Arrive On Green	0.86	0.86	0.02	0.91	0.00	0.02
Sat Flow, veh/h	5307	5	1781	5149	0	1521
Grp Volume(v), veh/h	2555	1404	30	2066	0	21
Grp Sat Flow(s),veh/h/ln	1662	1825	1781	1662	0	1597
Q Serve(g_s), s	63.5	63.7	2.2	8.4	0.0	1.7
Cycle Q Clear(g_c), s	63.5	63.7	2.2	8.4	0.0	1.7
Prop In Lane		0.00	1.00		0.00	0.95
Lane Grp Cap(c), veh/h	2846	1562	38	4540	0	26
V/C Ratio(X)	0.90	0.90	0.79	0.46	0.00	0.81
Avail Cap(c_a), veh/h	2849	1564	54	4589	0	216
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.9	5.9	64.7	0.9	0.0	65.1
Incr Delay (d2), s/veh	4.7	8.1	26.5	0.3	0.0	42.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	14.1	1.3	0.1	0.0	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.7	14.1	91.2	1.2	0.0	107.8
LnGrp LOS	B	B	F	A	A	F
Approach Vol, veh/h	3959			2096	21	
Approach Delay, s/veh	11.9			2.5	107.8	
Approach LOS	B			A	F	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	7.2	119.0				126.2	6.7
Change Period (Y+Rc), s	4.4	5.2				5.2	4.5
Max Green Setting (Gmax), s	4.8	113.9				122.3	18.0
Max Q Clear Time (g_c+I1), s	4.2	65.7				10.4	3.7
Green Ext Time (p_c), s	0.0	48.1				89.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.0
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	687.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	526	0	0	1916	1529
Future Vol, veh/h	0	526	0	0	1916	1529
Conflicting Peds, #/hr	0	0	10	0	0	10
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	584	0	0	2129	1699

Major/Minor	Minor2			Major2	
Conflicting Flow All	2989	1924		-	0
Stage 1	2989	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	27	~ 48		-	-
Stage 1	13	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	26	~ 48		-	-
Mov Cap-2 Maneuver	26	-		-	-
Stage 1	13	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, $	5189.6	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	48	-	-
HCM Lane V/C Ratio	-	12.176	-	-
HCM Control Delay (s)	$	5189.6	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	70.2	-	-

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

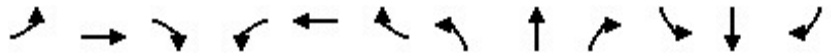
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	1019	117	60	1192	598	49	38	23	363	103	277
Future Volume (veh/h)	270	1019	117	60	1192	598	49	38	23	363	103	277
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	303	1145	131	67	1339	672	55	43	26	408	116	311
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	331	2387	720	85	1683	506	245	350	212	490	629	550
Arrive On Green	0.12	0.31	0.31	0.10	0.66	0.66	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1781	5106	1540	1781	5106	1537	520	990	598	1322	1777	1552
Grp Volume(v), veh/h	303	1145	131	67	1339	672	55	0	69	408	116	311
Grp Sat Flow(s),veh/h/ln	1781	1702	1540	1781	1702	1537	520	0	1588	1322	1777	1552
Q Serve(g_s), s	19.8	21.4	7.3	4.3	22.2	38.9	5.8	0.0	3.5	35.6	5.3	19.1
Cycle Q Clear(g_c), s	19.8	21.4	7.3	4.3	22.2	38.9	24.9	0.0	3.5	39.0	5.3	19.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	331	2387	720	85	1683	506	245	0	562	490	629	550
V/C Ratio(X)	0.92	0.48	0.18	0.79	0.80	1.33	0.22	0.00	0.12	0.83	0.18	0.57
Avail Cap(c_a), veh/h	356	2387	720	151	1683	506	248	0	567	494	634	554
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	0.83	0.83	0.83	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.7	28.9	24.1	52.8	17.3	20.1	40.8	0.0	25.7	38.9	26.3	30.8
Incr Delay (d2), s/veh	21.5	0.5	0.4	4.9	3.3	158.2	0.2	0.0	0.0	13.4	0.4	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.0	9.2	2.7	1.9	5.3	28.3	1.4	0.0	1.3	13.2	2.3	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.3	29.5	24.5	57.7	20.6	178.3	41.0	0.0	25.8	52.3	26.7	33.6
LnGrp LOS	E	C	C	E	C	F	D	A	C	D	C	C
Approach Vol, veh/h		1579			2078			124			835	
Approach Delay, s/veh		37.3			72.8			32.5			41.8	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	61.3		46.7	26.3	45.0		46.7				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	10.0	* 51		42.1	23.6	36.9		42.1				
Max Q Clear Time (g_c+I1), s	6.3	23.4		41.0	21.8	40.9		26.9				
Green Ext Time (p_c), s	0.0	14.8		0.8	0.1	0.0		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		54.0	
HCM 6th LOS		D	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	741	0	0	961	474	0	0	0	655	0	45
Future Volume (veh/h)	31	741	0	0	961	474	0	0	0	655	0	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	872	0	0	1131	0	0	0	0	820	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	2299	0	2	2075		0	2	1	901	473	0
Arrive On Green	0.03	0.65	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.25	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3558	1870	0
Grp Volume(v), veh/h	36	872	0	0	1131	0	0	0	0	820	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1779	1870	0
Q Serve(g_s), s	2.4	13.5	0.0	0.0	22.9	0.0	0.0	0.0	0.0	26.4	0.0	0.0
Cycle Q Clear(g_c), s	2.4	13.5	0.0	0.0	22.9	0.0	0.0	0.0	0.0	26.4	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	46	2299	0	2	2075		0	2	1	901	473	0
V/C Ratio(X)	0.79	0.38	0.00	0.00	0.55		0.00	0.00	0.00	0.91	0.00	0.00
Avail Cap(c_a), veh/h	62	2299	0	62	2075		0	476	403	1116	586	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.22	0.00	0.00
Uniform Delay (d), s/veh	57.2	9.7	0.0	0.0	15.0	0.0	0.0	0.0	0.0	42.8	0.0	0.0
Incr Delay (d2), s/veh	26.4	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	2.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	4.8	0.0	0.0	8.5	0.0	0.0	0.0	0.0	11.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.5	10.2	0.0	0.0	15.5	0.0	0.0	0.0	0.0	44.9	0.0	0.0
LnGrp LOS	F	B	A	A	B		A	A	A	D	A	A
Approach Vol, veh/h		908			1131	A		0			820	
Approach Delay, s/veh		13.1			15.5			0.0			44.9	
Approach LOS		B			B						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	82.2		35.8	7.4	74.8		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	4.1	* 27		37.0	4.1	25.8		30.0				
Max Q Clear Time (g_c+I1), s	0.0	15.5		28.4	4.4	24.9		0.0				
Green Ext Time (p_c), s	0.0	7.7		1.4	0.0	0.7		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	23.2	
HCM 6th LOS	C	

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

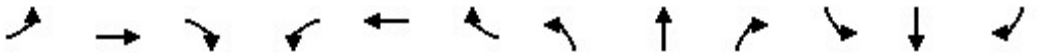
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	620	715	297	128	407	182	197	968	113	238	1329	205
Future Volume (veh/h)	620	715	297	128	407	182	197	968	113	238	1329	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	653	753	313	135	428	192	207	1019	119	251	1399	216
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	454	799	332	162	572	339	256	1143	133	197	1207	526
Arrive On Green	0.25	0.33	0.33	0.09	0.16	0.16	0.07	0.36	0.36	0.06	0.34	0.34
Sat Flow, veh/h	1781	2427	1008	1781	3554	1550	3456	3201	374	3456	3554	1547
Grp Volume(v), veh/h	653	551	515	135	428	192	207	565	573	251	1399	216
Grp Sat Flow(s),veh/h/ln	1781	1777	1659	1781	1777	1550	1728	1777	1798	1728	1777	1547
Q Serve(g_s), s	29.5	35.0	35.0	8.6	13.3	6.6	6.8	34.8	34.9	6.6	39.4	5.9
Cycle Q Clear(g_c), s	29.5	35.0	35.0	8.6	13.3	6.6	6.8	34.8	34.9	6.6	39.4	5.9
Prop In Lane	1.00		0.61	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	454	585	546	162	572	339	256	634	642	197	1207	526
V/C Ratio(X)	1.44	0.94	0.94	0.84	0.75	0.57	0.81	0.89	0.89	1.28	1.16	0.41
Avail Cap(c_a), veh/h	454	617	576	184	888	478	256	634	642	197	1207	526
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.2	37.8	37.9	51.9	46.4	16.7	52.9	35.2	35.2	54.7	38.3	6.7
Incr Delay (d2), s/veh	210.1	21.9	23.2	21.1	0.7	0.5	16.1	17.2	17.2	157.8	81.1	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	39.3	18.5	17.5	4.8	5.9	2.8	3.5	17.8	18.0	7.2	30.4	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	253.4	59.8	61.0	72.9	47.1	17.2	69.0	52.4	52.3	212.5	119.4	9.1
LnGrp LOS	F	E	E	E	D	B	E	D	D	F	F	A
Approach Vol, veh/h		1719			755			1345			1866	
Approach Delay, s/veh		133.7			44.1			54.9			119.1	
Approach LOS		F			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	46.7	14.9	43.4	13.0	44.7	34.7	23.6
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	6.6	* 38	12.0	40.3	8.6	35.8	23.6	* 29
Max Q Clear Time (g_c+I1), s	8.6	36.9	10.6	37.0	8.8	41.4	31.5	15.3
Green Ext Time (p_c), s	0.0	0.6	0.0	1.1	0.0	0.0	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	98.4
HCM 6th LOS	F

Notes

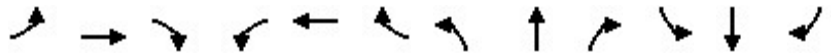
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	560	149	313	430	141	222	181	408	118	162	107
Future Volume (veh/h)	73	560	149	313	430	141	222	181	408	118	162	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		0.92	1.00		0.96	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	78	596	159	333	457	150	236	193	434	126	172	114
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	1113	619	299	643	502	186	1079	600	153	1013	422
Arrive On Green	0.06	0.31	0.31	0.09	0.34	0.34	0.10	0.30	0.30	0.09	0.29	0.29
Sat Flow, veh/h	1781	3554	1446	3456	1870	1459	1781	3554	1524	1781	3554	1481
Grp Volume(v), veh/h	78	596	159	333	457	150	236	193	434	126	172	114
Grp Sat Flow(s),veh/h/ln	1781	1777	1446	1728	1870	1459	1781	1777	1524	1781	1777	1481
Q Serve(g_s), s	4.8	15.4	8.0	9.6	23.6	8.4	11.6	4.4	27.0	7.7	4.0	6.6
Cycle Q Clear(g_c), s	4.8	15.4	8.0	9.6	23.6	8.4	11.6	4.4	27.0	7.7	4.0	6.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	99	1113	619	299	643	502	186	1079	600	153	1013	422
V/C Ratio(X)	0.79	0.54	0.26	1.11	0.71	0.30	1.27	0.18	0.72	0.82	0.17	0.27
Avail Cap(c_a), veh/h	122	1197	652	299	663	517	186	1203	653	192	1216	507
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	31.5	21.2	50.7	31.6	26.6	49.7	28.5	28.9	49.9	29.8	30.7
Incr Delay (d2), s/veh	18.7	0.5	0.3	86.6	3.0	0.2	156.2	0.1	3.6	16.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	6.6	2.7	7.7	11.0	2.9	13.2	1.9	10.3	4.1	1.7	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.5	31.9	21.4	137.3	34.6	26.8	206.0	28.6	32.5	66.3	29.9	30.9
LnGrp LOS	E	C	C	F	C	C	F	C	C	E	C	C
Approach Vol, veh/h		833			940			863			412	
Approach Delay, s/veh		33.5			69.8			79.1			41.3	
Approach LOS		C			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	40.7	17.0	38.4	11.6	44.1	15.0	40.4
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	9.6	37.4	11.6	38.0	7.6	39.4	12.0	37.6
Max Q Clear Time (g_c+I1), s	11.6	17.4	13.6	8.6	6.8	25.6	9.7	29.0
Green Ext Time (p_c), s	0.0	5.5	0.0	0.9	0.0	2.1	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	58.7
HCM 6th LOS	E



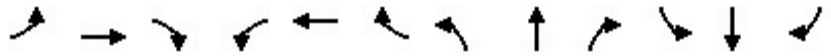
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	0	2	2	2	85	2	570	2	68	362	78
Future Volume (veh/h)	54	0	2	2	2	85	2	570	2	68	362	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.97		0.97	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	0	2	2	2	93	2	626	2	75	398	86
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	524	3	12	321	276	521	5	1505	5	102	1435	298
Arrive On Green	0.28	0.00	0.28	0.28	0.28	0.28	0.00	0.29	0.29	0.06	0.34	0.34
Sat Flow, veh/h	1225	11	42	651	985	1537	1781	5254	17	1781	4206	875
Grp Volume(v), veh/h	61	0	0	4	0	93	2	406	222	75	319	165
Grp Sat Flow(s),veh/h/ln	1278	0	0	1636	0	1537	1781	1702	1866	1781	1702	1677
Q Serve(g_s), s	1.3	0.0	0.0	0.0	0.0	1.7	0.0	3.8	3.8	1.6	2.7	2.8
Cycle Q Clear(g_c), s	1.4	0.0	0.0	0.1	0.0	1.7	0.0	3.8	3.8	1.6	2.7	2.8
Prop In Lane	0.97		0.03	0.50		1.00	1.00		0.01	1.00		0.52
Lane Grp Cap(c), veh/h	539	0	0	596	0	521	5	975	535	102	1162	572
V/C Ratio(X)	0.11	0.00	0.00	0.01	0.00	0.18	0.44	0.42	0.42	0.74	0.27	0.29
Avail Cap(c_a), veh/h	1227	0	0	1452	0	1351	183	1814	995	347	2119	1044
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.6	0.0	0.0	10.1	0.0	9.1	19.4	11.3	11.3	18.1	9.3	9.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.1	22.7	0.4	0.7	3.9	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.0	0.0	0.4	0.0	1.2	1.3	0.7	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.6	0.0	0.0	10.1	0.0	9.2	42.1	11.7	12.0	22.0	9.5	9.7
LnGrp LOS	B	A	A	B	A	A	D	B	B	C	A	A
Approach Vol, veh/h		61			97			630			559	
Approach Delay, s/veh		10.6			9.2			11.9			11.2	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.6	16.6		15.8	4.5	18.7		15.8
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	7.6	* 21		32.0	4.0	24.3		32.0
Max Q Clear Time (g_c+I1), s	3.6	5.8		3.4	2.0	4.8		3.7
Green Ext Time (p_c), s	0.0	4.5		0.2	0.0	3.4		0.2

Intersection Summary		
HCM 6th Ctrl Delay		11.4
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	8	190	184	13	4	687	689	192	6	760	14
Future Volume (veh/h)	4	8	190	184	13	4	687	689	192	6	760	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.82	1.00		0.89	1.00		0.96	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	9	207	200	14	4	747	749	209	7	826	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	326	228	224	509	383	548	1891	808	12	849	15
Arrive On Green	0.03	0.17	0.17	0.13	0.27	0.27	0.31	0.53	0.53	0.01	0.24	0.24
Sat Flow, veh/h	1781	1870	1307	1781	1870	1407	1781	3554	1518	1781	3565	65
Grp Volume(v), veh/h	4	9	207	200	14	4	747	749	209	7	412	429
Grp Sat Flow(s),veh/h/ln	1781	1870	1307	1781	1870	1407	1781	1777	1518	1781	1777	1853
Q Serve(g_s), s	0.3	0.6	22.5	16.0	0.8	0.3	44.6	18.1	10.8	0.6	33.3	33.3
Cycle Q Clear(g_c), s	0.3	0.6	22.5	16.0	0.8	0.3	44.6	18.1	10.8	0.6	33.3	33.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	49	326	228	224	509	383	548	1891	808	12	423	441
V/C Ratio(X)	0.08	0.03	0.91	0.89	0.03	0.01	1.36	0.40	0.26	0.58	0.97	0.97
Avail Cap(c_a), veh/h	55	326	228	326	516	388	548	1891	808	49	423	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.7	49.7	58.7	62.4	38.7	38.5	50.2	20.1	18.4	71.8	54.8	54.8
Incr Delay (d2), s/veh	0.3	0.0	35.4	15.0	0.0	0.0	174.8	0.2	0.2	15.3	37.1	36.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.3	9.7	8.2	0.4	0.1	46.4	7.6	3.9	0.3	19.2	20.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.9	49.7	94.2	77.4	38.7	38.5	225.0	20.3	18.6	87.1	91.9	91.1
LnGrp LOS	E	D	F	E	D	D	F	C	B	F	F	F
Approach Vol, veh/h		220			218			1705			848	
Approach Delay, s/veh		91.9			74.2			109.8			91.4	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	85.8	22.6	30.1	49.0	43.2	8.4	44.4
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	4.6	73.1	26.5	18.0	44.6	* 35	4.5	40.0
Max Q Clear Time (g_c+I1), s	2.6	20.1	18.0	24.5	46.6	35.3	2.3	2.8
Green Ext Time (p_c), s	0.0	9.6	0.2	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	100.7
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

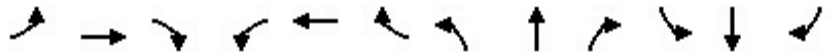
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	626	103	186	183	0	0	0	0	150	56	102
Future Volume (veh/h)	0	626	103	186	183	0	0	0	0	150	56	102
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	659	108	196	193	0				108	128	107
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	450	898	397	278	532	0				428	449	775
Arrive On Green	0.00	0.25	0.25	0.16	0.16	0.00				0.24	0.24	0.24
Sat Flow, veh/h	1781	3554	1569	1781	3572	0				1781	1870	1561
Grp Volume(v), veh/h	0	659	108	196	193	0				108	128	107
Grp Sat Flow(s),veh/h/ln	1781	1777	1569	1781	1702	0				1781	1870	1561
Q Serve(g_s), s	0.0	7.0	2.3	4.3	2.1	0.0				2.0	2.3	1.5
Cycle Q Clear(g_c), s	0.0	7.0	2.3	4.3	2.1	0.0				2.0	2.3	1.5
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	450	898	397	278	532	0				428	449	775
V/C Ratio(X)	0.00	0.73	0.27	0.70	0.36	0.00				0.25	0.29	0.14
Avail Cap(c_a), veh/h	604	1204	532	297	568	0				1276	1340	1519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	14.2	12.4	16.5	15.6	0.0				12.7	12.8	5.7
Incr Delay (d2), s/veh	0.0	0.9	0.1	7.1	0.5	0.0				0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.1	0.6	1.9	0.7	0.0				0.7	0.8	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.1	12.5	23.6	16.1	0.0				12.8	12.9	5.7
LnGrp LOS	A	B	B	C	B	A				B	B	A
Approach Vol, veh/h		767			389						343	
Approach Delay, s/veh		14.7			19.9						10.7	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		14.4		16.1		10.8
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		14.0		29.6		6.9
Max Q Clear Time (g_c+I1), s		9.0		4.3		6.3
Green Ext Time (p_c), s		1.4		0.8		0.1

Intersection Summary	
HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	325	764	0	1	557	91	141	12	115	4	0	265
Future Volume (veh/h)	325	764	0	1	557	91	141	12	115	4	0	265
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	353	830	0	1	605	99	146	23	125	4	0	288
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	2078	0	52	891	145	251	35	188	1	0	97
Arrive On Green	0.22	0.58	0.00	0.30	0.30	0.30	0.14	0.14	0.14	0.06	0.00	0.06
Sat Flow, veh/h	1781	3647	0	1	2988	487	1781	246	1337	21	0	1522
Grp Volume(v), veh/h	353	830	0	378	0	327	146	0	148	292	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1869	0	1607	1781	0	1582	1543	0	0
Q Serve(g_s), s	13.5	8.9	0.0	0.0	0.0	12.6	5.4	0.0	6.2	4.5	0.0	0.0
Cycle Q Clear(g_c), s	13.5	8.9	0.0	12.5	0.0	12.6	5.4	0.0	6.2	4.5	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.30	1.00		0.84	0.01		0.99
Lane Grp Cap(c), veh/h	396	2078	0	609	0	479	251	0	223	99	0	0
V/C Ratio(X)	0.89	0.40	0.00	0.62	0.00	0.68	0.58	0.00	0.66	2.96	0.00	0.00
Avail Cap(c_a), veh/h	418	2782	0	945	0	769	658	0	585	99	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.5	7.9	0.0	21.7	0.0	21.7	28.3	0.0	28.6	32.9	0.0	0.0
Incr Delay (d2), s/veh	20.2	0.0	0.0	1.3	0.0	2.1	0.8	0.0	1.3	908.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	2.5	0.0	5.0	0.0	4.4	2.3	0.0	2.3	26.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7	8.0	0.0	23.0	0.0	23.8	29.1	0.0	29.9	941.2	0.0	0.0
LnGrp LOS	D	A	A	C	A	C	C	A	C	F	A	A
Approach Vol, veh/h		1183			705			294			292	
Approach Delay, s/veh		19.5			23.4			29.5			941.2	
Approach LOS		B			C			C			F	

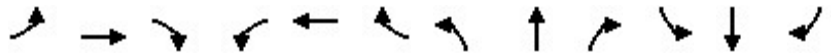
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		45.5		8.5	20.2	25.4		16.3				
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4				
Max Green Setting (Gmax), s		* 55		4.5	16.5	33.7		26.0				
Max Q Clear Time (g_c+I1), s		10.9		6.5	15.5	14.6		8.2				
Green Ext Time (p_c), s		3.7		0.0	0.2	4.6		0.7				

Intersection Summary		
HCM 6th Ctrl Delay	130.6	
HCM 6th LOS	F	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	538	255	314	374	0	0	0	0	510	389	341
Future Volume (veh/h)	0	538	255	314	374	0	0	0	0	510	389	341
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	566	268	331	394	0				537	409	359
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1625	710	404	2227	0				915	480	397
Arrive On Green	0.00	0.46	0.46	0.23	1.00	0.00				0.26	0.26	0.26
Sat Flow, veh/h	0	3647	1553	3456	3647	0				3563	1870	1545
Grp Volume(v), veh/h	0	566	268	331	394	0				537	409	359
Grp Sat Flow(s),veh/h/ln	0	1777	1553	1728	1777	0				1781	1870	1545
Q Serve(g_s), s	0.0	8.6	9.5	7.6	0.0	0.0				11.1	17.5	18.9
Cycle Q Clear(g_c), s	0.0	8.6	9.5	7.6	0.0	0.0				11.1	17.5	18.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1625	710	404	2227	0				915	480	397
V/C Ratio(X)	0.00	0.35	0.38	0.82	0.18	0.00				0.59	0.85	0.91
Avail Cap(c_a), veh/h	0	1625	710	518	2227	0				937	492	406
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.92	0.92	0.95	0.95	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	14.7	15.0	31.3	0.0	0.0				27.3	29.7	30.2
Incr Delay (d2), s/veh	0.0	0.5	1.4	6.0	0.2	0.0				0.6	12.5	22.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.2	3.2	3.0	0.1	0.0				4.6	9.2	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.3	16.4	37.3	0.2	0.0				27.9	42.2	52.5
LnGrp LOS	A	B	B	D	A	A				C	D	D
Approach Vol, veh/h		834			725						1305	
Approach Delay, s/veh		15.6			17.1						39.2	
Approach LOS		B			B						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.2	43.3		26.5		57.5
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	12.6	35.1		22.1		52.1
Max Q Clear Time (g_c+I1), s	9.6	11.5		20.9		2.0
Green Ext Time (p_c), s	0.2	5.5		0.6		2.9

Intersection Summary	
HCM 6th Ctrl Delay	26.7
HCM 6th LOS	C

Notes

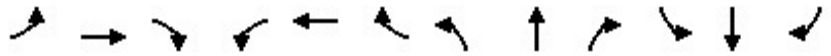
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	824	0	0	621	1283	98	408	162	0	0	0
Future Volume (veh/h)	176	824	0	0	621	1283	98	408	162	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	191	896	0	0	675	1395	107	443	176			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	601	2437	0	0	1612	704	142	625	249			
Arrive On Green	0.35	1.00	0.00	0.00	0.45	0.45	0.20	0.20	0.20			
Sat Flow, veh/h	3456	3647	0	0	3647	1552	721	3165	1263			
Grp Volume(v), veh/h	191	896	0	0	675	1395	272	229	225			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1552	1834	1702	1613			
Q Serve(g_s), s	3.4	0.0	0.0	0.0	10.8	38.1	11.8	10.5	10.9			
Cycle Q Clear(g_c), s	3.4	0.0	0.0	0.0	10.8	38.1	11.8	10.5	10.9			
Prop In Lane	1.00		0.00	0.00		1.00	0.39		0.78			
Lane Grp Cap(c), veh/h	601	2437	0	0	1612	704	362	336	319			
V/C Ratio(X)	0.32	0.37	0.00	0.00	0.42	1.98	0.75	0.68	0.71			
Avail Cap(c_a), veh/h	601	2437	0	0	1612	704	568	527	499			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.85	0.85	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	23.7	0.0	0.0	0.0	15.5	22.9	31.8	31.3	31.4			
Incr Delay (d2), s/veh	0.3	0.4	0.0	0.0	0.8	446.9	1.2	0.9	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.3	0.1	0.0	0.0	4.0	99.2	5.2	4.3	4.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.0	0.4	0.0	0.0	16.3	469.9	33.0	32.2	32.5			
LnGrp LOS	C	A	A	A	B	F	C	C	C			
Approach Vol, veh/h		1087			2070			726				
Approach Delay, s/veh		4.5			322.0			32.6				
Approach LOS		A			F			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		62.5			19.5	43.0		21.5				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		48.2			5.7	* 38		26.0				
Max Q Clear Time (g_c+I1), s		2.0			5.4	40.1		13.8				
Green Ext Time (p_c), s		8.5			0.0	0.0		2.5				

Intersection Summary	
HCM 6th Ctrl Delay	179.0
HCM 6th LOS	F

Notes

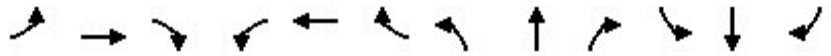
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	25	212	11	1860	25	0	0	0
Future Volume (veh/h)	0	0	0	0	25	212	11	1860	25	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	27	233	12	2044	27			
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	34	298	85	2757	36			
Arrive On Green				0.00	0.21	0.21	0.55	0.55	0.55			
Sat Flow, veh/h				0	167	1443	8	5030	66			
Grp Volume(v), veh/h				0	0	260	763	631	689			
Grp Sat Flow(s),veh/h/ln				0	0	1611	1868	1549	1688			
Q Serve(g_s), s				0.0	0.0	6.9	0.0	14.1	14.1			
Cycle Q Clear(g_c), s				0.0	0.0	6.9	14.1	14.1	14.1			
Prop In Lane				0.00		0.90	0.02		0.04			
Lane Grp Cap(c), veh/h				0	0	332	1105	849	925			
V/C Ratio(X)				0.00	0.00	0.78	0.69	0.74	0.74			
Avail Cap(c_a), veh/h				0	0	652	1139	878	956			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	17.0	7.8	7.8	7.8			
Incr Delay (d2), s/veh				0.0	0.0	1.5	2.0	3.7	3.4			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	2.4	4.2	3.9	4.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	18.5	9.8	11.5	11.2			
LnGrp LOS				A	A	B	A	B	B			
Approach Vol, veh/h					260			2083				
Approach Delay, s/veh					18.5			10.8				
Approach LOS					B			B				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	30.4							14.8				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	25.6							18.3				
Max Q Clear Time (g_c+I1), s	16.1							8.9				
Green Ext Time (p_c), s	8.7							0.8				

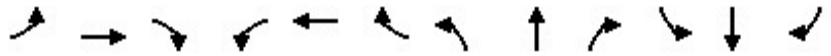
Intersection Summary												
HCM 6th Ctrl Delay			11.6									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	279	97	462	643	146	227	332	164	100	386	126
Future Volume (veh/h)	90	279	97	462	643	146	227	332	164	100	386	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.96	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	97	300	104	497	691	157	244	357	176	108	415	135
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	477	401	492	683	155	221	791	354	133	700	216
Arrive On Green	0.07	0.26	0.26	0.28	0.46	0.46	0.12	0.23	0.23	0.07	0.18	0.18
Sat Flow, veh/h	1781	1870	1572	1781	1474	335	1781	3404	1522	1781	3817	1177
Grp Volume(v), veh/h	97	300	104	497	0	848	244	357	176	108	368	182
Grp Sat Flow(s),veh/h/ln	1781	1870	1572	1781	0	1808	1781	1702	1522	1781	1702	1590
Q Serve(g_s), s	6.3	16.8	6.2	32.6	0.0	54.7	14.6	10.6	11.8	7.0	11.7	12.5
Cycle Q Clear(g_c), s	6.3	16.8	6.2	32.6	0.0	54.7	14.6	10.6	11.8	7.0	11.7	12.5
Prop In Lane	1.00		1.00	1.00		0.19	1.00		1.00	1.00		0.74
Lane Grp Cap(c), veh/h	121	477	401	492	0	839	221	791	354	133	624	292
V/C Ratio(X)	0.80	0.63	0.26	1.01	0.00	1.01	1.11	0.45	0.50	0.81	0.59	0.63
Avail Cap(c_a), veh/h	165	523	440	492	0	839	221	863	386	234	889	415
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.2	38.9	35.0	42.7	0.0	31.6	51.7	38.8	39.3	53.7	44.1	44.4
Incr Delay (d2), s/veh	12.9	1.4	0.1	42.9	0.0	33.8	92.0	0.8	2.0	4.4	1.6	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	7.9	2.4	20.2	0.0	31.2	12.1	4.5	4.6	3.3	5.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.0	40.3	35.1	85.6	0.0	65.4	143.7	39.6	41.3	58.1	45.7	48.3
LnGrp LOS	E	D	D	F	A	F	F	D	D	E	D	D
Approach Vol, veh/h		501			1345			777			658	
Approach Delay, s/veh		44.4			72.9			72.7			48.4	
Approach LOS		D			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	32.7	37.0	35.0	19.0	26.9	12.4	59.6
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	15.5	29.9	32.6	33.0	14.6	30.8	10.9	54.7
Max Q Clear Time (g_c+I1), s	19.0	13.8	34.6	18.8	16.6	14.5	8.3	56.7
Green Ext Time (p_c), s	0.1	4.9	0.0	1.2	0.0	4.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	63.6
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	252	363	155	361	0	0	0	0	100	1834	800
Future Volume (veh/h)	0	252	363	155	361	0	0	0	0	100	1834	800
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	257	370	158	368	0				102	1871	816
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	506	429	186	496	0				990	1995	783
Arrive On Green	0.00	0.27	0.27	0.27	0.27	0.00				0.56	0.56	0.56
Sat Flow, veh/h	0	1870	1585	385	1918	0				1781	3588	1408
Grp Volume(v), veh/h	0	257	370	226	300	0				102	1765	922
Grp Sat Flow(s),veh/h/ln	0	1870	1585	602	1617	0				1781	1702	1592
Q Serve(g_s), s	0.0	8.7	16.7	11.6	12.5	0.0				2.0	35.8	41.7
Cycle Q Clear(g_c), s	0.0	8.7	16.7	20.3	12.5	0.0				2.0	35.8	41.7
Prop In Lane	0.00		1.00	0.70		0.00				1.00		0.88
Lane Grp Cap(c), veh/h	0	506	429	244	438	0				990	1893	885
V/C Ratio(X)	0.00	0.51	0.86	0.92	0.69	0.00				0.10	0.93	1.04
Avail Cap(c_a), veh/h	0	506	429	244	438	0				990	1893	885
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	23.1	26.0	32.4	24.5	0.0				7.8	15.3	16.7
Incr Delay (d2), s/veh	0.0	0.3	15.7	37.2	4.1	0.0				0.1	9.2	41.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.8	7.9	6.6	5.1	0.0				0.7	14.1	22.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.5	41.7	69.7	28.6	0.0				7.9	24.6	58.5
LnGrp LOS	A	C	D	E	C	A				A	C	F
Approach Vol, veh/h		627			526						2789	
Approach Delay, s/veh		34.2			46.3						35.2	
Approach LOS		C			D						D	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		27.0		48.0		27.0
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		20.3		41.7		20.3
Max Q Clear Time (g_c+I1), s		18.7		43.7		22.3
Green Ext Time (p_c), s		0.4		0.0		0.0

Intersection Summary		
HCM 6th Ctrl Delay		36.5
HCM 6th LOS		D

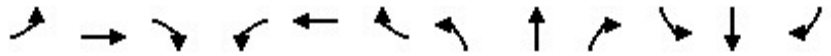
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	34	109	0	55	25	484	1477	71	0	0	0
Future Volume (veh/h)	197	34	109	0	55	25	484	1477	71	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	229	40	127	0	64	29	563	1717	83			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	372	47	1322	0	334	151	1000	1934	93			
Arrive On Green	0.27	0.27	0.27	0.00	0.27	0.27	0.56	0.56	0.56			
Sat Flow, veh/h	989	173	1576	0	1217	552	1781	3447	165			
Grp Volume(v), veh/h	269	0	127	0	0	93	563	879	921			
Grp Sat Flow(s),veh/h/ln	1162	0	1576	0	0	1769	1781	1777	1835			
Q Serve(g_s), s	12.5	0.0	0.0	0.0	0.0	2.7	13.4	28.5	29.3			
Cycle Q Clear(g_c), s	15.2	0.0	0.0	0.0	0.0	2.7	13.4	28.5	29.3			
Prop In Lane	0.85		1.00	0.00		0.31	1.00		0.09			
Lane Grp Cap(c), veh/h	419	0	1322	0	0	486	1000	997	1030			
V/C Ratio(X)	0.64	0.00	0.10	0.00	0.00	0.19	0.56	0.88	0.89			
Avail Cap(c_a), veh/h	510	0	1427	0	0	563	1021	1018	1052			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	24.2	0.0	1.0	0.0	0.0	18.4	9.3	12.6	12.8			
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.0	0.0	0.1	0.7	9.1	9.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.1	0.0	0.0	0.0	0.0	1.1	4.5	11.6	12.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.2	0.0	1.0	0.0	0.0	18.5	10.0	21.7	22.6			
LnGrp LOS	C	A	A	A	A	B	B	C	C			
Approach Vol, veh/h		396			93			2363				
Approach Delay, s/veh		18.1			18.5			19.3				
Approach LOS		B			B			B				

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		41.7		24.6				24.6				
Change Period (Y+Rc), s		4.5		* 6.4				6.4				
Max Green Setting (Gmax), s		38.0		* 23				21.1				
Max Q Clear Time (g_c+I1), s		31.3		17.2				4.7				
Green Ext Time (p_c), s		5.9		1.0				0.3				

Intersection Summary												
HCM 6th Ctrl Delay			19.1									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	5	38	215	18	156	10	549	345	25	1053	1
Future Volume (veh/h)	5	5	38	215	18	156	10	549	345	25	1053	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	5	40	226	19	164	11	578	363	26	1108	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	359	49	388	485	45	391	20	2058	626	84	2192	2
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.01	0.40	0.40	0.02	0.42	0.42
Sat Flow, veh/h	1196	178	1425	1353	166	1435	1781	5106	1552	3456	5269	5
Grp Volume(v), veh/h	5	0	45	226	0	183	11	578	363	26	716	393
Grp Sat Flow(s),veh/h/ln	1196	0	1603	1353	0	1601	1781	1702	1552	1728	1702	1869
Q Serve(g_s), s	0.2	0.0	1.0	7.4	0.0	4.7	0.3	3.8	9.0	0.4	7.7	7.7
Cycle Q Clear(g_c), s	4.8	0.0	1.0	8.5	0.0	4.7	0.3	3.8	9.0	0.4	7.7	7.7
Prop In Lane	1.00		0.89	1.00		0.90	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	359	0	437	485	0	436	20	2058	626	84	1416	778
V/C Ratio(X)	0.01	0.00	0.10	0.47	0.00	0.42	0.54	0.28	0.58	0.31	0.51	0.51
Avail Cap(c_a), veh/h	799	0	1027	962	0	1000	144	2140	651	279	1416	778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.8	0.0	13.5	16.7	0.0	14.8	24.4	10.0	11.5	23.8	10.7	10.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.2	8.2	0.1	1.8	0.8	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	2.1	0.0	1.6	0.2	1.1	2.7	0.1	2.3	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	0.0	13.6	17.0	0.0	15.1	32.6	10.1	13.3	24.6	11.0	11.2
LnGrp LOS	B	A	B	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		50			409			952			1135	
Approach Delay, s/veh		13.9			16.1			11.6			11.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.6	25.7		18.3	5.0	26.3		18.3
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	4.6	* 21		* 32	4.0	20.1		* 31
Max Q Clear Time (g_c+I1), s	2.4	11.0		6.8	2.3	9.7		10.5
Green Ext Time (p_c), s	0.0	5.4		0.1	0.0	5.0		1.1

Intersection Summary	
HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

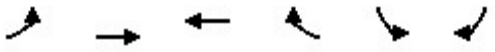
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4956	13	0	2897	0	1
Future Vol, veh/h	4956	13	0	2897	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	2	2	5	2	2
Mvmt Flow	5109	13	0	2987	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	2561
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	17
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	17
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	230
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	17	-	-	-
HCM Lane V/C Ratio	0.061	-	-	-
HCM Control Delay (s)	230	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1446	2941	3553	14	17	97
Future Volume (veh/h)	1446	2941	3553	14	17	97
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1522	3096	3740	0	18	102
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	750	4143	2875		142	127
Arrive On Green	0.22	0.83	0.58	0.00	0.08	0.08
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1522	3096	3740	0	18	102
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	25.6	32.7	68.1	0.0	1.1	7.5
Cycle Q Clear(g_c), s	25.6	32.7	68.1	0.0	1.1	7.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	750	4143	2875		142	127
V/C Ratio(X)	2.03	0.75	1.30		0.13	0.80
Avail Cap(c_a), veh/h	750	4143	2875		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.00	1.00	1.00
Uniform Delay (d), s/veh	46.2	4.4	25.0	0.0	50.5	53.4
Incr Delay (d2), s/veh	468.2	1.3	135.6	0.0	0.1	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	59.3	5.9	59.5	0.0	0.5	6.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	514.4	5.7	160.5	0.0	50.6	57.9
LnGrp LOS	F	A	F		D	E
Approach Vol, veh/h		4618	3740	A	120	
Approach Delay, s/veh		173.4	160.5		56.8	
Approach LOS		F	F		E	

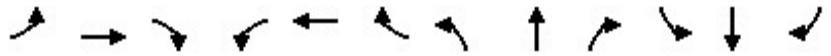
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		103.4		14.6	30.0	73.4
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	25.6	* 48
Max Q Clear Time (g_c+I1), s		34.7		9.5	27.6	70.1
Green Ext Time (p_c), s		42.7		0.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	166.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	434	1237	96	57	1432	78	182	366	74	66	222	929
Future Volume (veh/h)	434	1237	96	57	1432	78	182	366	74	66	222	929
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.95	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	443	1262	98	58	1461	80	186	373	76	67	227	948
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	428	1704	132	715	2318	126	135	998	195	85	1058	680
Arrive On Green	0.24	0.51	0.51	0.13	0.22	0.22	0.08	0.24	0.24	0.05	0.21	0.21
Sat Flow, veh/h	1781	3341	259	1781	3423	187	1781	4244	829	1781	5106	1444
Grp Volume(v), veh/h	443	670	690	58	756	785	186	296	153	67	227	948
Grp Sat Flow(s),veh/h/ln	1781	1777	1823	1781	1777	1833	1781	1702	1669	1781	1702	1444
Q Serve(g_s), s	33.6	41.5	41.8	4.0	53.8	54.2	10.6	10.2	10.8	5.2	5.2	29.0
Cycle Q Clear(g_c), s	33.6	41.5	41.8	4.0	53.8	54.2	10.6	10.2	10.8	5.2	5.2	29.0
Prop In Lane	1.00		0.14	1.00		0.10	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	428	906	930	715	1203	1241	135	800	392	85	1058	680
V/C Ratio(X)	1.04	0.74	0.74	0.08	0.63	0.63	1.38	0.37	0.39	0.79	0.21	1.40
Avail Cap(c_a), veh/h	428	906	930	715	1203	1241	135	800	392	150	1058	680
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.66	0.66	0.66	0.97	0.97	0.97	0.85	0.85	0.85
Uniform Delay (d), s/veh	53.2	27.0	27.0	38.1	38.4	38.6	64.7	44.9	45.1	65.9	46.1	39.4
Incr Delay (d2), s/veh	53.2	5.4	5.3	0.1	1.7	1.6	209.0	0.3	0.7	5.0	0.1	185.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.1	18.2	18.8	1.8	26.1	27.2	12.6	4.4	4.6	2.5	2.2	57.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	106.4	32.4	32.4	38.2	40.1	40.2	273.7	45.2	45.8	71.0	46.2	224.8
LnGrp LOS	F	C	C	D	D	D	F	D	D	E	D	F
Approach Vol, veh/h		1803			1599			635			1242	
Approach Delay, s/veh		50.6			40.1			112.3			183.9	
Approach LOS		D			D			F			F	

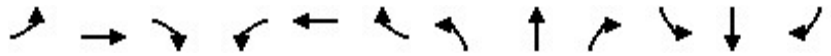
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	37.9	63.4	76.6	15.0	34.0	38.0	102.0
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	11.8	* 28	10.0	* 71	10.6	29.0	33.6	47.2
Max Q Clear Time (g_c+I1), s	7.2	12.8	6.0	43.8	12.6	31.0	35.6	56.2
Green Ext Time (p_c), s	0.0	2.7	0.0	14.4	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	86.2
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1155	112	87	202	0	0	0	0	384	500	1398
Future Volume (veh/h)	0	1155	112	87	202	0	0	0	0	384	500	1398
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1255	122	95	220	0				417	543	1520
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1370	133	119	1838	0				707	1486	618
Arrive On Green	0.00	0.14	0.14	0.07	0.52	0.00				0.40	0.40	0.40
Sat Flow, veh/h	0	3365	317	1781	3647	0				1781	3741	1555
Grp Volume(v), veh/h	0	680	697	95	220	0				417	543	1520
Grp Sat Flow(s),veh/h/ln	0	1777	1812	1781	1777	0				1781	1870	1555
Q Serve(g_s), s	0.0	52.8	53.2	7.4	4.5	0.0				25.8	14.3	55.6
Cycle Q Clear(g_c), s	0.0	52.8	53.2	7.4	4.5	0.0				25.8	14.3	55.6
Prop In Lane	0.00		0.18	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	744	759	119	1838	0				707	1486	618
V/C Ratio(X)	0.00	0.91	0.92	0.80	0.12	0.00				0.59	0.37	2.46
Avail Cap(c_a), veh/h	0	744	759	145	1838	0				707	1486	618
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.71	0.71	0.57	0.57	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	57.8	58.0	64.4	17.4	0.0				33.2	29.8	42.2
Incr Delay (d2), s/veh	0.0	13.5	13.8	11.0	0.1	0.0				3.6	0.7	662.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	28.0	28.8	3.7	1.8	0.0				12.0	6.7	134.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	71.4	71.8	75.3	17.5	0.0				36.8	30.5	704.7
LnGrp LOS	A	E	E	E	B	A				D	C	F
Approach Vol, veh/h		1377			315						2480	
Approach Delay, s/veh		71.6			34.9						444.8	
Approach LOS		E			C						F	

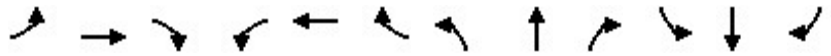
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.8	65.2		61.0		79.0
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	11.4	* 58		55.6		72.4
Max Q Clear Time (g_c+I1), s	9.4	55.2		57.6		6.5
Green Ext Time (p_c), s	0.0	1.3		0.0		0.5

Intersection Summary		
HCM 6th Ctrl Delay	290.7	
HCM 6th LOS	F	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1062	523	0	0	238	330	26	105	93	0	0	0
Future Volume (veh/h)	1062	523	0	0	238	330	26	105	93	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	1142	562	0	0	256	355	28	113	100			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1126	1457	0	0	696	615	67	289	151			
Arrive On Green	0.33	0.78	0.00	0.00	0.39	0.39	0.10	0.10	0.10			
Sat Flow, veh/h	3456	1870	0	0	1870	1570	682	2931	1526			
Grp Volume(v), veh/h	1142	562	0	0	256	355	75	66	100			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1570	1836	1777	1526			
Q Serve(g_s), s	26.1	7.6	0.0	0.0	8.2	14.2	3.1	2.8	5.1			
Cycle Q Clear(g_c), s	26.1	7.6	0.0	0.0	8.2	14.2	3.1	2.8	5.1			
Prop In Lane	1.00		0.00	0.00		1.00	0.37		1.00			
Lane Grp Cap(c), veh/h	1126	1457	0	0	696	615	181	175	151			
V/C Ratio(X)	1.01	0.39	0.00	0.00	0.37	0.58	0.42	0.37	0.66			
Avail Cap(c_a), veh/h	1126	1457	0	0	696	615	482	466	401			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.25	0.25	0.00	0.00	1.00	1.00	0.84	0.84	0.84			
Uniform Delay (d), s/veh	27.0	2.8	0.0	0.0	17.3	19.1	33.9	33.7	34.8			
Incr Delay (d2), s/veh	17.0	0.2	0.0	0.0	0.1	0.9	0.5	0.4	1.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.4	1.3	0.0	0.0	3.1	4.8	1.4	1.2	1.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.0	3.0	0.0	0.0	17.4	20.0	34.4	34.1	36.3			
LnGrp LOS	F	A	A	A	B	C	C	C	D			
Approach Vol, veh/h		1704			611			241				
Approach Delay, s/veh		30.5			18.9			35.1				
Approach LOS		C			B			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		67.2			31.0	36.2		12.8				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		49.2			23.8	* 21		21.0				
Max Q Clear Time (g_c+I1), s		9.6			28.1	16.2		7.1				
Green Ext Time (p_c), s		2.2			0.0	1.1		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

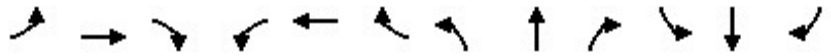
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	177	2408	777	0	0	2959
Future Volume (veh/h)	177	2408	777	0	0	2959
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	181	0	793	0	0	3019
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	213		3181	0	202	4972
Arrive On Green	0.12	0.00	0.64	0.00	0.00	0.79
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	181	0	793	0	0	3019
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	11.0	0.0	7.5	0.0	0.0	21.2
Cycle Q Clear(g_c), s	11.0	0.0	7.5	0.0	0.0	21.2
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	213		3181	0	202	4972
V/C Ratio(X)	0.85		0.25	0.00	0.00	0.61
Avail Cap(c_a), veh/h	486		3181	0	742	4972
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.00	0.37	0.00	0.00	0.57
Uniform Delay (d), s/veh	47.5	0.0	8.6	0.0	0.0	4.6
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	2.4	0.0	0.0	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	47.8	0.0	8.6	0.0	0.0	4.9
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	181	A	793			3019
Approach Delay, s/veh	47.8		8.6			4.9
Approach LOS	D		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	16.9	75.1			92.0	18.0
Change Period (Y+Rc), s	4.4	4.9			4.9	4.9
Max Green Setting (Gmax), s	45.8	20.0			70.2	30.0
Max Q Clear Time (g_c+I1), s	10.0	9.5			23.2	13.0
Green Ext Time (p_c), s	0.0	4.7			43.5	0.2

Intersection Summary	
HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



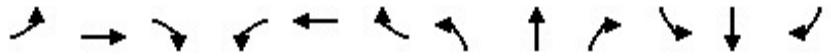
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	319	2420	221	180	433	0	0	315	52
Future Volume (veh/h)	0	0	0	319	2420	221	180	433	0	0	315	52
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.91
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				329	2495	228	186	446	0	0	325	54
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				312	2512	230	198	1554	0	0	592	94
Arrive On Green				0.19	0.19	0.19	0.22	0.61	0.00	0.00	0.14	0.14
Sat Flow, veh/h				544	4387	402	1781	5274	0	0	4545	693
Grp Volume(v), veh/h				1115	923	1014	186	446	0	0	249	130
Grp Sat Flow(s),veh/h/ln				1843	1702	1787	1781	1702	0	0	1702	1667
Q Serve(g_s), s				63.0	58.9	62.3	11.3	4.6	0.0	0.0	7.5	8.0
Cycle Q Clear(g_c), s				63.0	58.9	62.3	11.3	4.6	0.0	0.0	7.5	8.0
Prop In Lane				0.30		0.22	1.00		0.00	0.00		0.42
Lane Grp Cap(c), veh/h				1056	975	1024	198	1554	0	0	461	225
V/C Ratio(X)				1.06	0.95	0.99	0.94	0.29	0.00	0.00	0.54	0.58
Avail Cap(c_a), veh/h				1056	975	1024	198	1634	0	0	529	259
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.10	0.10	0.10	0.35	0.35	0.00	0.00	0.94	0.94
Uniform Delay (d), s/veh				44.6	43.0	44.3	42.4	15.9	0.0	0.0	44.4	44.6
Incr Delay (d2), s/veh				28.0	2.9	7.0	24.0	0.0	0.0	0.0	0.6	1.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				39.2	27.6	31.7	5.6	1.6	0.0	0.0	3.2	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				72.7	45.9	51.4	66.4	15.9	0.0	0.0	45.0	46.1
LnGrp LOS				F	D	D	E	B	A	A	D	D
Approach Vol, veh/h					3052			632			379	
Approach Delay, s/veh					57.5			30.8			45.4	
Approach LOS					E			C			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	18.1	21.3	68.9	39.4
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	12.2	* 17	63.0	35.2
Max Q Clear Time (g_c+I1), s	13.3	10.0	65.0	6.6
Green Ext Time (p_c), s	0.0	1.0	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	52.2
HCM 6th LOS	D

Notes

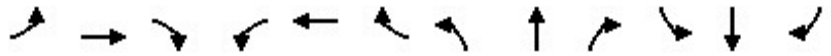
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	393	3036	0	0	0	0	0	401	117
Future Volume (veh/h)	0	0	0	393	3036	0	0	0	0	0	401	117
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.93
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				409	3162	0				0	418	122
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				411	3433	0				0	686	190
Arrive On Green				0.24	0.24	0.00				0.00	0.18	0.18
Sat Flow, veh/h				560	4854	0				0	4077	1081
Grp Volume(v), veh/h				1344	2227	0				0	361	179
Grp Sat Flow(s),veh/h/ln				1842	1702	0				0	1702	1585
Q Serve(g_s), s				80.2	69.6	0.0				0.0	10.8	11.5
Cycle Q Clear(g_c), s				80.2	69.6	0.0				0.0	10.8	11.5
Prop In Lane				0.30		0.00				0.00		0.68
Lane Grp Cap(c), veh/h				1350	2494	0				0	597	278
V/C Ratio(X)				1.00	0.89	0.00				0.00	0.60	0.64
Avail Cap(c_a), veh/h				1350	2494	0				0	597	278
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				41.5	37.5	0.0				0.0	41.8	42.2
Incr Delay (d2), s/veh				23.5	5.4	0.0				0.0	4.5	10.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				48.2	33.4	0.0				0.0	4.9	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				65.1	42.9	0.0				0.0	46.3	53.1
LnGrp LOS				E	D	A				A	D	D
Approach Vol, veh/h					3571						540	
Approach Delay, s/veh					51.3						48.6	
Approach LOS					D						D	

Timer - Assigned Phs	4	6
Phs Duration (G+Y+Rc), s	24.2	85.8
Change Period (Y+Rc), s	4.9	5.2
Max Green Setting (Gmax), s	19.3	80.6
Max Q Clear Time (g_c+I1), s	13.5	82.2
Green Ext Time (p_c), s	0.6	0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	3289	243	130	185	0	0	0	0
Future Volume (veh/h)	0	0	0	0	3289	243	130	185	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	3391	251	134	191	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3543	255	245	382	0			
Arrive On Green				0.00	0.24	0.24	0.06	0.06	0.00			
Sat Flow, veh/h				0	5022	350	1398	2273	0			
Grp Volume(v), veh/h				0	2351	1291	173	152	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1799	1800	1777	0			
Q Serve(g_s), s				0.0	74.7	78.6	10.3	9.1	0.0			
Cycle Q Clear(g_c), s				0.0	74.7	78.6	10.3	9.1	0.0			
Prop In Lane				0.00		0.19	0.78		0.00			
Lane Grp Cap(c), veh/h				0	2485	1313	316	312	0			
V/C Ratio(X)				0.00	0.95	0.98	0.55	0.49	0.00			
Avail Cap(c_a), veh/h				0	2485	1313	316	312	0			
HCM Platoon Ratio				1.00	0.33	0.33	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	39.6	41.1	47.6	47.0	0.0			
Incr Delay (d2), s/veh				0.0	9.2	21.2	6.6	5.4	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	37.0	45.4	5.6	4.8	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	48.8	62.3	54.2	52.4	0.0			
LnGrp LOS				A	D	E	D	D	A			
Approach Vol, veh/h					3642			325				
Approach Delay, s/veh					53.6			53.4				
Approach LOS					D			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.8		24.2				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.3		19.3				
Max Q Clear Time (g_c+I1), s						80.6		12.3				
Green Ext Time (p_c), s						0.0		1.1				
Intersection Summary												
HCM 6th Ctrl Delay			53.6									
HCM 6th LOS			D									

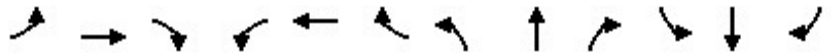
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	348	3532	0	0	0	0	0	292	77
Future Volume (veh/h)	0	0	0	348	3532	0	0	0	0	0	292	77
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				366	3718	0				0	307	81
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				321	3513	0				0	630	271
Arrive On Green				0.24	0.24	0.00				0.00	0.18	0.18
Sat Flow, veh/h				440	4981	0				0	3647	1528
Grp Volume(v), veh/h				1538	2546	0				0	307	81
Grp Sat Flow(s),veh/h/ln				1848	1702	0				0	1777	1528
Q Serve(g_s), s				80.3	80.3	0.0				0.0	8.6	5.1
Cycle Q Clear(g_c), s				80.3	80.3	0.0				0.0	8.6	5.1
Prop In Lane				0.24		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1349	2485	0				0	630	271
V/C Ratio(X)				1.14	1.02	0.00				0.00	0.49	0.30
Avail Cap(c_a), veh/h				1349	2485	0				0	630	271
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				41.8	41.8	0.0				0.0	40.7	39.3
Incr Delay (d2), s/veh				72.2	24.7	0.0				0.0	2.7	2.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				66.7	45.0	0.0				0.0	4.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				114.0	66.4	0.0				0.0	43.4	42.1
LnGrp LOS				F	F	A				A	D	D
Approach Vol, veh/h					4084						388	
Approach Delay, s/veh					84.3						43.2	
Approach LOS					F						D	

Timer - Assigned Phs		4		6				
Phs Duration (G+Y+Rc), s		24.4		85.6				
Change Period (Y+Rc), s		4.9		5.3				
Max Green Setting (Gmax), s		19.5		80.3				
Max Q Clear Time (g_c+I1), s		10.6		82.3				
Green Ext Time (p_c), s		1.5		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	80.8
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	3698	100	152	116	0	0	0	0
Future Volume (veh/h)	0	0	0	0	3698	100	152	116	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	3852	104	158	121	0			
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3730	100	313	312	0			
Arrive On Green				0.00	0.73	0.73	0.06	0.06	0.00			
Sat Flow, veh/h				0	5278	137	1781	1870	0			
Grp Volume(v), veh/h				0	2553	1403	158	121	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1842	1781	1777	0			
Q Serve(g_s), s				0.0	80.3	80.3	9.5	7.2	0.0			
Cycle Q Clear(g_c), s				0.0	80.3	80.3	9.5	7.2	0.0			
Prop In Lane				0.00		0.07	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2485	1345	313	312	0			
V/C Ratio(X)				0.00	1.03	1.04	0.51	0.39	0.00			
Avail Cap(c_a), veh/h				0	2485	1345	313	312	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	14.8	14.9	47.2	46.1	0.0			
Incr Delay (d2), s/veh				0.0	25.5	36.6	5.7	3.6	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	33.4	40.3	5.0	3.7	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	40.3	51.5	52.9	49.7	0.0			
LnGrp LOS				A	F	F	D	D	A			
Approach Vol, veh/h					3956			279				
Approach Delay, s/veh					44.3			51.5				
Approach LOS					D			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.8		24.2				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.3		19.3				
Max Q Clear Time (g_c+I1), s						82.3		11.5				
Green Ext Time (p_c), s						0.0		1.0				

Intersection Summary	
HCM 6th Ctrl Delay	44.8
HCM 6th LOS	D

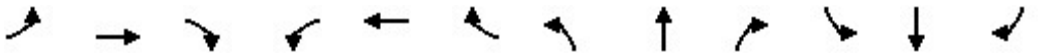
Intersection	
Int Delay, s/veh	11.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	145	752	4	205	0	0	0	24
Future Vol, veh/h	0	0	0	0	145	752	4	205	0	0	0	24
Conflicting Peds, #/hr	6	0	0	0	0	6	15	0	0	0	0	15
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	151	783	4	214	0	0	0	25

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	91	940	-	-	-	488
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	91	940	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	883	262	0	0	0	526
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	906	340	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	841	260	-	-	-	523
Mov Cap-2 Maneuver	-	-	-	841	260	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	863	338	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	60.7	12.2
HCM LOS		F	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	260	-	-	523
HCM Lane V/C Ratio	0.821	-	-	0.048
HCM Control Delay (s)	60.7	-	-	12.2
HCM Lane LOS	F	-	-	B
HCM 95th %tile Q(veh)	6.5	-	-	0.1



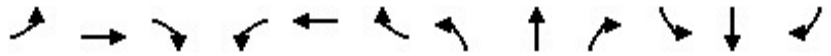
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	706	84	2356	942	0
Future Volume (veh/h)	0	0	0	0	0	0	0	706	84	2356	942	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	743	88	2480	992	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	865	263	3714	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.17	0.17	0.50	0.64	0.00
Sat Flow, veh/h		0					0	5149	1515	5023	1826	0
Grp Volume(v), veh/h		0.0					0	743	88	2480	992	0
Grp Sat Flow(s),veh/h/ln							0	1662	1515	1674	1826	0
Q Serve(g_s), s							0.0	15.9	5.6	41.0	34.0	0.0
Cycle Q Clear(g_c), s							0.0	15.9	5.6	41.0	34.0	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	865	263	3714	1740	0
V/C Ratio(X)							0.00	0.86	0.33	0.67	0.57	0.00
Avail Cap(c_a), veh/h							0	865	263	3714	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	0.67	0.67	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.72	0.72	0.00
Uniform Delay (d), s/veh							0.0	44.2	39.9	17.6	7.1	0.0
Incr Delay (d2), s/veh							0.0	9.7	1.9	0.3	1.0	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	7.1	2.2	16.2	8.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	53.8	41.8	17.9	8.1	0.0
LnGrp LOS							A	D	D	B	A	A
Approach Vol, veh/h								831			3472	
Approach Delay, s/veh								52.6			15.1	
Approach LOS								D			B	

Timer - Assigned Phs	1	2			6							
Phs Duration (G+Y+Rc), s	85.7	24.3			110.0							
Change Period (Y+Rc), s	4.4	* 5.2			5.2							
Max Green Setting (Gmax), s	45.7	* 19			68.8							
Max Q Clear Time (g_c+I1), s	43.0	17.9			36.0							
Green Ext Time (p_c), s	2.4	0.8			11.8							

Intersection Summary		
HCM 6th Ctrl Delay		22.3
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



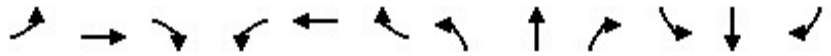
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	2348	99	0	0	0	0	519	369	123	477	0
Future Volume (veh/h)	81	2348	99	0	0	0	0	519	369	123	477	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	84	2421	102				0	535	380	127	492	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	96	2949	891				0	684	305	156	1676	0
Arrive On Green	0.19	0.19	0.19				0.00	0.20	0.20	0.17	0.66	0.00
Sat Flow, veh/h	166	5100	1541				0	3572	1518	1781	5274	0
Grp Volume(v), veh/h	942	1563	102				0	535	380	127	492	0
Grp Sat Flow(s),veh/h/ln	1862	1702	1541				0	1702	1518	1781	1702	0
Q Serve(g_s), s	54.1	48.2	6.0				0.0	16.4	22.1	7.5	4.5	0.0
Cycle Q Clear(g_c), s	54.1	48.2	6.0				0.0	16.4	22.1	7.5	4.5	0.0
Prop In Lane	0.09		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1077	1968	891				0	684	305	156	1676	0
V/C Ratio(X)	0.88	0.79	0.11				0.00	0.78	1.25	0.82	0.29	0.00
Avail Cap(c_a), veh/h	1077	1968	891				0	684	305	220	1838	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.09	0.09	0.09				0.00	1.00	1.00	0.74	0.74	0.00
Uniform Delay (d), s/veh	40.6	38.3	21.2				0.0	41.7	44.0	44.6	13.5	0.0
Incr Delay (d2), s/veh	1.0	0.3	0.0				0.0	6.0	135.1	7.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.2	22.0	2.2				0.0	7.3	19.6	3.4	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	38.6	21.2				0.0	47.6	179.1	52.3	13.5	0.0
LnGrp LOS	D	D	C				A	D	F	D	B	A
Approach Vol, veh/h		2607						915			619	
Approach Delay, s/veh		39.0						102.2			21.5	
Approach LOS		D						F			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	68.5	41.5	14.0	27.5
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	60.1	39.6	13.6	* 22
Max Q Clear Time (g_c+I1), s	56.1	6.5	9.5	24.1
Green Ext Time (p_c), s	4.0	2.7	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.4
HCM 6th LOS	D

Notes

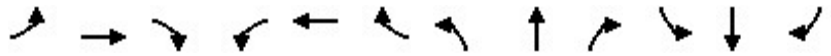
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



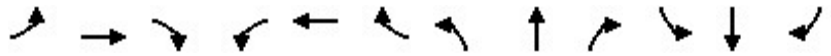
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2855	117	0	0	0	0	0	0	258	583	0
Future Volume (veh/h)	0	2855	117	0	0	0	0	0	0	258	583	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2943	121							266	601	0
Peak Hour Factor	0.97	0.97	0.97							0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3432	139							341	845	0
Arrive On Green	0.00	0.23	0.23							0.08	0.08	0.00
Sat Flow, veh/h	0	5196	203							1495	3873	0
Grp Volume(v), veh/h	0	1977	1087							319	548	0
Grp Sat Flow(s),veh/h/ln	0	1702	1827							1796	1702	0
Q Serve(g_s), s	0.0	61.2	63.1							19.2	17.3	0.0
Cycle Q Clear(g_c), s	0.0	61.2	63.1							19.2	17.3	0.0
Prop In Lane	0.00		0.11							0.83		0.00
Lane Grp Cap(c), veh/h	0	2324	1247							410	777	0
V/C Ratio(X)	0.00	0.85	0.87							0.78	0.70	0.00
Avail Cap(c_a), veh/h	0	2324	1247							410	777	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	37.2	37.9							48.1	47.2	0.0
Incr Delay (d2), s/veh	0.0	4.2	8.5							13.7	5.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	29.1	33.7							10.8	8.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	41.4	46.5							61.8	52.6	0.0
LnGrp LOS	A	D	D							E	D	A
Approach Vol, veh/h		3064									867	
Approach Delay, s/veh		43.2									56.0	
Approach LOS		D									E	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	80.0	30.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	75.1	25.1
Max Q Clear Time (g_c+I1), s	65.1	21.2
Green Ext Time (p_c), s	7.5	1.1

Intersection Summary	
HCM 6th Ctrl Delay	46.0
HCM 6th LOS	D



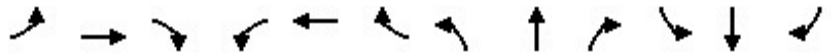
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	3299	0	0	0	0	0	146	200	0	0	0
Future Volume (veh/h)	161	3299	0	0	0	0	0	146	200	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.86			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	166	3401	0				0	151	206			
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	171	3738	0				0	299	230			
Arrive On Green	0.25	0.25	0.00				0.00	0.17	0.17			
Sat Flow, veh/h	230	5201	0				0	1870	1365			
Grp Volume(v), veh/h	1343	2224	0				0	151	206			
Grp Sat Flow(s),veh/h/ln	1859	1702	0				0	1777	1365			
Q Serve(g_s), s	78.8	69.2	0.0				0.0	8.5	16.3			
Cycle Q Clear(g_c), s	78.8	69.2	0.0				0.0	8.5	16.3			
Prop In Lane	0.12		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1381	2528	0				0	299	230			
V/C Ratio(X)	0.97	0.88	0.00				0.00	0.51	0.90			
Avail Cap(c_a), veh/h	1381	2528	0				0	299	230			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	40.4	36.8	0.0				0.0	41.6	44.8			
Incr Delay (d2), s/veh	18.5	4.8	0.0				0.0	6.0	37.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	46.2	33.1	0.0				0.0	4.3	7.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.9	41.6	0.0				0.0	47.6	82.6			
LnGrp LOS	E	D	A				A	D	F			
Approach Vol, veh/h		3567						357				
Approach Delay, s/veh		48.1						67.8				
Approach LOS		D						E				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		86.6						23.4				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		81.7						18.5				
Max Q Clear Time (g_c+I1), s		80.8						18.3				
Green Ext Time (p_c), s		0.9						0.1				
Intersection Summary												
HCM 6th Ctrl Delay			49.9									
HCM 6th LOS			D									



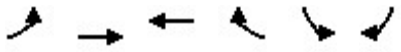
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3532	188	0	0	0	0	0	0	195	476	0
Future Volume (veh/h)	0	3532	188	0	0	0	0	0	0	195	476	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	3604	192							199	486	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3632	190							319	636	0
Arrive On Green	0.00	0.24	0.24							0.06	0.06	0.00
Sat Flow, veh/h	0	5132	259							1781	3647	0
Grp Volume(v), veh/h	0	2450	1346							199	486	0
Grp Sat Flow(s),veh/h/ln	0	1702	1819							1781	1777	0
Q Serve(g_s), s	0.0	78.8	80.5							12.0	14.8	0.0
Cycle Q Clear(g_c), s	0.0	78.8	80.5							12.0	14.8	0.0
Prop In Lane	0.00		0.14							1.00		0.00
Lane Grp Cap(c), veh/h	0	2491	1331							319	636	0
V/C Ratio(X)	0.00	0.98	1.01							0.62	0.76	0.00
Avail Cap(c_a), veh/h	0	2491	1331							319	636	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	41.1	41.7							48.1	49.5	0.0
Incr Delay (d2), s/veh	0.0	14.5	27.5							8.9	8.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	40.7	49.2							6.5	7.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	55.6	69.2							57.0	57.9	0.0
LnGrp LOS	A	E	F							E	E	A
Approach Vol, veh/h		3796									685	
Approach Delay, s/veh		60.4									57.7	
Approach LOS		E									E	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	85.4	24.6
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	80.5	19.7
Max Q Clear Time (g_c+I1), s	82.5	16.8
Green Ext Time (p_c), s	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	60.0
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	3424	0	0	0	0	0	175	105	0	0	0
Future Volume (veh/h)	119	3424	0	0	0	0	0	175	105	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	125	3604	0				0	184	111			
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	122	3751	0				0	381	219			
Arrive On Green	0.24	0.24	0.00				0.00	0.18	0.18			
Sat Flow, veh/h	166	5269	0				0	2267	1249			
Grp Volume(v), veh/h	1404	2325	0				0	149	146			
Grp Sat Flow(s),veh/h/ln	1862	1702	0				0	1777	1646			
Q Serve(g_s), s	80.9	73.5	0.0				0.0	8.3	8.8			
Cycle Q Clear(g_c), s	80.9	73.5	0.0				0.0	8.3	8.8			
Prop In Lane	0.09		0.00				0.00		0.76			
Lane Grp Cap(c), veh/h	1369	2504	0				0	312	289			
V/C Ratio(X)	1.03	0.93	0.00				0.00	0.48	0.51			
Avail Cap(c_a), veh/h	1369	2504	0				0	312	289			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	41.7	38.8	0.0				0.0	40.8	41.0			
Incr Delay (d2), s/veh	30.9	7.6	0.0				0.0	5.2	6.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	51.9	35.9	0.0				0.0	4.1	4.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.6	46.4	0.0				0.0	46.0	47.3			
LnGrp LOS	F	D	A				A	D	D			
Approach Vol, veh/h		3729						295				
Approach Delay, s/veh		56.3						46.6				
Approach LOS		E						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		85.8						24.2				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		80.9						19.3				
Max Q Clear Time (g_c+I1), s		82.9						10.8				
Green Ext Time (p_c), s		0.0						1.1				
Intersection Summary												
HCM 6th Ctrl Delay			55.6									
HCM 6th LOS			E									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	17	1447	1314	122	168	245
Future Volume (veh/h)	17	1447	1314	122	168	245
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	18	1556	1413	131	181	263
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	27	3608	3109	288	641	294
Arrive On Green	0.02	0.72	1.00	1.00	0.19	0.19
Sat Flow, veh/h	1781	5149	4796	429	3456	1585
Grp Volume(v), veh/h	18	1556	1014	530	181	263
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1738	1728	1585
Q Serve(g_s), s	1.2	14.8	0.0	0.0	5.3	19.1
Cycle Q Clear(g_c), s	1.2	14.8	0.0	0.0	5.3	19.1
Prop In Lane	1.00			0.25	1.00	1.00
Lane Grp Cap(c), veh/h	27	3608	2231	1167	641	294
V/C Ratio(X)	0.67	0.43	0.45	0.45	0.28	0.89
Avail Cap(c_a), veh/h	115	3608	2231	1167	1086	498
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.86	0.86	1.00	1.00
Uniform Delay (d), s/veh	57.8	6.5	0.0	0.0	41.3	46.9
Incr Delay (d2), s/veh	8.6	0.3	0.6	1.1	0.1	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.2	0.2	0.4	2.3	16.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	66.4	6.9	0.6	1.1	41.4	52.9
LnGrp LOS	E	A	A	A	D	D
Approach Vol, veh/h		1574	1544		444	
Approach Delay, s/veh		7.5	0.8		48.2	
Approach LOS		A	A		D	

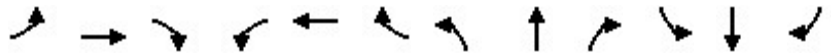
Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	91.2		26.8	6.2	85.0
Change Period (Y+Rc), s	* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s	* 70		37.1	7.6	58.2
Max Q Clear Time (g_c+I1), s	16.8		21.1	3.2	2.0
Green Ext Time (p_c), s	38.0		0.8	0.0	36.5

Intersection Summary	
HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	1424	40	14	1498	6	26	0	7	4	0	16
Future Volume (veh/h)	159	1424	40	14	1498	6	26	0	7	4	0	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.88	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	164	1468	41	14	1544	0	17	14	7	4	0	16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	592	3457	97	60	1914		43	27	14	274	0	119
Arrive On Green	0.66	1.00	1.00	0.03	0.38	0.00	0.02	0.02	0.02	0.08	0.00	0.08
Sat Flow, veh/h	1781	4981	139	1781	4985	1585	1781	1122	561	3456	0	1507
Grp Volume(v), veh/h	164	979	530	14	1544	0	17	0	21	4	0	16
Grp Sat Flow(s),veh/h/ln	1781	1662	1797	1781	1662	1585	1781	0	1683	1728	0	1507
Q Serve(g_s), s	4.5	0.0	0.0	0.9	32.6	0.0	1.1	0.0	1.5	0.1	0.0	1.2
Cycle Q Clear(g_c), s	4.5	0.0	0.0	0.9	32.6	0.0	1.1	0.0	1.5	0.1	0.0	1.2
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	592	2307	1247	60	1914		43	0	41	274	0	119
V/C Ratio(X)	0.28	0.42	0.42	0.23	0.81		0.40	0.00	0.52	0.01	0.00	0.13
Avail Cap(c_a), veh/h	592	2307	1247	60	1914		62	0	58	996	0	434
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.0	0.0	0.0	55.5	32.4	0.0	56.7	0.0	56.9	50.1	0.0	50.6
Incr Delay (d2), s/veh	0.1	0.5	1.0	0.7	3.8	0.0	2.2	0.0	3.7	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.2	0.3	0.4	13.1	0.0	0.5	0.0	0.7	0.1	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.1	0.5	1.0	56.2	36.2	0.0	58.9	0.0	60.6	50.1	0.0	50.7
LnGrp LOS	B	A	A	E	D		E	A	E	D	A	D
Approach Vol, veh/h		1673			1558	A		38			20	
Approach Delay, s/veh		2.0			36.4			59.9			50.6	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	87.6		14.2	44.9	51.1		7.7
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.0	56.0		34.0	14.6	* 45		4.1
Max Q Clear Time (g_c+I1), s	2.9	2.0		3.2	6.5	34.6		3.5
Green Ext Time (p_c), s	0.0	28.7		0.0	0.1	8.9		0.0

Intersection Summary	
HCM 6th Ctrl Delay	19.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	349	775	8	610	2446	0	9	102	366	0	36	199
Future Volume (veh/h)	349	775	8	610	2446	0	9	102	366	0	36	199
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	388	861	9	678	2718	0	10	113	0	0	40	221
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	605	2480	889	679	2172	0	269	146		0	111	155
Arrive On Green	0.34	0.50	0.50	0.20	0.35	0.00	0.08	0.08	0.00	0.00	0.06	0.06
Sat Flow, veh/h	1781	4985	1539	3456	6537	0	3456	1870	1585	0	1870	2606
Grp Volume(v), veh/h	388	861	9	678	2718	0	10	113	0	0	40	221
Grp Sat Flow(s),veh/h/ln	1781	1662	1539	1728	1570	0	1728	1870	1585	0	1870	1303
Q Serve(g_s), s	21.7	12.4	0.3	23.1	40.8	0.0	0.3	7.0	0.0	0.0	2.4	7.0
Cycle Q Clear(g_c), s	21.7	12.4	0.3	23.1	40.8	0.0	0.3	7.0	0.0	0.0	2.4	7.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	605	2480	889	679	2172	0	269	146		0	111	155
V/C Ratio(X)	0.64	0.35	0.01	1.00	1.25	0.00	0.04	0.78		0.00	0.36	1.43
Avail Cap(c_a), veh/h	605	2480	889	679	2172	0	1084	586		0	111	155
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.00	0.98	0.98	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	18.0	10.7	47.4	38.6	0.0	50.3	53.4	0.0	0.0	53.3	55.5
Incr Delay (d2), s/veh	1.8	0.4	0.0	9.9	113.6	0.0	0.0	3.2	0.0	0.0	2.0	226.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	4.6	0.1	10.5	32.0	0.0	0.1	3.4	0.0	0.0	1.2	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	18.4	10.7	57.2	152.2	0.0	50.3	56.6	0.0	0.0	55.3	281.8
LnGrp LOS	C	B	B	E	F	A	D	E		A	E	F
Approach Vol, veh/h		1258			3396			123	A		261	
Approach Delay, s/veh		23.4			133.2			56.1			247.1	
Approach LOS		C			F			E			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	27.6	64.4		11.9	45.8	46.2		14.1
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	23.2	30.9		7.0	13.6	* 41		37.0
Max Q Clear Time (g_c+I1), s	25.1	14.4		9.0	23.7	42.8		9.0
Green Ext Time (p_c), s	0.0	8.3		0.0	0.0	0.0		0.4

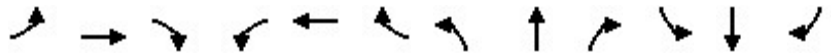
Intersection Summary	
HCM 6th Ctrl Delay	109.8
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



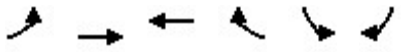
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	99	41	2	2	64	497	33	2	681	3
Future Volume (veh/h)	3	0	99	41	2	2	64	497	33	2	681	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.96	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	0	104	43	34	-20	67	523	35	2	717	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	0	126	48	38	74	179	1246	83	179	1342	6
Arrive On Green	0.08	0.00	0.08	0.05	0.05	0.00	0.10	0.37	0.37	0.10	0.37	0.37
Sat Flow, veh/h	1781	0	1571	1016	803	1585	1781	3370	225	1781	3628	15
Grp Volume(v), veh/h	3	0	104	77	0	-20	67	275	283	2	351	369
Grp Sat Flow(s),veh/h/ln	1781	0	1571	1820	0	1585	1781	1777	1818	1781	1777	1867
Q Serve(g_s), s	0.1	0.0	2.6	1.7	0.0	0.0	1.4	4.6	4.6	0.0	6.2	6.2
Cycle Q Clear(g_c), s	0.1	0.0	2.6	1.7	0.0	0.0	1.4	4.6	4.6	0.0	6.2	6.2
Prop In Lane	1.00		1.00	0.56		1.00	1.00		0.12	1.00		0.01
Lane Grp Cap(c), veh/h	143	0	126	86	0	74	179	657	672	179	657	691
V/C Ratio(X)	0.02	0.00	0.83	0.90	0.00	-0.27	0.37	0.42	0.42	0.01	0.53	0.53
Avail Cap(c_a), veh/h	179	0	158	1327	0	1156	224	1430	1464	179	1386	1456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.8	0.0	18.0	18.9	0.0	0.0	16.7	9.3	9.3	16.1	9.8	9.8
Incr Delay (d2), s/veh	0.0	0.0	22.5	12.0	0.0	0.0	0.5	0.3	0.3	0.0	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.6	0.9	0.0	0.0	0.5	1.3	1.3	0.0	1.8	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	0.0	40.5	30.9	0.0	0.0	17.2	9.7	9.7	16.1	10.3	10.3
LnGrp LOS	B	A	D	C	A	A	B	A	A	B	B	B
Approach Vol, veh/h		107			57			625			722	
Approach Delay, s/veh		39.9			41.7			10.5			10.3	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	18.7		7.2	8.0	18.7		5.9
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	32.0		4.0	5.0	31.0		29.0
Max Q Clear Time (g_c+I1), s	2.0	6.6		4.6	3.4	8.2		3.7
Green Ext Time (p_c), s	0.0	2.7		0.0	0.0	3.5		0.2

Intersection Summary	
HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	366	2	2	337	400	317
Future Volume (veh/h)	366	2	2	337	400	317
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	403	0	2	0	440	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	825	433	568		638	
Arrive On Green	0.23	0.00	0.30	0.00	0.18	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	403	0	2	0	440	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	4.2	0.0	0.0	0.0	5.1	0.0
Cycle Q Clear(g_c), s	4.2	0.0	0.0	0.0	5.1	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	825	433	568		638	
V/C Ratio(X)	0.49	0.00	0.00		0.69	
Avail Cap(c_a), veh/h	998	524	568		1049	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	14.3	0.0	10.4	0.0	16.3	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	0.0	1.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.7	0.0	10.4	0.0	17.7	0.0
LnGrp LOS	B	A	B		B	
Approach Vol, veh/h		403	2	A	440	A
Approach Delay, s/veh		14.7	10.4		17.7	
Approach LOS		B	B		B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		13.9		11.9		17.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		12.0		13.0		13.0
Max Q Clear Time (g_c+I1), s		6.2		7.1		2.0
Green Ext Time (p_c), s		0.8		0.9		0.0

Intersection Summary		
HCM 6th Ctrl Delay		16.2
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

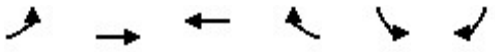
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	385	234	0	1	1
Future Vol, veh/h	13	385	234	0	1	1
Conflicting Peds, #/hr	6	0	0	6	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	453	275	0	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	281	0	-	0	538	145
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	257	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1278	-	-	-	473	876
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	762	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1271	-	-	-	460	870
Mov Cap-2 Maneuver	-	-	-	-	460	-
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	757	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1271	-	-	-	602
HCM Lane V/C Ratio	0.012	-	-	-	0.004
HCM Control Delay (s)	7.9	0.1	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑	↑↑↑↑		↑	
Traffic Volume (veh/h)	0	3186	5172	0	0	0
Future Volume (veh/h)	0	3186	5172	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1900
Adj Flow Rate, veh/h	0	3463	5622	0	1412	1106
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	0
Cap, veh/h	0	2574	2574	0	9999	9999
Arrive On Green	0.00	0.40	0.40	0.00	0.40	0.40
Sat Flow, veh/h	0	6958	6958	2516	3469	2862
Grp Volume(v), veh/h	0	3463	5622	0	1412	1106
Grp Sat Flow(s),veh/h/ln	0	1609	1609	0	1781	1610
Q Serve(g_s), s	0.0	18.0	18.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	18.0	18.0	0.0	0.0	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2574	2574	1006	6773	3764
V/C Ratio(X)	0.00	1.35	2.18	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	2574	2574	1006	6773	3764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	13.5	13.5	0.0	8.1	8.1
Incr Delay (d2), s/veh	0.0	158.2	534.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	32.5	99.7	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	171.7	547.8	0.0	8.1	8.1
LnGrp LOS	A	F	F	A	A	A
Approach Vol, veh/h		3463	5622	1077	2504	
Approach Delay, s/veh		171.7	547.8		8.1	
Approach LOS		F	F		A	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	22.5	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	20.0	2.0	20.0
Green Ext Time (p_c), s	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

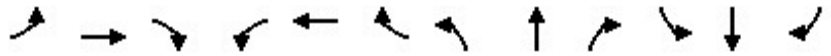
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3971	91	239	1366	70	249
Future Volume (veh/h)	3971	91	239	1366	70	249
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.94	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	4094	94	246	1408	72	257
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	2	2	5	2	2
Cap, veh/h	3862	912	223	4501	351	281
Arrive On Green	0.61	0.61	0.13	1.00	0.20	0.20
Sat Flow, veh/h	6537	1483	3456	6537	1781	1427
Grp Volume(v), veh/h	4094	94	246	1408	72	257
Grp Sat Flow(s),veh/h/ln	1570	1483	1728	1570	1781	1427
Q Serve(g_s), s	72.6	3.1	7.6	0.0	4.0	20.8
Cycle Q Clear(g_c), s	72.6	3.1	7.6	0.0	4.0	20.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3862	912	223	4501	351	281
V/C Ratio(X)	1.06	0.10	1.11	0.31	0.21	0.91
Avail Cap(c_a), veh/h	3862	912	223	4501	483	387
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.98	0.98	1.00	1.00
Uniform Delay (d), s/veh	22.7	9.3	51.4	0.0	39.6	46.4
Incr Delay (d2), s/veh	27.8	0.0	90.8	0.2	0.1	17.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	30.2	0.9	5.8	0.1	1.8	8.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.5	9.4	142.2	0.2	39.8	64.3
LnGrp LOS	F	A	F	A	D	E
Approach Vol, veh/h	4188			1654	329	
Approach Delay, s/veh	49.6			21.3	58.9	
Approach LOS	D			C	E	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	32.0	77.9			89.9	28.1
Change Period (Y+Rc), s	4.4	5.3			5.3	4.9
Max Green Setting (Gmax), s	27.6	63.8			75.8	32.0
Max Q Clear Time (g_c+I1), s	9.6	74.6			2.0	22.8
Green Ext Time (p_c), s	0.0	0.0			37.4	0.4

Intersection Summary		
HCM 6th Ctrl Delay	42.5	
HCM 6th LOS	D	

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	3909	5	4	1124	99	1	0	1	5	0	5
Future Volume (veh/h)	15	3909	5	4	1124	99	1	0	1	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	0.98		0.97	0.98		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	4072	5	4	1171	103	1	0	1	5	0	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	25	4147	5	60	4892	428	62	11	28	111	0	55
Arrive On Green	0.03	1.00	1.00	0.03	0.83	0.83	0.04	0.00	0.04	0.04	0.00	0.04
Sat Flow, veh/h	1781	5141	6	1781	5918	518	463	308	771	1381	0	1545
Grp Volume(v), veh/h	16	2631	1446	4	931	343	2	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	1825	1781	1570	1725	1542	0	0	1381	0	1545
Q Serve(g_s), s	1.0	0.0	0.0	0.3	5.0	5.1	0.0	0.0	0.0	0.2	0.0	0.4
Cycle Q Clear(g_c), s	1.0	0.0	0.0	0.3	5.0	5.1	0.1	0.0	0.0	0.4	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.30	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	25	2680	1472	60	3894	1426	101	0	0	111	0	55
V/C Ratio(X)	0.65	0.98	0.98	0.07	0.24	0.24	0.02	0.00	0.00	0.05	0.00	0.09
Avail Cap(c_a), veh/h	80	2680	1472	60	3894	1426	444	0	0	436	0	419
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.97	0.97	0.97	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.1	0.0	0.0	55.2	2.2	2.2	54.9	0.0	0.0	55.0	0.0	55.0
Incr Delay (d2), s/veh	1.0	2.5	4.1	0.2	0.1	0.4	0.0	0.0	0.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.9	1.7	0.1	0.9	1.1	0.1	0.0	0.0	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.1	2.5	4.1	55.4	2.4	2.6	54.9	0.0	0.0	55.1	0.0	55.3
LnGrp LOS	E	A	A	E	A	A	D	A	A	E	A	E
Approach Vol, veh/h		4093			1278			2			10	
Approach Delay, s/veh		3.3			2.6			54.9			55.2	
Approach LOS		A			A			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	100.5		9.1	6.0	102.8		9.1
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	4.0	67.4		32.0	5.3	66.1		32.0
Max Q Clear Time (g_c+I1), s	2.3	2.0		2.4	3.0	7.1		2.1
Green Ext Time (p_c), s	0.0	65.1		0.0	0.0	25.7		0.0

Intersection Summary	
HCM 6th Ctrl Delay	3.2
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3883	12	25	1244	0	27
Future Volume (veh/h)	3883	12	25	1244	0	27
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.93	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1870	1826	1900	1900
Adj Flow Rate, veh/h	4003	12	26	1282	0	28
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	5	2	5	0	0
Cap, veh/h	4380	13	33	4515	0	34
Arrive On Green	0.85	0.85	0.02	0.91	0.00	0.02
Sat Flow, veh/h	5294	15	1781	5149	0	1538
Grp Volume(v), veh/h	2591	1424	26	1282	0	29
Grp Sat Flow(s),veh/h/ln	1662	1822	1781	1662	0	1593
Q Serve(g_s), s	68.6	69.3	1.9	4.3	0.0	2.4
Cycle Q Clear(g_c), s	68.6	69.3	1.9	4.3	0.0	2.4
Prop In Lane		0.01	1.00		0.00	0.97
Lane Grp Cap(c), veh/h	2838	1556	33	4515	0	35
V/C Ratio(X)	0.91	0.92	0.79	0.28	0.00	0.83
Avail Cap(c_a), veh/h	2840	1557	59	4591	0	219
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.4	6.5	64.8	0.8	0.0	64.6
Incr Delay (d2), s/veh	5.5	9.5	14.0	0.1	0.0	36.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	16.0	1.0	0.1	0.0	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.0	16.0	78.8	0.9	0.0	101.1
LnGrp LOS	B	B	E	A	A	F
Approach Vol, veh/h	4015			1308	29	
Approach Delay, s/veh	13.4			2.5	101.1	
Approach LOS	B			A	F	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.9	118.5				125.4	7.3
Change Period (Y+Rc), s	4.4	5.2				5.2	4.4
Max Green Setting (Gmax), s	4.4	113.4				122.2	18.2
Max Q Clear Time (g_c+I1), s	3.9	71.3				6.3	4.4
Green Ext Time (p_c), s	0.0	42.0				42.1	0.0

Intersection Summary		
HCM 6th Ctrl Delay	11.2	
HCM 6th LOS	B	

Intersection	
Int Delay, s/veh	970.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	779	0	0	1634	1530
Future Vol, veh/h	0	779	0	0	1634	1530
Conflicting Peds, #/hr	0	0	5	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	829	0	0	1738	1628

Major/Minor	Minor2			Major2	
Conflicting Flow All	2557	1688		-	0
Stage 1	2557	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	46	~ 71		-	-
Stage 1	25	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	46	~ 71		-	-
Mov Cap-2 Maneuver	46	-		-	-
Stage 1	25	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	$ 4913	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	71	-	-
HCM Lane V/C Ratio	-	11.672	-	-
HCM Control Delay (s)	0	$ 4913	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	97.9	-	-

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

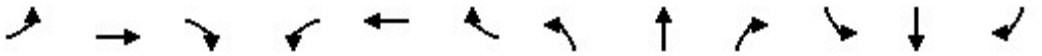
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	868	44	49	880	422	36	44	28	353	45	285
Future Volume (veh/h)	193	868	44	49	880	422	36	44	28	353	45	285
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	197	886	45	50	898	431	37	45	29	360	46	291
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	2144	650	64	1663	504	285	412	290	555	699	618
Arrive On Green	0.04	0.14	0.14	0.04	0.33	0.33	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	1781	5106	1548	1781	5106	1547	568	1049	737	1316	1777	1572
Grp Volume(v), veh/h	197	886	45	50	898	431	49	0	62	360	46	291
Grp Sat Flow(s),veh/h/ln	1781	1702	1548	1781	1702	1547	792	0	1562	1316	1777	1572
Q Serve(g_s), s	11.2	16.2	2.6	2.8	14.7	26.6	2.2	0.0	2.5	24.3	1.6	14.1
Cycle Q Clear(g_c), s	11.2	16.2	2.6	2.8	14.7	26.6	16.3	0.0	2.5	26.8	1.6	14.1
Prop In Lane	1.00		1.00	1.00		1.00	0.75		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	232	2144	650	64	1663	504	373	0	614	555	699	618
V/C Ratio(X)	0.85	0.41	0.07	0.78	0.54	0.86	0.13	0.00	0.10	0.65	0.07	0.47
Avail Cap(c_a), veh/h	325	2144	650	126	1663	504	373	0	614	555	699	618
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.87	0.87	0.87	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.8	32.5	26.6	48.8	28.1	32.1	25.4	0.0	19.6	28.0	19.3	23.1
Incr Delay (d2), s/veh	9.5	0.5	0.2	6.5	1.1	15.0	0.7	0.0	0.3	4.3	0.1	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	7.4	0.9	1.3	5.8	11.4	1.0	0.0	1.0	8.1	0.7	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.3	33.0	26.8	55.3	29.2	47.1	26.1	0.0	19.9	32.3	19.4	24.7
LnGrp LOS	E	C	C	E	C	D	C	A	B	C	B	C
Approach Vol, veh/h		1128			1379			111			697	
Approach Delay, s/veh		37.0			35.8			22.7			28.3	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	48.9		45.0	17.7	39.3		45.0				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	7.2	* 40		40.1	18.6	27.9		40.1				
Max Q Clear Time (g_c+I1), s	4.8	18.2		28.8	13.2	28.6		18.3				
Green Ext Time (p_c), s	0.0	9.4		5.4	0.1	0.0		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		34.2
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	606	0	0	752	412	0	0	0	391	0	64
Future Volume (veh/h)	44	606	0	0	752	412	0	0	0	391	0	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	666	0	0	826	0	0	0	0	495	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	2505	0	2	2228		0	2	2	633	336	0
Arrive On Green	0.03	0.70	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3527	1870	0
Grp Volume(v), veh/h	48	666	0	0	826	0	0	0	0	495	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1763	1870	0
Q Serve(g_s), s	2.7	6.9	0.0	0.0	20.4	0.0	0.0	0.0	0.0	13.7	0.0	0.0
Cycle Q Clear(g_c), s	2.7	6.9	0.0	0.0	20.4	0.0	0.0	0.0	0.0	13.7	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	62	2505	0	2	2228		0	2	2	633	336	0
V/C Ratio(X)	0.78	0.27	0.00	0.00	0.37		0.00	0.00	0.00	0.78	0.00	0.00
Avail Cap(c_a), veh/h	176	2505	0	176	2228		0	182	154	1283	680	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.64	0.00	0.00
Uniform Delay (d), s/veh	48.9	5.5	0.0	0.0	23.2	0.0	0.0	0.0	0.0	39.9	0.0	0.0
Incr Delay (d2), s/veh	7.7	0.3	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.1	0.0	0.0	9.7	0.0	0.0	0.0	0.0	5.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.6	5.7	0.0	0.0	23.5	0.0	0.0	0.0	0.0	40.5	0.0	0.0
LnGrp LOS	E	A	A	A	C		A	A	A	D	A	A
Approach Vol, veh/h		714			826	A		0			495	
Approach Delay, s/veh		9.1			23.5			0.0			40.5	
Approach LOS		A			C						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	77.8		24.2	7.9	69.9		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.1	* 25		37.1	10.1	23.8		9.9				
Max Q Clear Time (g_c+I1), s	0.0	8.9		15.7	4.7	22.4		0.0				
Green Ext Time (p_c), s	0.0	8.1		1.0	0.0	1.0		0.0				

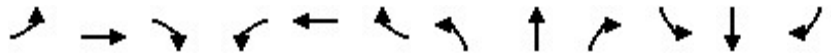
Intersection Summary		
HCM 6th Ctrl Delay		22.6
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



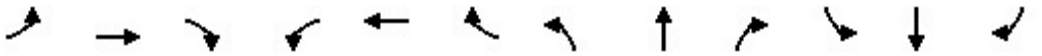
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	474	535	255	115	477	238	296	1074	130	270	1215	215
Future Volume (veh/h)	474	535	255	115	477	238	296	1074	130	270	1215	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	494	557	266	120	497	248	308	1119	135	281	1266	224
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	646	308	146	638	382	364	1297	156	226	1304	567
Arrive On Green	0.18	0.28	0.28	0.08	0.18	0.18	0.11	0.41	0.41	0.07	0.37	0.37
Sat Flow, veh/h	1781	2310	1101	1781	3554	1548	3456	3189	384	3456	3554	1546
Grp Volume(v), veh/h	494	428	395	120	497	248	308	623	631	281	1266	224
Grp Sat Flow(s),veh/h/ln	1781	1777	1634	1781	1777	1548	1728	1777	1796	1728	1777	1546
Q Serve(g_s), s	20.6	26.5	26.6	7.7	15.5	10.0	10.2	37.1	37.3	7.6	40.6	7.2
Cycle Q Clear(g_c), s	20.6	26.5	26.6	7.7	15.5	10.0	10.2	37.1	37.3	7.6	40.6	7.2
Prop In Lane	1.00		0.67	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	316	497	457	146	638	382	364	723	730	226	1304	567
V/C Ratio(X)	1.56	0.86	0.86	0.82	0.78	0.65	0.85	0.86	0.86	1.24	0.97	0.39
Avail Cap(c_a), veh/h	316	587	540	169	888	491	405	723	730	226	1304	567
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	39.7	39.7	52.4	45.4	17.5	51.0	31.4	31.5	54.2	36.1	9.0
Incr Delay (d2), s/veh	267.7	9.8	10.8	20.5	1.8	0.7	12.9	12.9	13.0	140.2	18.8	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	32.6	12.8	12.0	4.3	7.0	3.5	5.0	18.1	18.5	7.7	20.6	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	315.4	49.5	50.5	72.9	47.2	18.3	63.9	44.3	44.4	194.4	54.9	11.1
LnGrp LOS	F	D	D	E	D	B	E	D	D	F	D	B
Approach Vol, veh/h		1317			865			1562			1771	
Approach Delay, s/veh		149.5			42.5			48.2			71.5	
Approach LOS		F			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	52.5	13.9	37.6	16.6	47.9	25.8	25.7
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	7.6	* 40	11.0	38.3	13.6	33.8	20.6	* 29
Max Q Clear Time (g_c+I1), s	9.6	39.3	9.7	28.6	12.2	42.6	22.6	17.5
Green Ext Time (p_c), s	0.0	0.4	0.0	1.6	0.0	0.0	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	79.0
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	1153	240	499	509	155	272	278	1158	252	369	136
Future Volume (veh/h)	116	1153	240	499	509	155	272	278	1158	252	369	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.89	1.00		0.79
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	125	1240	258	537	547	167	292	299	1245	271	397	146
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	1127	632	588	757	622	166	923	637	166	923	327
Arrive On Green	0.08	0.32	0.32	0.17	0.40	0.40	0.09	0.26	0.26	0.09	0.26	0.26
Sat Flow, veh/h	1781	3554	1527	3456	1870	1536	1781	3554	1413	1781	3554	1259
Grp Volume(v), veh/h	125	1240	258	537	547	167	292	299	1245	271	397	146
Grp Sat Flow(s),veh/h/ln	1781	1777	1527	1728	1870	1536	1781	1777	1413	1781	1777	1259
Q Serve(g_s), s	10.1	46.4	17.5	22.3	36.0	10.6	13.6	9.9	38.0	13.6	13.6	14.2
Cycle Q Clear(g_c), s	10.1	46.4	17.5	22.3	36.0	10.6	13.6	9.9	38.0	13.6	13.6	14.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	1127	632	588	757	622	166	923	637	166	923	327
V/C Ratio(X)	0.85	1.10	0.41	0.91	0.72	0.27	1.76	0.32	1.96	1.64	0.43	0.45
Avail Cap(c_a), veh/h	174	1127	632	676	776	638	166	923	637	166	923	327
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.2	49.9	30.6	59.6	36.6	29.1	66.3	43.8	42.6	66.3	45.1	45.3
Incr Delay (d2), s/veh	24.4	58.5	0.5	14.7	2.9	0.1	366.9	0.2	435.7	312.0	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	29.7	6.6	11.0	17.1	4.0	23.1	4.5	99.8	20.6	6.1	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.6	108.5	31.1	74.3	39.5	29.2	433.3	44.0	478.3	378.3	45.2	45.7
LnGrp LOS	F	F	C	E	D	C	F	D	F	F	D	D
Approach Vol, veh/h		1623			1251			1836			814	
Approach Delay, s/veh		94.8			53.1			400.4			156.2	
Approach LOS		F			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.3	52.3	19.0	44.7	17.5	65.1	19.0	44.7
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	28.6	46.4	13.6	38.0	14.3	60.7	13.6	38.0
Max Q Clear Time (g_c+I1), s	24.3	48.4	15.6	16.2	12.1	38.0	15.6	40.0
Green Ext Time (p_c), s	0.5	0.0	0.0	2.1	0.0	3.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	196.0
HCM 6th LOS	F

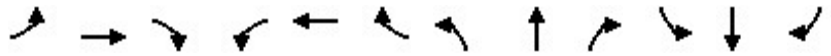
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	354	0	6	2	0	157	2	939	2	90	806	62
Future Volume (veh/h)	354	0	6	2	0	157	2	939	2	90	806	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	402	0	7	2	0	178	2	1067	2	102	916	70
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	583	0	8	788	0	732	4	1534	3	131	1754	134
Arrive On Green	0.40	0.00	0.40	0.40	0.00	0.40	0.00	0.29	0.29	0.07	0.36	0.36
Sat Flow, veh/h	1174	0	20	1685	0	1541	1781	5263	10	1781	4835	368
Grp Volume(v), veh/h	409	0	0	2	0	178	2	690	379	102	644	342
Grp Sat Flow(s),veh/h/ln	1194	0	0	1685	0	1541	1781	1702	1868	1781	1702	1800
Q Serve(g_s), s	19.5	0.0	0.0	0.0	0.0	4.3	0.1	11.2	11.2	3.5	9.3	9.3
Cycle Q Clear(g_c), s	19.5	0.0	0.0	0.0	0.0	4.3	0.1	11.2	11.2	3.5	9.3	9.3
Prop In Lane	0.98		0.02	1.00		1.00	1.00		0.01	1.00		0.20
Lane Grp Cap(c), veh/h	591	0	0	788	0	732	4	992	544	131	1235	653
V/C Ratio(X)	0.69	0.00	0.00	0.00	0.00	0.24	0.51	0.70	0.70	0.78	0.52	0.52
Avail Cap(c_a), veh/h	728	0	0	948	0	908	114	1136	624	217	1327	702
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.1	0.0	0.0	11.3	0.0	9.8	31.1	19.6	19.6	28.4	15.6	15.6
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.0	0.0	0.1	34.0	1.8	3.3	3.7	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	0.0	0.0	0.0	1.3	0.1	4.3	4.9	1.6	3.3	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.4	0.0	0.0	11.3	0.0	9.9	65.0	21.4	22.9	32.1	16.0	16.4
LnGrp LOS	B	A	A	B	A	A	E	C	C	C	B	B
Approach Vol, veh/h		409			180			1071			1088	
Approach Delay, s/veh		18.4			9.9			22.0			17.6	
Approach LOS		B			A			C			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.0	23.6		29.8	4.5	28.0		29.8
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	7.6	* 21		32.0	4.0	24.3		32.0
Max Q Clear Time (g_c+I1), s	5.5	13.2		21.5	2.1	11.3		6.3
Green Ext Time (p_c), s	0.0	4.7		1.5	0.0	6.0		0.3

Intersection Summary		
HCM 6th Ctrl Delay		19.0
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	27	825	855	45	66	688	894	94	14	1613	22
Future Volume (veh/h)	65	27	825	855	45	66	688	894	94	14	1613	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.87	1.00		0.91	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	28	868	900	47	69	724	941	99	15	1698	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	398	293	312	630	484	264	1560	679	22	1114	15
Arrive On Green	0.05	0.21	0.21	0.18	0.34	0.34	0.15	0.44	0.44	0.01	0.31	0.31
Sat Flow, veh/h	1781	1870	1375	1781	1870	1435	1781	3554	1547	1781	3590	49
Grp Volume(v), veh/h	68	28	868	900	47	69	724	941	99	15	839	882
Grp Sat Flow(s),veh/h/ln	1781	1870	1375	1781	1870	1435	1781	1777	1547	1781	1777	1861
Q Serve(g_s), s	5.5	1.7	31.1	25.6	2.5	4.9	21.6	29.5	5.6	1.2	45.3	45.3
Cycle Q Clear(g_c), s	5.5	1.7	31.1	25.6	2.5	4.9	21.6	29.5	5.6	1.2	45.3	45.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	92	398	293	312	630	484	264	1560	679	22	551	578
V/C Ratio(X)	0.74	0.07	2.96	2.88	0.07	0.14	2.75	0.60	0.15	0.67	1.52	1.53
Avail Cap(c_a), veh/h	117	398	293	312	630	484	264	1560	679	144	551	578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.3	45.9	57.5	60.2	32.9	33.7	62.2	31.3	24.6	71.8	50.3	50.4
Incr Delay (d2), s/veh	11.7	0.0	892.6	855.4	0.0	0.0	796.9	0.7	0.1	12.4	244.2	245.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.8	83.4	85.8	1.2	1.7	68.1	12.9	2.1	0.6	57.4	60.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.0	45.9	950.0	915.6	32.9	33.8	859.1	32.0	24.7	84.2	294.6	296.1
LnGrp LOS	F	D	F	F	C	C	F	C	C	F	F	F
Approach Vol, veh/h		964			1016			1764			1736	
Approach Delay, s/veh		862.4			814.9			371.0			293.5	
Approach LOS		F			F			F			F	

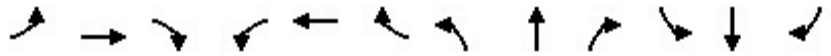
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	72.8	30.0	36.0	26.0	54.0	11.9	54.1
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	1.8	53.1	25.6	31.1	21.6	* 45	9.6	47.1
Max Q Clear Time (g_c+I1), s	3.2	31.5	27.6	33.1	23.6	47.3	7.5	6.9
Green Ext Time (p_c), s	0.0	8.9	0.0	0.0	0.0	0.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	515.2
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



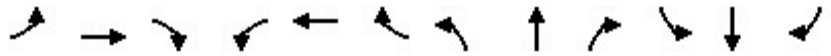
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	741	103	246	131	0	0	0	0	498	151	87
Future Volume (veh/h)	0	741	103	246	131	0	0	0	0	498	151	87
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	797	111	265	141	0				348	423	94
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	472	942	417	265	507	0				523	550	886
Arrive On Green	0.00	0.27	0.27	0.15	0.15	0.00				0.29	0.29	0.29
Sat Flow, veh/h	1781	3554	1573	1781	3572	0				1781	1870	1583
Grp Volume(v), veh/h	0	797	111	265	141	0				348	423	94
Grp Sat Flow(s),veh/h/ln	1781	1777	1573	1781	1702	0				1781	1870	1583
Q Serve(g_s), s	0.0	10.5	2.8	7.4	1.8	0.0				8.5	10.2	1.4
Cycle Q Clear(g_c), s	0.0	10.5	2.8	7.4	1.8	0.0				8.5	10.2	1.4
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	472	942	417	265	507	0				523	550	886
V/C Ratio(X)	0.00	0.85	0.27	1.00	0.28	0.00				0.66	0.77	0.11
Avail Cap(c_a), veh/h	502	1002	444	265	507	0				1044	1096	1348
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	17.3	14.4	21.1	18.8	0.0				15.4	16.0	5.1
Incr Delay (d2), s/veh	0.0	6.0	0.1	54.7	0.3	0.0				0.5	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.2	0.8	6.6	0.6	0.0				3.0	3.9	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.3	14.6	75.9	19.1	0.0				15.9	16.9	5.2
LnGrp LOS	A	C	B	E	B	A				B	B	A
Approach Vol, veh/h		908			406						865	
Approach Delay, s/veh		22.2			56.1						15.2	
Approach LOS		C			E						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		17.2		20.8		11.7
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		14.0		29.1		7.4
Max Q Clear Time (g_c+I1), s		12.5		12.2		9.4
Green Ext Time (p_c), s		0.6		2.2		0.0

Intersection Summary	
HCM 6th Ctrl Delay	25.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	349	1358	0	0	566	82	153	17	100	5	0	315
Future Volume (veh/h)	349	1358	0	0	566	82	153	17	100	5	0	315
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	384	1492	0	0	622	90	148	46	110	5	0	346
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	424	2062	0	0	863	125	251	68	164	1	0	98
Arrive On Green	0.24	0.58	0.00	0.00	0.28	0.28	0.14	0.14	0.14	0.07	0.00	0.07
Sat Flow, veh/h	1781	3647	0	0	3210	450	1781	486	1161	22	0	1506
Grp Volume(v), veh/h	384	1492	0	0	354	358	148	0	156	351	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1789	1781	0	1647	1528	0	0
Q Serve(g_s), s	14.5	21.0	0.0	0.0	12.5	12.5	5.4	0.0	6.2	4.5	0.0	0.0
Cycle Q Clear(g_c), s	14.5	21.0	0.0	0.0	12.5	12.5	5.4	0.0	6.2	4.5	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.25	1.00		0.71	0.01		0.99
Lane Grp Cap(c), veh/h	424	2062	0	0	492	495	251	0	232	99	0	0
V/C Ratio(X)	0.91	0.72	0.00	0.00	0.72	0.72	0.59	0.00	0.67	3.53	0.00	0.00
Avail Cap(c_a), veh/h	425	2830	0	0	865	872	669	0	619	99	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.6	10.5	0.0	0.0	22.6	22.6	27.8	0.0	28.2	32.3	0.0	0.0
Incr Delay (d2), s/veh	22.7	0.3	0.0	0.0	2.4	2.4	0.8	0.0	1.3	1164.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	5.9	0.0	0.0	4.9	5.0	2.3	0.0	2.4	33.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.3	10.8	0.0	0.0	25.0	25.0	28.7	0.0	29.5	1196.3	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	C	F	A	A
Approach Vol, veh/h		1876			712			304			351	
Approach Delay, s/veh		18.5			25.0			29.1			1196.3	
Approach LOS		B			C			C			F	

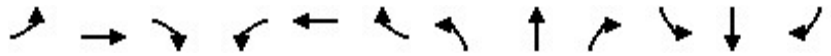
Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	44.5	8.5	21.0	23.6	16.2
Change Period (Y+Rc), s	* 4.4	4.0	4.5	4.4	6.4
Max Green Setting (Gmax), s	* 55	4.5	16.5	33.7	26.0
Max Q Clear Time (g_c+I1), s	23.0	6.5	16.5	14.5	8.2
Green Ext Time (p_c), s	8.3	0.0	0.0	4.7	0.7

Intersection Summary	
HCM 6th Ctrl Delay	148.4
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



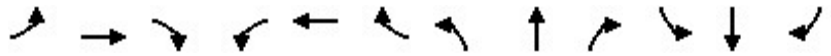
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	904	335	265	421	0	0	0	0	1374	813	339
Future Volume (veh/h)	0	904	335	265	421	0	0	0	0	1374	813	339
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	952	353	279	443	0				1446	856	357
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1083	470	292	1570	0				1573	826	697
Arrive On Green	0.00	0.30	0.30	0.03	0.15	0.00				0.44	0.44	0.44
Sat Flow, veh/h	0	3647	1541	3456	3647	0				3563	1870	1579
Grp Volume(v), veh/h	0	952	353	279	443	0				1446	856	357
Grp Sat Flow(s),veh/h/ln	0	1777	1541	1728	1777	0				1781	1870	1579
Q Serve(g_s), s	0.0	21.4	17.3	6.8	9.3	0.0				32.0	37.1	13.7
Cycle Q Clear(g_c), s	0.0	21.4	17.3	6.8	9.3	0.0				32.0	37.1	13.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1083	470	292	1570	0				1573	826	697
V/C Ratio(X)	0.00	0.88	0.75	0.96	0.28	0.00				0.92	1.04	0.51
Avail Cap(c_a), veh/h	0	1083	470	292	1570	0				1573	826	697
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.61	0.61	0.95	0.95	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	27.7	26.3	40.7	24.0	0.0				22.0	23.4	16.9
Incr Delay (d2), s/veh	0.0	6.6	6.7	39.0	0.4	0.0				8.9	41.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.2	6.7	4.5	4.0	0.0				14.3	24.4	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	34.3	33.0	79.7	24.4	0.0				30.9	64.5	17.2
LnGrp LOS	A	C	C	E	C	A				C	F	B
Approach Vol, veh/h		1305			722						2659	
Approach Delay, s/veh		34.0			45.8						39.9	
Approach LOS		C			D						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.5	30.5		42.0		42.0
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	25.6		37.1		37.1
Max Q Clear Time (g_c+I1), s	8.8	23.4		39.1		11.3
Green Ext Time (p_c), s	0.0	1.6		0.0		3.0

Intersection Summary	
HCM 6th Ctrl Delay	39.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	2109	0	0	625	1413	67	319	408	0	0	0
Future Volume (veh/h)	175	2109	0	0	625	1413	67	319	408	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	184	2220	0	0	658	1487	71	336	429			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	231	2056	0	0	1612	719	180	900	473			
Arrive On Green	0.07	0.58	0.00	0.00	0.45	0.45	0.30	0.30	0.30			
Sat Flow, veh/h	3456	3647	0	0	3647	1585	591	2952	1551			
Grp Volume(v), veh/h	184	2220	0	0	658	1487	221	186	429			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	1841	1702	1551			
Q Serve(g_s), s	4.4	48.6	0.0	0.0	10.4	38.1	8.0	7.2	22.3			
Cycle Q Clear(g_c), s	4.4	48.6	0.0	0.0	10.4	38.1	8.0	7.2	22.3			
Prop In Lane	1.00		0.00	0.00		1.00	0.32		1.00			
Lane Grp Cap(c), veh/h	231	2056	0	0	1612	719	561	519	473			
V/C Ratio(X)	0.80	1.08	0.00	0.00	0.41	2.07	0.39	0.36	0.91			
Avail Cap(c_a), veh/h	231	2056	0	0	1612	719	600	555	506			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.17	0.17	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	38.6	17.7	0.0	0.0	15.4	23.0	23.1	22.8	28.1			
Incr Delay (d2), s/veh	3.4	37.7	0.0	0.0	0.8	485.6	0.2	0.2	18.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.9	26.1	0.0	0.0	3.9	109.0	3.4	2.8	10.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	55.4	0.0	0.0	16.2	508.5	23.2	22.9	46.7			
LnGrp LOS	D	F	A	A	B	F	C	C	D			
Approach Vol, veh/h		2404			2145			836				
Approach Delay, s/veh		54.4			357.5			35.2				
Approach LOS		D			F			D				

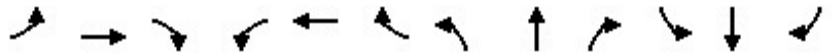
Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	53.5		10.5	43.0		30.5
Change Period (Y+Rc), s	4.9		4.9	* 4.9		4.9
Max Green Setting (Gmax), s	46.8		4.3	* 38		27.4
Max Q Clear Time (g_c+I1), s	50.6		6.4	40.1		24.3
Green Ext Time (p_c), s	0.0		0.0	0.0		1.2

Intersection Summary	
HCM 6th Ctrl Delay	172.1
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

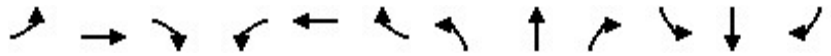
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	26	175	9	2127	42	0	0	0
Future Volume (veh/h)	0	0	0	0	26	175	9	2127	42	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.99			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	27	184	9	2239	44			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	35	237	77	3026	59			
Arrive On Green				0.00	0.17	0.17	0.61	0.61	0.61			
Sat Flow, veh/h				0	207	1410	5	4998	98			
Grp Volume(v), veh/h				0	0	211	839	695	758			
Grp Sat Flow(s),veh/h/ln				0	0	1617	1869	1549	1683			
Q Serve(g_s), s				0.0	0.0	6.1	0.0	15.7	15.9			
Cycle Q Clear(g_c), s				0.0	0.0	6.1	15.8	15.7	15.9			
Prop In Lane				0.00		0.87	0.01		0.06			
Lane Grp Cap(c), veh/h				0	0	272	1206	938	1019			
V/C Ratio(X)				0.00	0.00	0.78	0.70	0.74	0.74			
Avail Cap(c_a), veh/h				0	0	603	1240	966	1050			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	19.5	6.9	6.9	6.9			
Incr Delay (d2), s/veh				0.0	0.0	1.8	1.9	3.3	3.1			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	2.2	4.4	4.0	4.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	21.3	8.8	10.2	10.0			
LnGrp LOS				A	A	C	A	B	B			
Approach Vol, veh/h					211			2292				
Approach Delay, s/veh					21.3			9.6				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	35.3							13.8				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	30.6							18.3				
Max Q Clear Time (g_c+I1), s	17.9							8.1				
Green Ext Time (p_c), s	11.8							0.6				

Intersection Summary												
HCM 6th Ctrl Delay		10.6										
HCM 6th LOS		B										



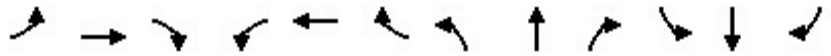
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	302	134	361	452	153	200	500	86	274	1259	106
Future Volume (veh/h)	111	302	134	361	452	153	200	500	86	274	1259	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	118	321	143	384	481	163	213	532	91	291	1339	113
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	142	447	378	380	498	169	190	971	163	316	1398	118
Arrive On Green	0.08	0.24	0.24	0.21	0.37	0.37	0.11	0.22	0.22	0.18	0.29	0.29
Sat Flow, veh/h	1781	1870	1581	1781	1335	453	1781	4396	738	1781	4794	405
Grp Volume(v), veh/h	118	321	143	384	0	644	213	410	213	291	951	501
Grp Sat Flow(s),veh/h/ln	1781	1870	1581	1781	0	1788	1781	1702	1730	1781	1702	1794
Q Serve(g_s), s	8.3	20.1	9.6	27.2	0.0	45.0	13.6	13.6	14.0	20.5	35.0	35.0
Cycle Q Clear(g_c), s	8.3	20.1	9.6	27.2	0.0	45.0	13.6	13.6	14.0	20.5	35.0	35.0
Prop In Lane	1.00		1.00	1.00		0.25	1.00		0.43	1.00		0.23
Lane Grp Cap(c), veh/h	142	447	378	380	0	666	190	752	382	316	993	523
V/C Ratio(X)	0.83	0.72	0.38	1.01	0.00	0.97	1.12	0.54	0.56	0.92	0.96	0.96
Avail Cap(c_a), veh/h	171	484	409	380	0	673	190	752	382	369	994	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.8	44.5	40.6	50.1	0.0	39.2	56.9	44.0	44.1	51.5	44.4	44.4
Incr Delay (d2), s/veh	20.9	3.8	0.2	48.7	0.0	26.4	101.4	1.3	2.8	23.9	19.3	29.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	9.9	3.8	17.3	0.0	24.6	11.4	5.8	6.3	11.1	17.1	19.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.7	48.3	40.8	98.8	0.0	65.7	158.3	45.3	46.9	75.4	63.6	73.4
LnGrp LOS	E	D	D	F	A	E	F	D	D	E	E	E
Approach Vol, veh/h		582			1028			836			1743	
Approach Delay, s/veh		52.6			78.1			74.5			68.4	
Approach LOS		D			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	33.4	31.6	35.4	18.0	42.5	14.6	52.4
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	22.6	24.4	27.2	33.0	13.6	37.2	12.2	48.0
Max Q Clear Time (g_c+I1), s	22.5	16.0	29.2	22.1	15.6	37.0	10.3	47.0
Green Ext Time (p_c), s	0.2	3.7	0.0	1.2	0.0	0.2	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	69.8
HCM 6th LOS	E

Notes

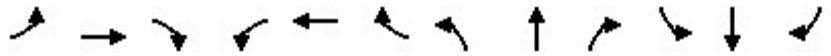
User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	388	401	120	323	0	0	0	0	298	2688	515
Future Volume (veh/h)	0	388	401	120	323	0	0	0	0	298	2688	515
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	417	431	129	347	0				320	2890	554
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	506	428	85	455	0				1133	2766	499
Arrive On Green	0.00	0.27	0.27	0.27	0.27	0.00				0.64	0.64	0.64
Sat Flow, veh/h	0	1870	1582	134	1767	0				1781	4349	784
Grp Volume(v), veh/h	0	417	431	167	309	0				320	2223	1221
Grp Sat Flow(s),veh/h/ln	0	1870	1582	198	1617	0				1781	1702	1729
Q Serve(g_s), s	0.0	27.2	35.2	8.0	22.4	0.0				10.4	82.7	82.7
Cycle Q Clear(g_c), s	0.0	27.2	35.2	35.2	22.4	0.0				10.4	82.7	82.7
Prop In Lane	0.00		1.00	0.77		0.00				1.00		0.45
Lane Grp Cap(c), veh/h	0	506	428	103	438	0				1133	2166	1100
V/C Ratio(X)	0.00	0.82	1.01	1.63	0.70	0.00				0.28	1.03	1.11
Avail Cap(c_a), veh/h	0	506	428	103	438	0				1133	2166	1100
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	44.5	47.4	60.9	42.7	0.0				10.5	23.7	23.7
Incr Delay (d2), s/veh	0.0	9.9	45.1	322.7	4.8	0.0				0.2	26.4	62.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.1	19.3	12.6	9.6	0.0				4.1	38.5	50.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	54.4	92.5	383.6	47.5	0.0				10.7	50.1	86.4
LnGrp LOS	A	D	F	F	D	A				B	F	F
Approach Vol, veh/h		848			476						3764	
Approach Delay, s/veh		73.8			165.7						58.5	
Approach LOS		E			F						E	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		41.0		89.0		41.0
Change Period (Y+Rc), s		5.8		6.3		5.8
Max Green Setting (Gmax), s		35.2		82.7		35.2
Max Q Clear Time (g_c+I1), s		37.2		84.7		37.2
Green Ext Time (p_c), s		0.0		0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	71.1
HCM 6th LOS	E



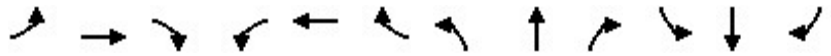
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	252	97	341	0	44	20	408	1756	98	0	0	0
Future Volume (veh/h)	252	97	341	0	44	20	408	1756	98	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	265	102	359	0	46	21	429	1848	103			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	345	103	1368	0	346	158	1035	1988	110			
Arrive On Green	0.28	0.28	0.28	0.00	0.28	0.28	0.58	0.58	0.58			
Sat Flow, veh/h	943	363	1571	0	1216	555	1781	3422	189			
Grp Volume(v), veh/h	367	0	359	0	0	67	429	950	1001			
Grp Sat Flow(s),veh/h/ln	1307	0	1571	0	0	1770	1781	1777	1834			
Q Serve(g_s), s	20.4	0.0	0.0	0.0	0.0	2.3	10.8	39.1	40.8			
Cycle Q Clear(g_c), s	22.7	0.0	0.0	0.0	0.0	2.3	10.8	39.1	40.8			
Prop In Lane	0.72		1.00	0.00		0.31	1.00		0.10			
Lane Grp Cap(c), veh/h	448	0	1368	0	0	504	1035	1032	1065			
V/C Ratio(X)	0.82	0.00	0.26	0.00	0.00	0.13	0.41	0.92	0.94			
Avail Cap(c_a), veh/h	448	0	1368	0	0	504	1043	1040	1074			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	30.0	0.0	0.9	0.0	0.0	21.6	9.4	15.3	15.7			
Incr Delay (d2), s/veh	11.4	0.0	0.1	0.0	0.0	0.0	0.3	12.9	15.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.3	0.0	0.0	0.0	0.0	0.9	3.8	17.1	18.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	0.0	1.0	0.0	0.0	21.6	9.7	28.2	30.7			
LnGrp LOS	D	A	A	A	A	C	A	C	C			
Approach Vol, veh/h		726			67			2380				
Approach Delay, s/veh		21.4			21.6			25.9				
Approach LOS		C			C			C				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	51.6	29.5	29.5
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	47.5	* 23	21.6
Max Q Clear Time (g_c+I1), s	42.8	24.7	4.3
Green Ext Time (p_c), s	4.3	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	24.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	18	27	166	5	21	7	655	591	369	1716	2
Future Volume (veh/h)	5	18	27	166	5	21	7	655	591	369	1716	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	21	31	193	6	24	8	762	687	429	1995	2
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	422	160	237	403	77	307	15	1836	566	547	2683	3
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.01	0.36	0.36	0.16	0.51	0.51
Sat Flow, veh/h	1367	678	1000	1340	324	1297	1781	5106	1573	3456	5268	5
Grp Volume(v), veh/h	6	0	52	193	0	30	8	762	687	429	1289	708
Grp Sat Flow(s),veh/h/ln	1367	0	1678	1340	0	1621	1781	1702	1573	1728	1702	1869
Q Serve(g_s), s	0.2	0.0	1.5	8.0	0.0	0.9	0.3	6.8	21.8	7.2	18.1	18.1
Cycle Q Clear(g_c), s	1.1	0.0	1.5	9.5	0.0	0.9	0.3	6.8	21.8	7.2	18.1	18.1
Prop In Lane	1.00		0.60	1.00		0.80	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	422	0	397	403	0	384	15	1836	566	547	1734	952
V/C Ratio(X)	0.01	0.00	0.13	0.48	0.00	0.08	0.54	0.42	1.21	0.78	0.74	0.74
Avail Cap(c_a), veh/h	816	0	880	771	0	829	120	1836	566	741	1734	952
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	0.0	18.2	22.0	0.0	18.0	30.0	14.6	19.4	24.5	11.7	11.7
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.3	0.0	0.0	10.9	0.3	112.1	2.6	1.8	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.6	2.4	0.0	0.3	0.2	2.3	24.4	2.9	5.8	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.4	0.0	18.3	22.3	0.0	18.0	40.8	14.9	131.6	27.2	13.5	14.9
LnGrp LOS	B	A	B	C	A	B	D	B	F	C	B	B
Approach Vol, veh/h		58			223			1457			2426	
Approach Delay, s/veh		18.3			21.7			70.0			16.3	
Approach LOS		B			C			E			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.0	27.5		19.1	4.9	36.6		19.1
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	13.6	* 22		* 32	4.1	30.0		* 31
Max Q Clear Time (g_c+I1), s	19.2	23.8		3.5	2.3	20.1		11.5
Green Ext Time (p_c), s	0.4	0.0		0.2	0.0	7.9		0.4

Intersection Summary	
HCM 6th Ctrl Delay	35.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.1

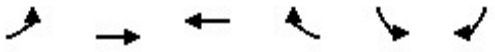
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5729	12	0	2327	0	1
Future Vol, veh/h	5729	12	0	2327	0	1
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	5	2	2	5	2	2
Mvmt Flow	5846	12	0	2374	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	2930
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	9
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	9
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	$ 450.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	9	-	-	-
HCM Lane V/C Ratio	0.113	-	-	-
HCM Control Delay (s)	$ 450.9	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1885	3511	2959	40	68	50
Future Volume (veh/h)	1885	3511	2959	40	68	50
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1964	3657	3082	0	71	52
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	925	4260	2739		100	89
Arrive On Green	0.27	0.85	0.55	0.00	0.06	0.06
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1964	3657	3082	0	71	52
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	31.6	47.2	64.8	0.0	4.6	3.8
Cycle Q Clear(g_c), s	31.6	47.2	64.8	0.0	4.6	3.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	925	4260	2739		100	89
V/C Ratio(X)	2.12	0.86	1.13		0.71	0.58
Avail Cap(c_a), veh/h	925	4260	2739		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.24	0.00	1.00	1.00
Uniform Delay (d), s/veh	43.2	4.7	26.6	0.0	54.7	54.3
Incr Delay (d2), s/veh	508.7	2.5	57.7	0.0	3.4	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	78.3	6.5	37.3	0.0	2.1	3.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	551.9	7.1	84.3	0.0	58.1	56.5
LnGrp LOS	F	A	F		E	E
Approach Vol, veh/h		5621	3082	A	123	
Approach Delay, s/veh		197.5	84.3		57.4	
Approach LOS		F	F		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		106.1		11.9	36.0	70.1
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	31.6	* 42
Max Q Clear Time (g_c+I1), s		49.2		6.6	33.6	66.8
Green Ext Time (p_c), s		28.2		0.2	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		156.0
HCM 6th LOS		F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	468	1751	162	111	1010	117	164	441	153	202	1101	907
Future Volume (veh/h)	468	1751	162	111	1010	117	164	441	153	202	1101	907
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	544	2036	188	129	1174	136	191	513	178	235	1280	1055
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	466	1687	153	739	2157	249	135	573	192	247	1098	751
Arrive On Green	0.26	0.51	0.51	0.14	0.22	0.22	0.08	0.15	0.15	0.14	0.21	0.21
Sat Flow, veh/h	1781	3290	299	1781	3209	371	1781	3767	1265	1781	5106	1567
Grp Volume(v), veh/h	544	1083	1141	129	649	661	191	462	229	235	1280	1055
Grp Sat Flow(s),veh/h/ln	1781	1777	1812	1781	1777	1803	1781	1702	1628	1781	1702	1567
Q Serve(g_s), s	36.6	71.8	71.8	9.0	45.2	45.5	10.6	18.6	19.4	18.3	30.1	30.1
Cycle Q Clear(g_c), s	36.6	71.8	71.8	9.0	45.2	45.5	10.6	18.6	19.4	18.3	30.1	30.1
Prop In Lane	1.00		0.16	1.00		0.21	1.00		0.78	1.00		1.00
Lane Grp Cap(c), veh/h	466	911	929	739	1194	1212	135	518	248	247	1098	751
V/C Ratio(X)	1.17	1.19	1.23	0.17	0.54	0.55	1.42	0.89	0.93	0.95	1.17	1.40
Avail Cap(c_a), veh/h	466	911	929	739	1194	1212	135	518	248	247	1098	751
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.65	0.65	0.65	0.96	0.96	0.96	0.66	0.66	0.66
Uniform Delay (d), s/veh	51.7	34.1	34.1	39.2	35.5	35.5	64.7	58.2	58.6	59.8	55.0	36.7
Incr Delay (d2), s/veh	96.7	96.0	112.0	0.3	1.2	1.2	223.8	17.0	36.6	33.9	81.6	187.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.5	53.5	58.6	4.2	21.9	22.3	13.2	9.2	10.5	10.5	21.1	63.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	148.4	130.1	146.1	39.5	36.6	36.7	288.5	75.3	95.2	93.7	136.6	224.1
LnGrp LOS	F	F	F	D	D	D	F	E	F	F	F	F
Approach Vol, veh/h		2768			1439			882			2570	
Approach Delay, s/veh		140.3			36.9			126.6			168.6	
Approach LOS		F			D			F			F	

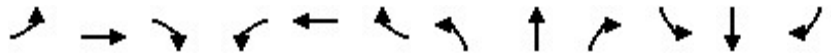
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.8	26.3	65.4	77.0	15.0	35.1	41.0	101.4
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.4	* 21	8.6	* 72	10.6	30.0	36.6	43.2
Max Q Clear Time (g_c+I1), s	20.3	21.4	11.0	73.8	12.6	32.1	38.6	47.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	128.8
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1833	231	91	239	0	0	0	0	519	1561	1001
Future Volume (veh/h)	0	1833	231	91	239	0	0	0	0	519	1561	1001
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1950	246	97	254	0				552	1703	1037
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1786	221	121	2348	0				505	1739	636
Arrive On Green	0.00	0.38	0.38	0.07	0.66	0.00				0.40	0.40	0.40
Sat Flow, veh/h	0	3276	393	1781	3647	0				1248	4301	1572
Grp Volume(v), veh/h	0	1070	1126	97	254	0				800	1455	1037
Grp Sat Flow(s),veh/h/ln	0	1777	1798	1781	1777	0				1808	1870	1572
Q Serve(g_s), s	0.0	78.6	78.6	7.5	3.7	0.0				56.6	53.1	56.6
Cycle Q Clear(g_c), s	0.0	78.6	78.6	7.5	3.7	0.0				56.6	53.1	56.6
Prop In Lane	0.00		0.22	1.00		0.00				0.69		1.00
Lane Grp Cap(c), veh/h	0	997	1009	121	2348	0				731	1512	636
V/C Ratio(X)	0.00	1.07	1.12	0.80	0.11	0.00				1.09	0.96	1.63
Avail Cap(c_a), veh/h	0	997	1009	135	2348	0				731	1512	636
HCM Platoon Ratio	1.00	0.67	0.67	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.41	0.41	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	43.7	43.7	64.3	8.7	0.0				41.7	40.7	41.7
Incr Delay (d2), s/veh	0.0	34.9	53.5	10.6	0.0	0.0				61.9	15.8	291.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	44.9	50.7	3.7	1.4	0.0				37.7	27.7	73.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	78.6	97.2	74.9	8.7	0.0				103.6	56.4	333.0
LnGrp LOS	A	F	F	E	A	A				F	E	F
Approach Vol, veh/h		2196			351						3292	
Approach Delay, s/veh		88.1			27.0						155.0	
Approach LOS		F			C						F	

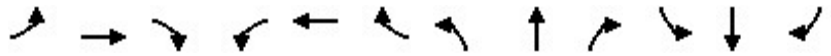
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.9	85.8		62.0		99.7
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	10.6	* 58		56.6		71.4
Max Q Clear Time (g_c+I1), s	9.5	80.6		58.6		5.7
Green Ext Time (p_c), s	0.0	0.0		0.0		0.6

Intersection Summary	
HCM 6th Ctrl Delay	122.2
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	984	1581	0	0	290	417	24	248	217	0	0	0
Future Volume (veh/h)	984	1581	0	0	290	417	24	248	217	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	1058	1700	0	0	312	448	26	267	233			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1520	1459	0	0	542	484	46	499	219			
Arrive On Green	0.88	1.00	0.00	0.00	0.31	0.31	0.15	0.15	0.15			
Sat Flow, veh/h	3456	1870	0	0	1870	1585	308	3324	1463			
Grp Volume(v), veh/h	1058	1700	0	0	312	448	157	136	233			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1585	1855	1777	1463			
Q Serve(g_s), s	13.3	109.2	0.0	0.0	20.7	38.3	11.0	9.9	21.0			
Cycle Q Clear(g_c), s	13.3	109.2	0.0	0.0	20.7	38.3	11.0	9.9	21.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.17		1.00			
Lane Grp Cap(c), veh/h	1520	1459	0	0	542	484	278	267	219			
V/C Ratio(X)	0.70	1.17	0.00	0.00	0.58	0.93	0.56	0.51	1.06			
Avail Cap(c_a), veh/h	1520	1459	0	0	643	574	278	267	219			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	0.71	0.71	0.71			
Uniform Delay (d), s/veh	5.5	0.0	0.0	0.0	41.0	47.1	55.2	54.8	59.5			
Incr Delay (d2), s/veh	0.1	75.1	0.0	0.0	0.4	18.1	1.2	0.5	68.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.3	30.5	0.0	0.0	9.0	17.2	5.3	4.5	12.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.6	75.1	0.0	0.0	41.4	65.2	56.4	55.3	127.9			
LnGrp LOS	A	F	A	A	D	E	E	E	F			
Approach Vol, veh/h		2758			760			526				
Approach Delay, s/veh		48.5			55.4			87.8				
Approach LOS		D			E			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		114.1			66.5	47.6		25.9				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		109.2			54.1	* 51		21.0				
Max Q Clear Time (g_c+I1), s		111.2			15.3	40.3		23.0				
Green Ext Time (p_c), s		0.0			4.6	2.4		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	54.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

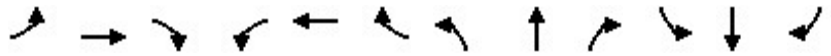
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	224	1699	1065	0	0	3712
Future Volume (veh/h)	224	1699	1065	0	0	3712
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	233	0	1109	0	0	3867
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	265		3181	0	150	4788
Arrive On Green	0.15	0.00	0.64	0.00	0.00	0.76
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	233	0	1109	0	0	3867
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	14.1	0.0	11.4	0.0	0.0	41.9
Cycle Q Clear(g_c), s	14.1	0.0	11.4	0.0	0.0	41.9
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	265		3181	0	150	4788
V/C Ratio(X)	0.88		0.35	0.00	0.00	0.81
Avail Cap(c_a), veh/h	486		3181	0	578	4788
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.00	0.19	0.00	0.00	0.35
Uniform Delay (d), s/veh	45.9	0.0	9.3	0.0	0.0	8.1
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0	3.6	0.0	0.0	9.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	46.2	0.0	9.3	0.0	0.0	8.6
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	233	A	1109			3867
Approach Delay, s/veh	46.2		9.3			8.6
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	13.6	75.1				88.7	21.3
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	25.7	30.1				70.2	30.0
Max Q Clear Time (g_c+I1), s	10.0	13.4				43.9	16.1
Green Ext Time (p_c), s	0.0	8.9				26.2	0.3

Intersection Summary	
HCM 6th Ctrl Delay	10.5
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	332	1750	156	172	628	0	0	1249	50
Future Volume (veh/h)	0	0	0	332	1750	156	172	628	0	0	1249	50
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				349	1842	164	181	661	0	0	1315	53
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				349	1977	179	194	2182	0	0	1308	53
Arrive On Green				0.16	0.16	0.16	0.22	0.85	0.00	0.00	0.26	0.26
Sat Flow, veh/h				743	4206	381	1781	5274	0	0	5197	203
Grp Volume(v), veh/h				861	722	773	181	661	0	0	890	478
Grp Sat Flow(s),veh/h/ln				1833	1702	1795	1781	1702	0	0	1702	1828
Q Serve(g_s), s				51.6	45.8	46.6	11.0	2.8	0.0	0.0	28.6	28.6
Cycle Q Clear(g_c), s				51.6	45.8	46.6	11.0	2.8	0.0	0.0	28.6	28.6
Prop In Lane				0.41		0.21	1.00		0.00	0.00		0.11
Lane Grp Cap(c), veh/h				862	800	844	194	2182	0	0	885	475
V/C Ratio(X)				1.00	0.90	0.92	0.93	0.30	0.00	0.00	1.01	1.01
Avail Cap(c_a), veh/h				862	800	844	194	2182	0	0	885	475
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.17	0.17	0.17	0.09	0.09	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh				46.4	44.0	44.3	42.6	4.8	0.0	0.0	40.7	40.7
Incr Delay (d2), s/veh				12.4	3.3	3.6	7.9	0.0	0.0	0.0	10.5	13.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				28.3	21.6	23.2	4.6	0.8	0.0	0.0	12.9	14.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				58.8	47.3	47.9	50.5	4.8	0.0	0.0	51.2	54.5
LnGrp LOS				E	D	D	D	A	A	A	F	F
Approach Vol, veh/h					2355			842			1368	
Approach Delay, s/veh					51.7			14.6			52.3	
Approach LOS					D			B			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	17.9	35.0	57.6	52.9
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	12.0	* 29	51.7	46.5
Max Q Clear Time (g_c+I1), s	13.0	30.6	53.6	4.8
Green Ext Time (p_c), s	0.0	0.0	0.0	5.7

Intersection Summary	
HCM 6th Ctrl Delay	45.1
HCM 6th LOS	D

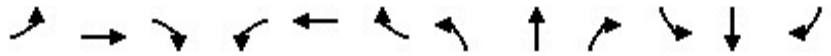
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	466	2205	0	0	0	0	0	1191	137
Future Volume (veh/h)	0	0	0	466	2205	0	0	0	0	0	1191	137
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				485	2297	0				0	1241	143
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				500	2582	0				0	1478	170
Arrive On Green				0.19	0.19	0.00				0.00	0.32	0.32
Sat Flow, veh/h				849	4552	0				0	4799	534
Grp Volume(v), veh/h				1045	1737	0				0	912	472
Grp Sat Flow(s),veh/h/ln				1828	1702	0				0	1702	1760
Q Serve(g_s), s				62.4	54.4	0.0				0.0	27.4	27.4
Cycle Q Clear(g_c), s				62.4	54.4	0.0				0.0	27.4	27.4
Prop In Lane				0.46		0.00				0.00		0.30
Lane Grp Cap(c), veh/h				1077	2005	0				0	1086	562
V/C Ratio(X)				0.97	0.87	0.00				0.00	0.84	0.84
Avail Cap(c_a), veh/h				1077	2005	0				0	1086	562
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				43.3	40.1	0.0				0.0	34.8	34.8
Incr Delay (d2), s/veh				21.1	5.3	0.0				0.0	7.8	14.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				36.8	26.2	0.0				0.0	12.5	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				64.5	45.5	0.0				0.0	42.7	48.9
LnGrp LOS				E	D	A				A	D	D
Approach Vol, veh/h					2782						1384	
Approach Delay, s/veh					52.6						44.8	
Approach LOS					D						D	

Timer - Assigned Phs	4	6
Phs Duration (G+Y+Rc), s	40.0	70.0
Change Period (Y+Rc), s	4.9	5.2
Max Green Setting (Gmax), s	35.1	64.8
Max Q Clear Time (g_c+I1), s	29.4	64.4
Green Ext Time (p_c), s	1.6	0.3

Intersection Summary	
HCM 6th Ctrl Delay	50.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2523	191	130	355	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2523	191	130	355	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2601	197	134	366	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3355	249	196	573	0			
Arrive On Green				0.00	0.23	0.23	0.07	0.07	0.00			
Sat Flow, veh/h				0	5018	360	920	2775	0			
Grp Volume(v), veh/h				0	1809	989	266	234	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1806	1824	1777	0			
Q Serve(g_s), s				0.0	54.7	56.7	15.6	14.1	0.0			
Cycle Q Clear(g_c), s				0.0	54.7	56.7	15.6	14.1	0.0			
Prop In Lane				0.00		0.20	0.50		0.00			
Lane Grp Cap(c), veh/h				0	2355	1249	390	380	0			
V/C Ratio(X)				0.00	0.77	0.79	0.68	0.62	0.00			
Avail Cap(c_a), veh/h				0	2355	1249	390	380	0			
HCM Platoon Ratio				1.00	0.33	0.33	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	34.2	35.0	47.5	46.7	0.0			
Incr Delay (d2), s/veh				0.0	2.5	5.2	9.3	7.3	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	25.6	29.1	8.7	7.5	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	36.7	40.1	56.8	54.1	0.0			
LnGrp LOS				A	D	D	E	D	A			
Approach Vol, veh/h					2798			500				
Approach Delay, s/veh					37.9			55.5				
Approach LOS					D			E				

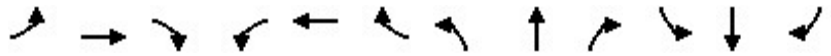
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						81.6		28.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						76.1		23.5				
Max Q Clear Time (g_c+I1), s						58.7		17.6				
Green Ext Time (p_c), s						16.0		1.6				

Intersection Summary		
HCM 6th Ctrl Delay	40.6	
HCM 6th LOS	D	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	331	2679	0	0	0	0	0	1023	110
Future Volume (veh/h)	0	0	0	331	2679	0	0	0	0	0	1023	110
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				352	2850	0				0	1088	117
Peak Hour Factor				0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				322	2813	0				0	1102	485
Arrive On Green				0.20	0.20	0.00				0.00	0.31	0.31
Sat Flow, veh/h				538	4878	0				0	3647	1564
Grp Volume(v), veh/h				1205	1997	0				0	1088	117
Grp Sat Flow(s),veh/h/ln				1843	1702	0				0	1777	1564
Q Serve(g_s), s				65.7	64.2	0.0				0.0	33.5	6.1
Cycle Q Clear(g_c), s				65.7	64.2	0.0				0.0	33.5	6.1
Prop In Lane				0.29		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1101	2033	0				0	1102	485
V/C Ratio(X)				1.09	0.98	0.00				0.00	0.99	0.24
Avail Cap(c_a), veh/h				1101	2033	0				0	1102	485
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				44.2	43.6	0.0				0.0	37.7	28.3
Incr Delay (d2), s/veh				56.9	16.1	0.0				0.0	24.3	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				49.8	33.8	0.0				0.0	18.1	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				101.0	59.7	0.0				0.0	62.0	29.5
LnGrp LOS				F	E	A				A	E	C
Approach Vol, veh/h					3202						1205	
Approach Delay, s/veh					75.3						58.9	
Approach LOS					E						E	

Timer - Assigned Phs	4	6
Phs Duration (G+Y+Rc), s	39.0	71.0
Change Period (Y+Rc), s	4.9	5.3
Max Green Setting (Gmax), s	34.1	65.7
Max Q Clear Time (g_c+I1), s	35.5	67.7
Green Ext Time (p_c), s	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	70.8
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2967	69	176	271	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2967	69	176	271	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	3123	73	185	285	0			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3664	85	257	430	0			
Arrive On Green				0.00	0.71	0.71	0.06	0.06	0.00			
Sat Flow, veh/h				0	5302	119	1340	2334	0			
Grp Volume(v), veh/h				0	2063	1133	249	221	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1849	1803	1777	0			
Q Serve(g_s), s				0.0	48.4	49.9	14.9	13.4	0.0			
Cycle Q Clear(g_c), s				0.0	48.4	49.9	14.9	13.4	0.0			
Prop In Lane				0.00		0.06	0.74		0.00			
Lane Grp Cap(c), veh/h				0	2429	1319	346	341	0			
V/C Ratio(X)				0.00	0.85	0.86	0.72	0.65	0.00			
Avail Cap(c_a), veh/h				0	2429	1319	346	341	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	11.4	11.7	48.6	47.9	0.0			
Incr Delay (d2), s/veh				0.0	3.9	7.4	12.2	9.2	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	16.7	19.9	8.4	7.3	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	15.4	19.1	60.8	57.1	0.0			
LnGrp LOS				A	B	B	E	E	A			
Approach Vol, veh/h					3196			470				
Approach Delay, s/veh					16.7			59.1				
Approach LOS					B			E				

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						84.0		26.0				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						78.5		21.1				
Max Q Clear Time (g_c+I1), s						51.9		16.9				
Green Ext Time (p_c), s						25.1		1.1				

Intersection Summary	
HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	33.4

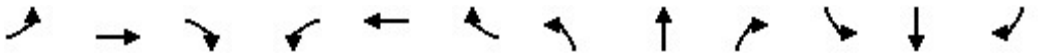
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	198	899	6	236	0	0	0	54
Future Vol, veh/h	0	0	0	0	198	899	6	236	0	0	0	54
Conflicting Peds, #/hr	0	0	7	7	0	0	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	206	936	6	246	0	0	0	56

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	103	1142	-	-	-	571
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	103	1142	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	866	~ 199	0	0	0	464
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	892	273	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	761	~ 199	-	-	-	464
Mov Cap-2 Maneuver	-	-	-	761	~ 199	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	784	273	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	189.4	13.8
HCM LOS		F	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	199	-	-	464
HCM Lane V/C Ratio	1.235	-	-	0.121
HCM Control Delay (s)	189.4	-	-	13.8
HCM Lane LOS	F	-	-	B
HCM 95th %tile Q(veh)	13	-	-	0.4

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



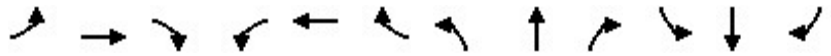
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	1015	69	2489	1575	0
Future Volume (veh/h)	0	0	0	0	0	0	0	1015	69	2489	1575	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.86	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	1036	70	2540	1607	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1092	297	3484	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.22	0.22	0.46	0.64	0.00
Sat Flow, veh/h		0					0	5149	1357	5023	1826	0
Grp Volume(v), veh/h		0.0					0	1036	70	2540	1607	0
Grp Sat Flow(s),veh/h/ln							0	1662	1357	1674	1826	0
Q Serve(g_s), s							0.0	22.5	4.7	45.0	85.3	0.0
Cycle Q Clear(g_c), s							0.0	22.5	4.7	45.0	85.3	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1092	297	3484	1740	0
V/C Ratio(X)							0.00	0.95	0.24	0.73	0.92	0.00
Avail Cap(c_a), veh/h							0	1092	297	3484	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	0.67	0.67	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.42	0.42	0.00
Uniform Delay (d), s/veh							0.0	42.3	35.4	21.1	16.4	0.0
Incr Delay (d2), s/veh							0.0	16.8	1.1	0.3	4.6	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	10.5	1.6	18.1	31.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	59.2	36.4	21.4	21.0	0.0
LnGrp LOS							A	E	D	C	C	A
Approach Vol, veh/h								1106			4147	
Approach Delay, s/veh								57.7			21.3	
Approach LOS								E			C	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	80.7	29.3				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	38.6	* 24				66.8						
Max Q Clear Time (g_c+I1), s	47.0	24.5				87.3						
Green Ext Time (p_c), s	0.0	0.0				0.0						

Intersection Summary												
HCM 6th Ctrl Delay			28.9									
HCM 6th LOS			C									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



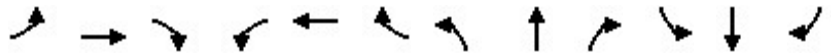
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	2503	108	0	0	0	0	677	448	261	1352	0
Future Volume (veh/h)	74	2503	108	0	0	0	0	677	448	261	1352	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.94	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	76	2554	110				0	691	457	266	1380	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	92	3293	1013				0	774	337	269	2135	0
Arrive On Green	0.21	0.21	0.21				0.00	0.23	0.23	0.30	0.84	0.00
Sat Flow, veh/h	143	5124	1575				0	3572	1485	1781	5274	0
Grp Volume(v), veh/h	990	1640	110				0	691	457	266	1380	0
Grp Sat Flow(s),veh/h/ln	1863	1702	1575				0	1702	1485	1781	1702	0
Q Serve(g_s), s	55.8	49.7	6.2				0.0	21.6	25.0	16.4	10.6	0.0
Cycle Q Clear(g_c), s	55.8	49.7	6.2				0.0	21.6	25.0	16.4	10.6	0.0
Prop In Lane	0.08		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1198	2188	1013				0	774	337	269	2135	0
V/C Ratio(X)	0.83	0.75	0.11				0.00	0.89	1.35	0.99	0.65	0.00
Avail Cap(c_a), veh/h	1198	2188	1013				0	774	337	269	2135	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.09	0.09	0.09				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	37.5	35.0	17.9				0.0	41.2	42.5	38.3	6.1	0.0
Incr Delay (d2), s/veh	0.6	0.2	0.0				0.0	12.9	177.8	14.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.0	22.6	2.3				0.0	10.3	25.6	6.8	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	35.3	17.9				0.0	54.1	220.3	52.4	6.2	0.0
LnGrp LOS	D	D	B				A	D	F	D	A	A
Approach Vol, veh/h		2740						1148			1646	
Approach Delay, s/veh		35.6						120.2			13.6	
Approach LOS		D						F			B	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	76.1	51.4	21.0	30.4
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	54.2	45.5	16.6	* 25
Max Q Clear Time (g_c+I1), s	57.8	12.6	18.4	27.0
Green Ext Time (p_c), s	0.0	9.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	46.6
HCM 6th LOS	D

Notes

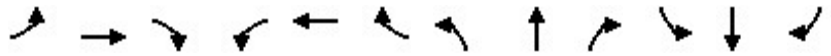
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



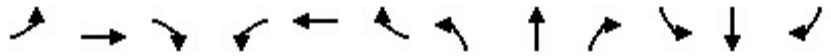
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3267	109	0	0	0	0	0	0	473	1227	0
Future Volume (veh/h)	0	3267	109	0	0	0	0	0	0	473	1227	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	3590	120							520	1348	0
Peak Hour Factor	0.91	0.91	0.91							0.91	0.91	0.91
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3002	99							434	1227	0
Arrive On Green	0.00	0.20	0.20							0.11	0.11	0.00
Sat Flow, veh/h	0	5241	167							1362	4013	0
Grp Volume(v), veh/h	0	2394	1316							688	1180	0
Grp Sat Flow(s),veh/h/ln	0	1702	1836							1802	1702	0
Q Serve(g_s), s	0.0	65.1	65.1							35.1	35.1	0.0
Cycle Q Clear(g_c), s	0.0	65.1	65.1							35.1	35.1	0.0
Prop In Lane	0.00		0.09							0.76		0.00
Lane Grp Cap(c), veh/h	0	2015	1086							575	1086	0
V/C Ratio(X)	0.00	1.19	1.21							1.20	1.09	0.00
Avail Cap(c_a), veh/h	0	2015	1086							575	1086	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	44.3	44.3							49.2	49.2	0.0
Incr Delay (d2), s/veh	0.0	90.1	103.7							104.7	53.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	54.8	63.2							33.7	24.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	134.4	147.9							153.9	103.0	0.0
LnGrp LOS	A	F	F							F	F	A
Approach Vol, veh/h		3710									1868	
Approach Delay, s/veh		139.2									121.8	
Approach LOS		F									F	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	70.0	40.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	65.1	35.1
Max Q Clear Time (g_c+I1), s	67.1	37.1
Green Ext Time (p_c), s	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	133.4
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	3941	0	0	0	0	0	281	207	0	0	0
Future Volume (veh/h)	192	3941	0	0	0	0	0	281	207	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.91			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	211	4331	0				0	309	227			
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	171	3761	0				0	312	220			
Arrive On Green	0.25	0.25	0.00				0.00	0.16	0.16			
Sat Flow, veh/h	229	5202	0				0	2000	1345			
Grp Volume(v), veh/h	1710	2832	0				0	287	249			
Grp Sat Flow(s),veh/h/ln	1859	1702	0				0	1777	1475			
Q Serve(g_s), s	82.2	82.2	0.0				0.0	17.7	18.0			
Cycle Q Clear(g_c), s	82.2	82.2	0.0				0.0	17.7	18.0			
Prop In Lane	0.12		0.00				0.00		0.91			
Lane Grp Cap(c), veh/h	1389	2544	0				0	291	241			
V/C Ratio(X)	1.23	1.11	0.00				0.00	0.99	1.03			
Avail Cap(c_a), veh/h	1389	2544	0				0	291	241			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	41.4	41.4	0.0				0.0	45.9	46.0			
Incr Delay (d2), s/veh	110.4	57.2	0.0				0.0	49.7	66.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	83.4	57.6	0.0				0.0	11.8	11.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	151.9	98.6	0.0				0.0	95.6	112.3			
LnGrp LOS	F	F	A				A	F	F			
Approach Vol, veh/h		4542						536				
Approach Delay, s/veh		118.7						103.3				
Approach LOS		F						F				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		87.1						22.9				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		82.2						18.0				
Max Q Clear Time (g_c+I1), s		84.2						20.0				
Green Ext Time (p_c), s		0.0						0.0				
Intersection Summary												
HCM 6th Ctrl Delay			117.1									
HCM 6th LOS			F									



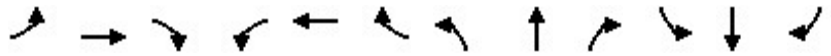
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	4374	159	0	0	0	0	0	0	475	842	0
Future Volume (veh/h)	0	4374	159	0	0	0	0	0	0	475	842	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	4754	173							516	915	0
Peak Hour Factor	0.92	0.92	0.92							0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3453	124							406	811	0
Arrive On Green	0.00	0.23	0.23							0.08	0.08	0.00
Sat Flow, veh/h	0	5226	182							1781	3647	0
Grp Volume(v), veh/h	0	3180	1747							516	915	0
Grp Sat Flow(s),veh/h/ln	0	1702	1835							1781	1777	0
Q Serve(g_s), s	0.0	75.1	75.1							25.1	25.1	0.0
Cycle Q Clear(g_c), s	0.0	75.1	75.1							25.1	25.1	0.0
Prop In Lane	0.00		0.10							1.00		0.00
Lane Grp Cap(c), veh/h	0	2324	1253							406	811	0
V/C Ratio(X)	0.00	1.37	1.39							1.27	1.13	0.00
Avail Cap(c_a), veh/h	0	2324	1253							406	811	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	42.6	42.6							50.9	50.9	0.0
Incr Delay (d2), s/veh	0.0	168.5	182.5							139.4	73.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	88.5	100.3							27.8	20.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	211.1	225.2							190.3	124.0	0.0
LnGrp LOS	A	F	F							F	F	A
Approach Vol, veh/h		4927									1431	
Approach Delay, s/veh		216.1									147.9	
Approach LOS		F									F	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	80.0	30.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	75.1	25.1
Max Q Clear Time (g_c+I1), s	77.1	27.1
Green Ext Time (p_c), s	0.0	0.0

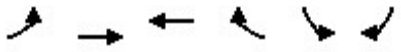
Intersection Summary	
HCM 6th Ctrl Delay	200.8
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	4411	0	0	0	0	0	340	150	0	0	0
Future Volume (veh/h)	119	4411	0	0	0	0	0	340	150	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	140	5189	0				0	400	176			
Peak Hour Factor	0.85	0.85	0.85				0.85	0.85	0.85			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	96	3793	0				0	416	181			
Arrive On Green	0.24	0.24	0.00				0.00	0.17	0.17			
Sat Flow, veh/h	130	5306	0				0	2504	1048			
Grp Volume(v), veh/h	2006	3323	0				0	293	283			
Grp Sat Flow(s),veh/h/ln	1864	1702	0				0	1777	1682			
Q Serve(g_s), s	81.2	81.2	0.0				0.0	18.0	18.4			
Cycle Q Clear(g_c), s	81.2	81.2	0.0				0.0	18.0	18.4			
Prop In Lane	0.07		0.00				0.00		0.62			
Lane Grp Cap(c), veh/h	1376	2513	0				0	307	290			
V/C Ratio(X)	1.46	1.32	0.00				0.00	0.96	0.97			
Avail Cap(c_a), veh/h	1376	2513	0				0	307	290			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	41.6	41.6	0.0				0.0	45.1	45.2			
Incr Delay (d2), s/veh	210.3	147.9	0.0				0.0	41.3	46.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	120.8	88.6	0.0				0.0	11.5	11.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	251.9	189.5	0.0				0.0	86.4	91.5			
LnGrp LOS	F	F	A				A	F	F			
Approach Vol, veh/h		5329						576				
Approach Delay, s/veh		213.0						88.9				
Approach LOS		F						F				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		86.1						23.9				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		81.2						19.0				
Max Q Clear Time (g_c+I1), s		83.2						20.4				
Green Ext Time (p_c), s		0.0						0.0				
Intersection Summary												
HCM 6th Ctrl Delay			200.9									
HCM 6th LOS			F									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	1906	1569	11	208	199
Future Volume (veh/h)	9	1906	1569	11	208	199
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	10	2072	1705	12	226	216
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	17	3752	3605	25	541	248
Arrive On Green	0.01	0.75	1.00	1.00	0.16	0.16
Sat Flow, veh/h	1781	5149	5271	36	3456	1585
Grp Volume(v), veh/h	10	2072	1109	608	226	216
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1819	1728	1585
Q Serve(g_s), s	0.7	20.8	0.0	0.0	7.0	15.7
Cycle Q Clear(g_c), s	0.7	20.8	0.0	0.0	7.0	15.7
Prop In Lane	1.00			0.02	1.00	1.00
Lane Grp Cap(c), veh/h	17	3752	2346	1284	541	248
V/C Ratio(X)	0.59	0.55	0.47	0.47	0.42	0.87
Avail Cap(c_a), veh/h	100	3752	2346	1284	1028	471
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.80	0.80	1.00	1.00
Uniform Delay (d), s/veh	58.2	6.2	0.0	0.0	44.9	48.6
Incr Delay (d2), s/veh	8.1	0.4	0.5	1.0	0.2	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	5.5	0.2	0.4	3.0	13.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	66.3	6.6	0.5	1.0	45.1	52.2
LnGrp LOS	E	A	A	A	D	D
Approach Vol, veh/h		2082	1717		442	
Approach Delay, s/veh		6.9	0.7		48.6	
Approach LOS		A	A		D	

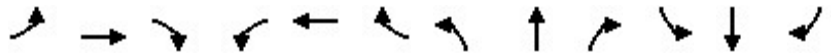
Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	94.6		23.4	5.5	89.1
Change Period (Y+Rc), s	* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s	* 72		35.1	6.6	61.2
Max Q Clear Time (g_c+I1), s	22.8		17.7	2.7	2.0
Green Ext Time (p_c), s	44.5		0.8	0.0	42.5

Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	1824	28	6	1509	5	0	9	27	47	0	58
Future Volume (veh/h)	138	1824	28	6	1509	5	0	9	27	47	0	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	159	2097	32	7	1734	0	0	10	31	54	0	67
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	576	3553	54	60	1998		55	12	38	221	0	101
Arrive On Green	0.65	1.00	1.00	0.03	0.40	0.00	0.00	0.03	0.03	0.06	0.00	0.06
Sat Flow, veh/h	1781	5058	77	1781	4985	1585	1781	399	1236	3456	0	1578
Grp Volume(v), veh/h	159	1377	752	7	1734	0	0	0	41	54	0	67
Grp Sat Flow(s),veh/h/ln	1781	1662	1812	1781	1662	1585	1781	0	1635	1728	0	1578
Q Serve(g_s), s	4.5	0.0	0.0	0.4	37.7	0.0	0.0	0.0	2.9	1.8	0.0	4.9
Cycle Q Clear(g_c), s	4.5	0.0	0.0	0.4	37.7	0.0	0.0	0.0	2.9	1.8	0.0	4.9
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.76	1.00		1.00
Lane Grp Cap(c), veh/h	576	2334	1273	60	1998		55	0	51	221	0	101
V/C Ratio(X)	0.28	0.59	0.59	0.12	0.87		0.00	0.00	0.81	0.24	0.00	0.66
Avail Cap(c_a), veh/h	576	2334	1273	60	1998		62	0	57	996	0	455
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	0.0	55.3	32.5	0.0	0.0	0.0	56.8	52.5	0.0	54.0
Incr Delay (d2), s/veh	0.1	0.9	1.7	0.3	5.4	0.0	0.0	0.0	47.6	0.2	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.3	0.6	0.2	15.2	0.0	0.0	0.0	1.9	0.8	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.0	0.9	1.7	55.6	37.9	0.0	0.0	0.0	104.4	52.7	0.0	56.7
LnGrp LOS	B	A	A	E	D		A	A	F	D	A	E
Approach Vol, veh/h		2288			1741	A		41			121	
Approach Delay, s/veh		2.1			38.0			104.4			54.9	
Approach LOS		A			D			F			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	88.6		12.5	43.9	53.1		8.6
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.0	56.0		34.0	12.6	* 47		4.1
Max Q Clear Time (g_c+I1), s	2.4	2.0		6.9	6.5	39.7		4.9
Green Ext Time (p_c), s	0.0	43.2		0.4	0.1	6.8		0.0

Intersection Summary	
HCM 6th Ctrl Delay	19.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	1771	5	741	1935	0	5	39	806	0	32	182
Future Volume (veh/h)	254	1771	5	741	1935	0	5	39	806	0	32	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	273	1904	5	797	2081	0	5	42	0	0	34	196
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	616	2915	1000	486	2331	0	161	87		0	111	150
Arrive On Green	0.35	0.58	0.58	0.14	0.37	0.00	0.05	0.05	0.00	0.00	0.06	0.06
Sat Flow, veh/h	1781	4985	1584	3456	6537	0	3456	1870	1585	0	1870	2536
Grp Volume(v), veh/h	273	1904	5	797	2081	0	5	42	0	0	34	196
Grp Sat Flow(s),veh/h/ln	1781	1662	1584	1728	1570	0	1728	1870	1585	0	1870	1268
Q Serve(g_s), s	14.0	30.3	0.1	16.6	36.8	0.0	0.2	2.6	0.0	0.0	2.1	7.0
Cycle Q Clear(g_c), s	14.0	30.3	0.1	16.6	36.8	0.0	0.2	2.6	0.0	0.0	2.1	7.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	616	2915	1000	486	2331	0	161	87		0	111	150
V/C Ratio(X)	0.44	0.65	0.00	1.64	0.89	0.00	0.03	0.48		0.00	0.31	1.30
Avail Cap(c_a), veh/h	616	2915	1000	486	2331	0	1084	586		0	111	150
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.00	0.95	0.95	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	16.5	8.0	50.7	34.9	0.0	53.7	54.9	0.0	0.0	53.2	55.5
Incr Delay (d2), s/veh	0.2	1.2	0.0	288.6	0.6	0.0	0.0	1.5	0.0	0.0	1.5	176.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	10.6	0.1	26.4	13.3	0.0	0.1	1.2	0.0	0.0	1.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.0	17.6	8.1	339.3	35.5	0.0	53.7	56.3	0.0	0.0	54.7	231.7
LnGrp LOS	C	B	A	F	D	A	D	E		A	D	F
Approach Vol, veh/h		2182			2878			47	A		230	
Approach Delay, s/veh		19.1			119.6			56.0			205.5	
Approach LOS		B			F			E			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	21.0	74.7		11.9	46.5	49.2		10.4
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	16.6	37.5		7.0	10.6	* 44		37.0
Max Q Clear Time (g_c+I1), s	18.6	32.3		9.0	16.0	38.8		4.6
Green Ext Time (p_c), s	0.0	4.9		0.0	0.0	4.9		0.1

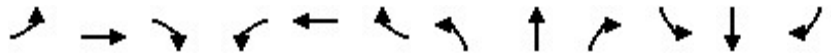
Intersection Summary	
HCM 6th Ctrl Delay	81.7
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



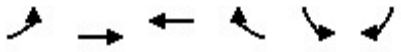
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	158	30	0	2	82	724	25	2	942	2
Future Volume (veh/h)	2	0	158	30	0	2	82	724	25	2	942	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	0	168	32	22	-13	87	770	27	2	1002	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	159	0	137	38	26	57	163	1496	52	159	1548	3
Arrive On Green	0.09	0.00	0.09	0.04	0.04	0.00	0.09	0.43	0.43	0.09	0.43	0.43
Sat Flow, veh/h	1781	0	1527	1076	740	1585	1781	3500	123	1781	3638	7
Grp Volume(v), veh/h	2	0	168	54	0	-13	87	391	406	2	489	515
Grp Sat Flow(s),veh/h/ln	1781	0	1527	1817	0	1585	1781	1777	1846	1781	1777	1869
Q Serve(g_s), s	0.0	0.0	4.0	1.3	0.0	0.0	2.1	7.2	7.2	0.0	9.8	9.8
Cycle Q Clear(g_c), s	0.0	0.0	4.0	1.3	0.0	0.0	2.1	7.2	7.2	0.0	9.8	9.8
Prop In Lane	1.00		1.00	0.59		1.00	1.00		0.07	1.00		0.00
Lane Grp Cap(c), veh/h	159	0	137	65	0	57	163	760	789	159	756	795
V/C Ratio(X)	0.01	0.00	1.23	0.83	0.00	-0.23	0.53	0.51	0.51	0.01	0.65	0.65
Avail Cap(c_a), veh/h	159	0	137	1178	0	1028	199	1272	1321	159	1232	1296
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.6	0.0	20.4	21.4	0.0	0.0	19.4	9.4	9.4	18.6	10.2	10.2
Incr Delay (d2), s/veh	0.0	0.0	151.4	9.8	0.0	0.0	1.0	0.4	0.4	0.0	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	7.0	0.7	0.0	0.0	0.8	2.1	2.2	0.0	2.9	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.6	0.0	171.8	31.2	0.0	0.0	20.4	9.8	9.8	18.6	10.9	10.8
LnGrp LOS	B	A	F	C	A	A	C	A	A	B	B	B
Approach Vol, veh/h		170			41			884			1006	
Approach Delay, s/veh		170.0			41.1			10.8			10.9	
Approach LOS		F			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	23.1		8.0	8.1	23.0		5.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	32.0		4.0	5.0	31.0		29.0
Max Q Clear Time (g_c+I1), s	2.0	9.2		6.0	4.1	11.8		3.3
Green Ext Time (p_c), s	0.0	4.0		0.0	0.0	5.1		0.2

Intersection Summary	
HCM 6th Ctrl Delay	24.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	505	2	2	546	533	438
Future Volume (veh/h)	505	2	2	546	533	438
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	556	0	2	0	586	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	791	415	540		770	
Arrive On Green	0.22	0.00	0.29	0.00	0.22	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	556	0	2	0	586	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	6.5	0.0	0.0	0.0	7.1	0.0
Cycle Q Clear(g_c), s	6.5	0.0	0.0	0.0	7.1	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	791	415	540		770	
V/C Ratio(X)	0.70	0.00	0.00		0.76	
Avail Cap(c_a), veh/h	950	499	540		998	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	16.1	0.0	11.4	0.0	16.4	0.0
Incr Delay (d2), s/veh	1.9	0.0	0.0	0.0	2.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.0	0.0	2.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.0	0.0	11.4	0.0	18.9	0.0
LnGrp LOS	B	A	B		B	
Approach Vol, veh/h		556	2	A	586	A
Approach Delay, s/veh		18.0	11.4		18.9	
Approach LOS		B	B		B	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	14.0		14.0		17.0
Change Period (Y+Rc), s	4.0		4.0		4.0
Max Green Setting (Gmax), s	12.0		13.0		13.0
Max Q Clear Time (g_c+I1), s	8.5		9.1		2.0
Green Ext Time (p_c), s	0.8		0.9		0.0

Intersection Summary	
HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

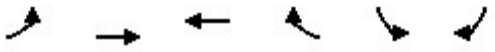
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	550	454	10	1	2
Future Vol, veh/h	9	550	454	10	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	640	528	12	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	540	0	-	0	874	270
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	340	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1025	-	-	-	289	728
Stage 1	-	-	-	-	552	-
Stage 2	-	-	-	-	692	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1025	-	-	-	285	728
Mov Cap-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	692	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1025	-	-	-	480
HCM Lane V/C Ratio	0.01	-	-	-	0.007
HCM Control Delay (s)	8.5	0.1	-	-	12.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑	↑↑↑↑		↑	
Traffic Volume (veh/h)	0	2982	4857	0	0	0
Future Volume (veh/h)	0	2982	4857	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1900
Adj Flow Rate, veh/h	0	3241	5279	0	1412	1463	0	0	4416
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	0
Cap, veh/h	0	5254	5254	0	9999	9999
Arrive On Green	0.00	0.82	0.82	0.00	0.12	0.12
Sat Flow, veh/h	0	6958	6958	2516	9346	8682	2409	4472
Grp Volume(v), veh/h	0	3241	5279	0	1412	1463	0	0	4416
Grp Sat Flow(s),veh/h/ln	0	1609	1609	0	1781	1610
Q Serve(g_s), s	0.0	27.9	122.5	0.0	0.1	0.2
Cycle Q Clear(g_c), s	0.0	27.9	122.5	0.0	0.1	0.2
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	5254	5254	310	1042	1973	3638	9667	84
V/C Ratio(X)	0.00	0.62	1.00	0.00	0.00	0.01
Avail Cap(c_a), veh/h	0	5254	5254	310	1042	1973	3638	9667	84
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	5.1	13.7	0.0	57.7	57.7
Incr Delay (d2), s/veh	0.0	0.5	13.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.8	34.1	0.0	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	5.6	27.3	0.0	57.7	57.7
LnGrp LOS	A	A	F	A	E	E
Approach Vol, veh/h		3241	5279	1077	1255	04		
Approach Delay, s/veh		5.6	27.3		57.7	
Approach LOS		A	C		E	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	127.0	23.0	127.0
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	122.5	18.5	122.5
Max Q Clear Time (g_c+I1), s	29.9	2.2	124.5
Green Ext Time (p_c), s	76.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	57.7
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

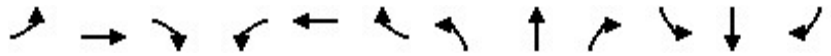
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	4646	52	128	1342	46	171
Future Volume (veh/h)	4646	52	128	1342	46	171
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	4996	56	138	1443	49	184
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	2	2	5	2	2
Cap, veh/h	4341	1094	135	4820	260	209
Arrive On Green	0.69	0.69	0.08	1.00	0.15	0.15
Sat Flow, veh/h	6537	1583	3456	6537	1781	1427
Grp Volume(v), veh/h	4996	56	138	1443	49	184
Grp Sat Flow(s),veh/h/ln	1570	1583	1728	1570	1781	1427
Q Serve(g_s), s	81.5	1.3	4.6	0.0	2.8	14.9
Cycle Q Clear(g_c), s	81.5	1.3	4.6	0.0	2.8	14.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	4341	1094	135	4820	260	209
V/C Ratio(X)	1.15	0.05	1.02	0.30	0.19	0.88
Avail Cap(c_a), veh/h	4341	1094	135	4820	483	387
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.98	0.98	1.00	1.00
Uniform Delay (d), s/veh	18.2	5.8	54.4	0.0	44.2	49.4
Incr Delay (d2), s/veh	70.2	0.1	83.4	0.2	0.1	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	44.3	0.4	3.4	0.1	1.3	5.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	88.4	5.9	137.8	0.2	44.4	54.1
LnGrp LOS	F	A	F	A	D	D
Approach Vol, veh/h	5052			1581	233	
Approach Delay, s/veh	87.5			12.2	52.1	
Approach LOS	F			B	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.0	86.8				95.8	22.2
Change Period (Y+Rc), s	4.4	5.3				5.3	4.9
Max Green Setting (Gmax), s	4.6	66.8				75.8	32.0
Max Q Clear Time (g_c+I1), s	16.6	83.5				2.0	16.9
Green Ext Time (p_c), s	0.0	0.0				38.8	0.3

Intersection Summary	
HCM 6th Ctrl Delay	69.0
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	4626	0	11	1109	60	0	0	0	5	0	5
Future Volume (veh/h)	9	4626	0	11	1109	60	0	0	0	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	4921	0	12	1180	64	0	0	0	5	0	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	17	4067	0	60	5164	279	0	49	0	107	0	41
Arrive On Green	0.02	1.00	0.00	0.03	0.84	0.84	0.00	0.00	0.00	0.03	0.00	0.03
Sat Flow, veh/h	1781	5149	0	1781	6145	332	0	1870	0	1741	0	1557
Grp Volume(v), veh/h	10	4921	0	12	904	340	0	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1766	0	1870	0	1741	0	1557
Q Serve(g_s), s	0.7	0.0	0.0	0.8	4.5	4.5	0.0	0.0	0.0	0.3	0.0	0.4
Cycle Q Clear(g_c), s	0.7	0.0	0.0	0.8	4.5	4.5	0.0	0.0	0.0	0.3	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.19	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	4067	0	60	3959	1484	0	49	0	107	0	41
V/C Ratio(X)	0.59	1.21	0.00	0.20	0.23	0.23	0.00	0.00	0.00	0.05	0.00	0.12
Avail Cap(c_a), veh/h	60	4067	0	60	3959	1484	0	507	0	533	0	422
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.00	0.97	0.97	0.97	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.7	0.0	0.0	55.4	1.9	1.9	0.0	0.0	0.0	56.1	0.0	56.1
Incr Delay (d2), s/veh	1.1	94.7	0.0	0.6	0.1	0.3	0.0	0.0	0.0	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	35.7	0.0	0.3	0.7	0.9	0.0	0.0	0.0	0.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.8	94.7	0.0	56.0	2.0	2.2	0.0	0.0	0.0	56.2	0.0	56.6
LnGrp LOS	E	F	A	E	A	A	A	A	A	E	A	E
Approach Vol, veh/h		4931			1256			0			10	
Approach Delay, s/veh		94.6			2.6			0.0			56.4	
Approach LOS		F			A						E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	101.6		8.0	5.5	104.5		8.0
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	4.0	67.4		32.0	4.0	67.4		32.0
Max Q Clear Time (g_c+I1), s	2.8	2.0		2.4	2.7	6.5		0.0
Green Ext Time (p_c), s	0.0	65.1		0.0	0.0	25.1		0.0

Intersection Summary	
HCM 6th Ctrl Delay	75.9
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	4586	1	15	1206	0	18
Future Volume (veh/h)	4586	1	15	1206	0	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	0.80
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1870	1826	1900	1900
Adj Flow Rate, veh/h	4777	1	16	1256	0	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	2	5	0	0
Cap, veh/h	4086	1	23	4175	0	117
Arrive On Green	0.79	0.79	0.01	0.84	0.00	0.10
Sat Flow, veh/h	5312	1	1781	5149	0	1223
Grp Volume(v), veh/h	3084	1694	16	1256	0	20
Grp Sat Flow(s),veh/h/ln	1662	1826	1781	1662	0	1287
Q Serve(g_s), s	113.9	113.9	1.3	7.9	0.0	2.0
Cycle Q Clear(g_c), s	113.9	113.9	1.3	7.9	0.0	2.0
Prop In Lane		0.00	1.00		0.00	0.95
Lane Grp Cap(c), veh/h	2638	1449	23	4175	0	123
V/C Ratio(X)	1.17	1.17	0.68	0.30	0.00	0.16
Avail Cap(c_a), veh/h	2638	1449	50	4248	0	162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.8	14.8	70.5	2.5	0.0	59.6
Incr Delay (d2), s/veh	80.5	83.9	12.3	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	59.3	66.5	0.7	1.7	0.0	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	95.3	98.7	82.8	2.7	0.0	60.2
LnGrp LOS	F	F	F	A	A	E
Approach Vol, veh/h	4778			1272	20	
Approach Delay, s/veh	96.5			3.7	60.2	
Approach LOS	F			A	E	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.3	119.1			125.4	18.1
Change Period (Y+Rc), s	4.4	5.2			5.2	4.4
Max Green Setting (Gmax), s	4.6	113.9			122.3	18.1
Max Q Clear Time (g_c+I1), s	3.3	115.9			9.9	4.0
Green Ext Time (p_c), s	0.0	0.0			40.2	0.0

Intersection Summary		
HCM 6th Ctrl Delay		77.0
HCM 6th LOS		E

Intersection	
Int Delay, s/veh	3081.3

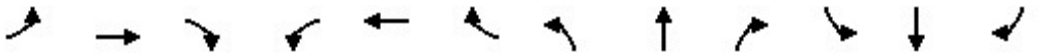
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1143	0	0	2883	951
Future Vol, veh/h	0	1143	0	0	2883	951
Conflicting Peds, #/hr	0	3	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1216	0	0	3067	1012

Major/Minor	Minor2			Major2	
Conflicting Flow All	3573	2043		-	0
Stage 1	3573	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	12	~ 40		-	-
Stage 1	5	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	12	~ 40		-	-
Mov Cap-2 Maneuver	12	-		-	-
Stage 1	5	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	$13416.9	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	40	-	-
HCM Lane V/C Ratio	-	30.399	-	-
HCM Control Delay (s)	$	13416.9	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	150	-	-

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



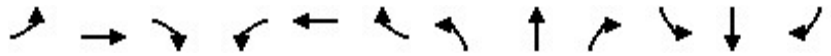
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	213	1167	26	16	1125	644	30	65	34	422	31	301
Future Volume (veh/h)	213	1167	26	16	1125	644	30	65	34	422	31	301
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	239	1311	29	18	1264	724	34	73	38	474	35	338
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	268	1832	565	143	1531	472	225	533	307	556	749	661
Arrive On Green	0.05	0.12	0.12	0.08	0.30	0.30	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1781	5106	1574	1781	5106	1572	424	1264	729	1271	1777	1568
Grp Volume(v), veh/h	239	1311	29	18	1264	724	64	0	81	474	35	338
Grp Sat Flow(s),veh/h/ln	1781	1702	1574	1781	1702	1572	866	0	1551	1271	1777	1568
Q Serve(g_s), s	16.0	29.7	2.0	1.1	27.6	36.0	1.9	0.0	3.8	43.5	1.4	19.1
Cycle Q Clear(g_c), s	16.0	29.7	2.0	1.1	27.6	36.0	21.0	0.0	3.8	47.4	1.4	19.1
Prop In Lane	1.00		1.00	1.00		1.00	0.53		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	268	1832	565	143	1531	472	411	0	654	556	749	661
V/C Ratio(X)	0.89	0.72	0.05	0.13	0.83	1.54	0.16	0.00	0.12	0.85	0.05	0.51
Avail Cap(c_a), veh/h	276	2059	635	143	1531	472	417	0	660	561	757	668
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.87	0.87	0.87	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.1	47.0	34.8	51.2	39.1	42.0	25.1	0.0	21.2	35.6	20.5	25.6
Incr Delay (d2), s/veh	25.0	2.2	0.2	0.1	4.6	250.2	0.1	0.0	0.0	13.8	0.1	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	13.8	0.8	0.5	11.7	46.1	1.4	0.0	1.4	15.3	0.6	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.1	49.2	34.9	51.4	43.7	292.2	25.1	0.0	21.2	49.4	20.6	27.4
LnGrp LOS	F	D	C	D	D	F	C	A	C	D	C	C
Approach Vol, veh/h		1579			2006			145			847	
Approach Delay, s/veh		53.8			133.4			23.0			39.4	
Approach LOS		D			F			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.8	48.8		55.5	22.4	42.1		55.5				
Change Period (Y+Rc), s	6.1	* 5.7		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	5.5	* 48		51.1	18.6	34.9		51.1				
Max Q Clear Time (g_c+I1), s	3.1	31.7		49.4	18.0	38.0		23.0				
Green Ext Time (p_c), s	0.0	11.4		1.2	0.0	0.0		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		85.0	
HCM 6th LOS		F	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	868	3	0	814	657	2	0	0	512	0	58
Future Volume (veh/h)	86	868	3	0	814	657	2	0	0	512	0	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	95	954	3	0	895	0	2	0	0	623	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	1196	4	630	1920		53	0	47	738	387	0
Arrive On Green	0.05	0.23	0.23	0.00	0.18	0.00	0.03	0.00	0.00	0.21	0.00	0.00
Sat Flow, veh/h	1781	5255	17	1781	3554	1585	1781	0	1585	3563	1870	0
Grp Volume(v), veh/h	95	618	339	0	895	0	2	0	0	623	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1867	1781	1777	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	5.6	20.6	20.6	0.0	27.1	0.0	0.1	0.0	0.0	20.2	0.0	0.0
Cycle Q Clear(g_c), s	5.6	20.6	20.6	0.0	27.1	0.0	0.1	0.0	0.0	20.2	0.0	0.0
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	83	775	425	630	1920		53	0	47	738	387	0
V/C Ratio(X)	1.14	0.80	0.80	0.00	0.47		0.04	0.00	0.00	0.84	0.00	0.00
Avail Cap(c_a), veh/h	83	814	447	630	1920		445	0	396	1098	577	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.49	0.00	1.00	0.00	0.00	0.54	0.00	0.00
Uniform Delay (d), s/veh	57.2	43.7	43.7	0.0	33.8	0.0	56.5	0.0	0.0	45.7	0.0	0.0
Incr Delay (d2), s/veh	142.4	8.4	14.4	0.0	0.4	0.0	0.1	0.0	0.0	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	9.3	10.9	0.0	12.9	0.0	0.1	0.0	0.0	9.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	199.6	52.1	58.2	0.0	34.2	0.0	56.6	0.0	0.0	47.1	0.0	0.0
LnGrp LOS	F	D	E	A	C		E	A	A	D	A	A
Approach Vol, veh/h		1052			895	A		2			623	
Approach Delay, s/veh		67.4			34.2			56.6			47.1	
Approach LOS		E			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.3	32.4		30.8	10.0	70.7		8.5				
Change Period (Y+Rc), s	5.9	* 5.1		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	4.3	* 29		37.0	5.6	26.3		30.0				
Max Q Clear Time (g_c+I1), s	10.6	22.6		22.2	7.6	29.1		2.1				
Green Ext Time (p_c), s	0.0	4.7		1.2	0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	50.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	543	506	220	100	744	318	340	1325	102	213	1239	360
Future Volume (veh/h)	543	506	220	100	744	318	340	1325	102	213	1239	360
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	578	538	234	106	791	338	362	1410	109	227	1318	383
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	399	886	384	116	734	401	406	1684	130	175	1554	689
Arrive On Green	0.22	0.37	0.37	0.07	0.21	0.21	0.12	0.50	0.50	0.05	0.44	0.44
Sat Flow, veh/h	1781	2403	1042	1781	3554	1551	3456	3342	257	3456	3554	1575
Grp Volume(v), veh/h	578	397	375	106	791	338	362	747	772	227	1318	383
Grp Sat Flow(s),veh/h/ln	1781	1777	1668	1781	1777	1551	1728	1777	1822	1728	1777	1575
Q Serve(g_s), s	33.6	27.3	27.4	8.9	31.0	25.5	15.5	53.9	54.7	7.6	49.8	18.6
Cycle Q Clear(g_c), s	33.6	27.3	27.4	8.9	31.0	25.5	15.5	53.9	54.7	7.6	49.8	18.6
Prop In Lane	1.00		0.62	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	399	655	615	116	734	401	406	895	918	175	1554	689
V/C Ratio(X)	1.45	0.61	0.61	0.91	1.08	0.84	0.89	0.83	0.84	1.30	0.85	0.56
Avail Cap(c_a), veh/h	399	655	615	116	734	401	475	895	918	175	1554	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.2	38.5	38.6	69.7	59.5	41.7	65.3	31.8	32.0	71.2	37.8	14.8
Incr Delay (d2), s/veh	215.5	1.2	1.3	51.1	54.0	12.8	15.7	9.0	9.2	168.9	6.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	39.0	12.2	11.5	5.7	19.5	11.2	7.7	25.2	26.2	7.5	22.8	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	273.7	39.7	39.8	120.8	113.5	54.5	80.9	40.9	41.2	240.1	43.7	18.0
LnGrp LOS	F	D	D	F	F	D	F	D	D	F	D	B
Approach Vol, veh/h		1350			1235			1881			1928	
Approach Delay, s/veh		139.9			98.0			48.7			61.7	
Approach LOS		F			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	80.9	14.2	60.5	22.0	70.9	38.8	35.9
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	7.6	* 59	9.8	54.5	20.6	45.8	33.6	* 31
Max Q Clear Time (g_c+I1), s	9.6	56.7	10.9	29.4	17.5	51.8	35.6	33.0
Green Ext Time (p_c), s	0.0	1.3	0.0	1.8	0.1	0.0	0.0	0.0

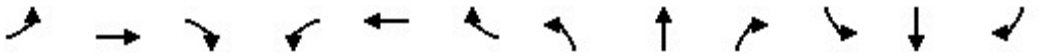
Intersection Summary	
HCM 6th Ctrl Delay	81.4
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

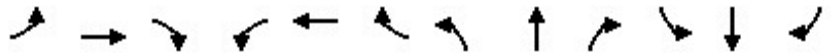
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	197	97	460	698	113	218	347	85	109	346	133
Future Volume (veh/h)	87	197	97	460	698	113	218	347	85	109	346	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	94	212	104	495	751	122	234	373	91	117	372	143
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	961	426	517	778	126	257	790	346	141	576	208
Arrive On Green	0.06	0.27	0.27	0.29	0.50	0.50	0.14	0.22	0.22	0.08	0.16	0.16
Sat Flow, veh/h	1781	3554	1576	1781	1569	255	1781	3554	1558	1781	3662	1323
Grp Volume(v), veh/h	94	212	104	495	0	873	234	373	91	117	344	171
Grp Sat Flow(s),veh/h/ln	1781	1777	1576	1781	0	1824	1781	1777	1558	1781	1702	1581
Q Serve(g_s), s	7.2	6.4	7.1	37.6	0.0	63.7	17.8	12.5	6.6	8.9	13.0	14.0
Cycle Q Clear(g_c), s	7.2	6.4	7.1	37.6	0.0	63.7	17.8	12.5	6.6	8.9	13.0	14.0
Prop In Lane	1.00		1.00	1.00		0.14	1.00		1.00	1.00		0.84
Lane Grp Cap(c), veh/h	115	961	426	517	0	904	257	790	346	141	535	249
V/C Ratio(X)	0.81	0.22	0.24	0.96	0.00	0.97	0.91	0.47	0.26	0.83	0.64	0.69
Avail Cap(c_a), veh/h	117	961	426	557	0	929	259	876	384	233	789	367
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.5	38.9	39.2	48.0	0.0	33.5	58.0	46.5	44.2	62.5	54.3	54.8
Incr Delay (d2), s/veh	31.9	0.0	0.1	26.3	0.0	21.3	32.8	0.8	0.7	5.0	2.3	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	2.8	2.8	20.5	0.0	33.2	10.3	5.6	2.7	4.2	5.7	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.4	39.0	39.3	74.2	0.0	54.8	90.8	47.3	44.9	67.5	56.7	60.7
LnGrp LOS	F	D	D	E	A	D	F	D	D	E	E	E
Approach Vol, veh/h		410			1368			698			632	
Approach Delay, s/veh		52.0			61.8			61.6			59.7	
Approach LOS		D			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.3	35.9	44.3	42.1	24.2	26.9	13.3	73.1
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	18.0	33.9	43.0	36.1	20.0	31.9	9.0	70.1
Max Q Clear Time (g_c+I1), s	10.9	14.5	39.6	9.1	19.8	16.0	9.2	65.7
Green Ext Time (p_c), s	0.1	4.3	0.4	1.1	0.0	4.5	0.0	2.5

Intersection Summary	
HCM 6th Ctrl Delay	60.1
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	172	245	194	440	0	0	0	0	110	1933	810
Future Volume (veh/h)	0	172	245	194	440	0	0	0	0	110	1933	810
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	195	278	220	500	0				125	2408	779
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	555	471	254	556	0				896	2823	786
Arrive On Green	0.00	0.30	0.30	0.30	0.30	0.00				0.50	0.50	0.50
Sat Flow, veh/h	0	1870	1585	541	1958	0				1781	5611	1562
Grp Volume(v), veh/h	0	195	278	324	396	0				125	2408	779
Grp Sat Flow(s),veh/h/ln	0	1870	1585	797	1617	0				1781	1870	1562
Q Serve(g_s), s	0.0	5.3	9.7	14.0	14.8	0.0				2.4	24.3	32.2
Cycle Q Clear(g_c), s	0.0	5.3	9.7	19.3	14.8	0.0				2.4	24.3	32.2
Prop In Lane	0.00		1.00	0.68		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	555	471	330	480	0				896	2823	786
V/C Ratio(X)	0.00	0.35	0.59	0.98	0.82	0.00				0.14	0.85	0.99
Avail Cap(c_a), veh/h	0	555	471	330	480	0				896	2823	786
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	17.9	19.5	27.4	21.3	0.0				8.6	14.1	16.0
Incr Delay (d2), s/veh	0.0	0.1	1.4	44.8	10.9	0.0				0.1	2.9	30.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.2	3.6	9.1	6.7	0.0				0.8	9.3	16.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.1	20.8	72.2	32.2	0.0				8.8	17.0	46.0
LnGrp LOS	A	B	C	E	C	A				A	B	D
Approach Vol, veh/h		473			720						3312	
Approach Delay, s/veh		19.7			50.2						23.5	
Approach LOS		B			D						C	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		26.0		39.0		26.0
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		19.3		32.7		19.3
Max Q Clear Time (g_c+I1), s		11.7		34.2		21.3
Green Ext Time (p_c), s		0.9		0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	27.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

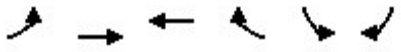
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	16	22	339	8	12	23	590	732	153	863	2
Future Volume (veh/h)	5	16	22	339	8	12	23	590	732	153	863	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	18	24	373	9	13	25	648	804	168	948	2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	12	84	112	427	241	349	38	1026	828	205	2011	4
Arrive On Green	0.01	0.12	0.12	0.24	0.35	0.35	0.02	0.29	0.29	0.11	0.38	0.38
Sat Flow, veh/h	1781	724	965	1781	690	997	1781	3554	1554	1781	5261	11
Grp Volume(v), veh/h	5	0	42	373	0	22	25	648	804	168	613	337
Grp Sat Flow(s),veh/h/ln	1781	0	1688	1781	0	1688	1781	1777	1554	1781	1702	1868
Q Serve(g_s), s	0.2	0.0	1.8	16.3	0.0	0.7	1.1	12.8	23.3	7.4	11.0	11.0
Cycle Q Clear(g_c), s	0.2	0.0	1.8	16.3	0.0	0.7	1.1	12.8	23.3	7.4	11.0	11.0
Prop In Lane	1.00		0.57	1.00		0.59	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	12	0	197	427	0	590	38	1026	828	205	1301	714
V/C Ratio(X)	0.43	0.00	0.21	0.87	0.00	0.04	0.66	0.63	0.97	0.82	0.47	0.47
Avail Cap(c_a), veh/h	110	0	648	790	0	1275	90	1026	828	265	1301	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	0.0	32.3	29.5	0.0	17.3	39.2	25.0	18.5	34.9	18.8	18.8
Incr Delay (d2), s/veh	22.8	0.0	0.2	5.7	0.0	0.0	7.1	1.6	24.4	11.5	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.7	7.5	0.0	0.3	0.6	5.3	18.7	3.8	4.1	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.7	0.0	32.5	35.2	0.0	17.3	46.3	26.6	42.9	46.5	19.1	19.3
LnGrp LOS	E	A	C	D	A	B	D	C	D	D	B	B
Approach Vol, veh/h		47			395			1477			1118	
Approach Delay, s/veh		35.7			34.2			35.8			23.2	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	29.0	23.9	14.2	6.1	36.6	5.0	33.0
Change Period (Y+Rc), s	4.4	* 5.7	4.5	* 4.8	4.4	5.7	4.5	* 4.8
Max Green Setting (Gmax), s	12.3	* 23	35.8	* 31	4.1	30.5	5.0	* 61
Max Q Clear Time (g_c+I1), s	9.4	25.3	18.3	3.8	3.1	13.0	2.2	2.7
Green Ext Time (p_c), s	0.1	0.0	1.1	0.1	0.0	5.8	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



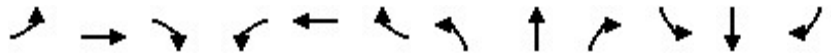
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1684	2364	3809	11	0	97
Future Volume (veh/h)	1684	2364	3809	11	0	97
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1914	2686	4328	0	0	110
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	1360	3025	2851		113	529
Arrive On Green	0.27	0.87	0.57	0.00	0.00	0.06
Sat Flow, veh/h	5023	3561	5149	1585	1781	1585
Grp Volume(v), veh/h	1914	2686	4328	0	0	110
Grp Sat Flow(s),veh/h/ln	1674	1735	1662	1585	1781	1585
Q Serve(g_s), s	40.6	65.8	85.8	0.0	0.0	7.4
Cycle Q Clear(g_c), s	40.6	65.8	85.8	0.0	0.0	7.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1360	3025	2851		113	529
V/C Ratio(X)	1.41	0.89	1.52		0.00	0.21
Avail Cap(c_a), veh/h	1360	3025	2851		202	609
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.00	0.00	1.00
Uniform Delay (d), s/veh	54.7	5.4	32.1	0.0	0.0	35.7
Incr Delay (d2), s/veh	187.9	4.3	233.2	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	40.3	12.5	93.3	0.0	0.0	7.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	242.6	9.8	265.3	0.0	0.0	35.9
LnGrp LOS	F	A	F		A	D
Approach Vol, veh/h		4600	4328	A	110	
Approach Delay, s/veh		106.7	265.3		35.9	
Approach LOS		F	F		D	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	136.1		13.9	45.0	91.1
Change Period (Y+Rc), s	5.3		4.4	4.4	* 5.3
Max Green Setting (Gmax), s	123.3		17.0	40.6	* 79
Max Q Clear Time (g_c+I1), s	67.8		9.4	42.6	87.8
Green Ext Time (p_c), s	55.0		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	181.8
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	821	1053	88	61	1214	34	232	338	69	38	222	1032
Future Volume (veh/h)	821	1053	88	61	1214	34	232	338	69	38	222	1032
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.95	1.00		0.89
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	883	1132	95	66	1305	37	249	363	74	41	239	1110
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	753	2398	201	145	2071	59	204	541	435	53	711	1105
Arrive On Green	0.22	0.72	0.72	0.08	0.59	0.59	0.11	0.29	0.29	0.03	0.20	0.20
Sat Flow, veh/h	3456	3315	278	1781	3529	100	1781	1870	1507	1781	3554	2483
Grp Volume(v), veh/h	883	606	621	66	657	685	249	363	74	41	239	1110
Grp Sat Flow(s),veh/h/ln	1728	1777	1816	1781	1777	1852	1781	1870	1507	1781	1777	1242
Q Serve(g_s), s	31.6	20.8	20.8	5.1	35.1	35.2	16.6	24.8	5.3	3.3	8.4	29.0
Cycle Q Clear(g_c), s	31.6	20.8	20.8	5.1	35.1	35.2	16.6	24.8	5.3	3.3	8.4	29.0
Prop In Lane	1.00		0.15	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	753	1285	1314	145	1043	1087	204	541	435	53	711	1105
V/C Ratio(X)	1.17	0.47	0.47	0.46	0.63	0.63	1.22	0.67	0.17	0.78	0.34	1.00
Avail Cap(c_a), veh/h	753	1285	1314	145	1043	1087	204	541	435	76	711	1105
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.70	0.70	0.70	0.97	0.97	0.97	0.84	0.84	0.84
Uniform Delay (d), s/veh	56.7	8.4	8.4	63.5	19.6	19.6	64.2	45.5	38.5	69.9	49.7	89.3
Incr Delay (d2), s/veh	91.4	1.2	1.2	7.1	2.0	2.0	134.4	3.3	0.2	13.3	0.3	26.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.1	7.6	7.8	2.6	14.4	15.1	15.1	12.0	2.0	1.7	3.8	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	148.1	9.7	9.6	70.6	21.7	21.6	198.6	48.7	38.7	83.1	50.1	115.3
LnGrp LOS	F	A	A	E	C	C	F	D	D	F	D	F
Approach Vol, veh/h		2110			1408			686			1390	
Approach Delay, s/veh		67.6			23.9			102.1			103.2	
Approach LOS		E			C			F			F	

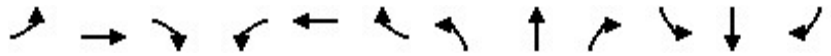
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	46.8	16.2	111.8	21.5	34.0	36.0	92.0
Change Period (Y+Rc), s	4.4	4.9	4.4	* 5.8	4.9	* 5	4.4	5.8
Max Green Setting (Gmax), s	6.3	39.5	11.8	* 69	16.6	* 29	31.6	48.2
Max Q Clear Time (g_c+I1), s	5.3	26.8	7.1	22.8	18.6	31.0	33.6	37.2
Green Ext Time (p_c), s	0.0	2.1	0.0	15.2	0.0	0.0	0.0	5.7

Intersection Summary	
HCM 6th Ctrl Delay	69.7
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



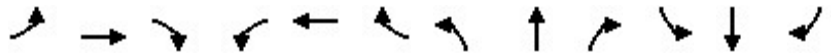
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1023	88	66	210	0	0	0	0	424	597	1158
Future Volume (veh/h)	0	1023	88	66	210	0	0	0	0	424	597	1158
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1149	99	74	236	0				476	671	1301
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1369	118	914	3412	0				637	999	1237
Arrive On Green	0.00	0.41	0.41	0.51	0.96	0.00				0.46	0.46	0.46
Sat Flow, veh/h	0	3400	285	1781	3647	0				1393	2184	2706
Grp Volume(v), veh/h	0	617	631	74	236	0				615	532	1301
Grp Sat Flow(s),veh/h/ln	0	1777	1814	1781	1777	0				1801	1777	1353
Q Serve(g_s), s	0.0	46.7	46.9	3.2	0.4	0.0				42.2	34.8	68.6
Cycle Q Clear(g_c), s	0.0	46.7	46.9	3.2	0.4	0.0				42.2	34.8	68.6
Prop In Lane	0.00		0.16	1.00		0.00				0.77		1.00
Lane Grp Cap(c), veh/h	0	736	751	914	3412	0				824	813	1237
V/C Ratio(X)	0.00	0.84	0.84	0.08	0.07	0.00				0.75	0.65	1.05
Avail Cap(c_a), veh/h	0	736	751	914	3412	0				824	813	1237
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.64	0.64	0.35	0.35	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	39.4	39.5	18.5	0.1	0.0				33.5	31.5	40.7
Incr Delay (d2), s/veh	0.0	7.4	7.3	0.0	0.0	0.0				6.1	4.1	40.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	21.4	21.9	1.3	0.0	0.0				20.0	16.0	29.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	46.8	46.8	18.5	0.1	0.0				39.7	35.6	81.0
LnGrp LOS	A	D	D	B	A	A				D	D	F
Approach Vol, veh/h		1248			310						2448	
Approach Delay, s/veh		46.8			4.5						60.7	
Approach LOS		D			A						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	85.8	67.0		74.0		152.8
Change Period (Y+Rc), s	6.6	* 4.9		5.4		6.6
Max Green Setting (Gmax), s	4.6	* 62		68.6		69.4
Max Q Clear Time (g_c+I1), s	5.2	48.9		70.6		2.4
Green Ext Time (p_c), s	0.0	2.4		0.0		0.5

Intersection Summary	
HCM 6th Ctrl Delay	52.1
HCM 6th LOS	D

Notes

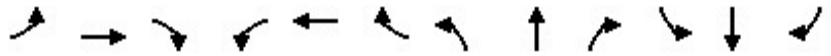
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



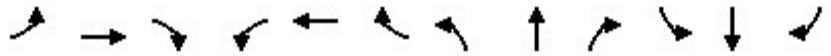
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2107	77	0	0	0	0	0	0	241	765	0
Future Volume (veh/h)	0	2107	77	0	0	0	0	0	0	241	765	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2266	83							259	823	0
Peak Hour Factor	0.93	0.93	0.93							0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3344	122							408	1407	0
Arrive On Green	0.00	0.17	0.17							0.35	0.35	0.00
Sat Flow, veh/h	0	6677	235							1174	4210	0
Grp Volume(v), veh/h	0	1704	645							400	682	0
Grp Sat Flow(s),veh/h/ln	0	1609	1824							1812	1702	0
Q Serve(g_s), s	0.0	24.8	24.9							13.8	12.3	0.0
Cycle Q Clear(g_c), s	0.0	24.8	24.9							13.8	12.3	0.0
Prop In Lane	0.00		0.13							0.65		0.00
Lane Grp Cap(c), veh/h	0	2516	951							630	1185	0
V/C Ratio(X)	0.00	0.68	0.68							0.63	0.58	0.00
Avail Cap(c_a), veh/h	0	2516	951							630	1185	0
HCM Platoon Ratio	1.00	0.33	0.33							1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	25.1	25.1							20.5	19.9	0.0
Incr Delay (d2), s/veh	0.0	1.5	3.9							4.8	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.8	12.9							6.4	5.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	26.6	29.0							25.3	22.0	0.0
LnGrp LOS	A	C	C							C	C	A
Approach Vol, veh/h		2349									1082	
Approach Delay, s/veh		27.3									23.2	
Approach LOS		C									C	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	44.0	31.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	39.1	26.1
Max Q Clear Time (g_c+I1), s	26.9	15.8
Green Ext Time (p_c), s	6.4	2.5

Intersection Summary	
HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C



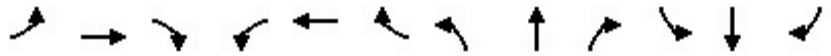
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	2538	0	0	0	0	0	136	189	0	0	0
Future Volume (veh/h)	119	2538	0	0	0	0	0	136	189	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.93			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	128	2729	0				0	146	203			
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	172	3935	0				0	453	375			
Arrive On Green	0.20	0.20	0.00				0.00	0.25	0.25			
Sat Flow, veh/h	280	6664	0				0	1870	1474			
Grp Volume(v), veh/h	850	2007	0				0	146	203			
Grp Sat Flow(s),veh/h/ln	1856	1609	0				0	1777	1474			
Q Serve(g_s), s	32.2	28.8	0.0				0.0	5.0	8.9			
Cycle Q Clear(g_c), s	32.2	28.8	0.0				0.0	5.0	8.9			
Prop In Lane	0.15		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1141	2966	0				0	453	375			
V/C Ratio(X)	0.74	0.68	0.00				0.00	0.32	0.54			
Avail Cap(c_a), veh/h	1141	2966	0				0	453	375			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	24.4	23.0	0.0				0.0	22.7	24.2			
Incr Delay (d2), s/veh	4.4	1.3	0.0				0.0	1.9	5.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.1	12.5	0.0				0.0	2.3	3.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.8	24.3	0.0				0.0	24.6	29.7			
LnGrp LOS	C	C	A				A	C	C			
Approach Vol, veh/h		2857						349				
Approach Delay, s/veh		25.6						27.5				
Approach LOS		C						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		51.0						24.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		46.1						19.1				
Max Q Clear Time (g_c+I1), s		34.2						10.9				
Green Ext Time (p_c), s		11.1						1.4				
Intersection Summary												
HCM 6th Ctrl Delay			25.8									
HCM 6th LOS			C									



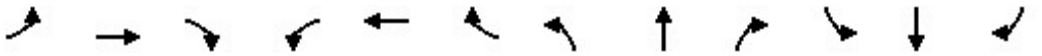
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2772	160	0	0	0	0	0	0	264	711	0
Future Volume (veh/h)	0	2772	160	0	0	0	0	0	0	264	711	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2829	163							269	726	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3603	206							525	1047	0
Arrive On Green	0.00	0.19	0.19							0.29	0.29	0.00
Sat Flow, veh/h	0	6532	358							1781	3647	0
Grp Volume(v), veh/h	0	2172	820							269	726	0
Grp Sat Flow(s),veh/h/ln	0	1609	1803							1781	1777	0
Q Serve(g_s), s	0.0	32.1	32.5							9.4	13.6	0.0
Cycle Q Clear(g_c), s	0.0	32.1	32.5							9.4	13.6	0.0
Prop In Lane	0.00		0.20							1.00		0.00
Lane Grp Cap(c), veh/h	0	2773	1036							525	1047	0
V/C Ratio(X)	0.00	0.78	0.79							0.51	0.69	0.00
Avail Cap(c_a), veh/h	0	2773	1036							525	1047	0
HCM Platoon Ratio	1.00	0.33	0.33							1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	25.9	26.1							22.0	23.4	0.0
Incr Delay (d2), s/veh	0.0	2.3	6.2							3.5	3.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.2	17.2							4.3	6.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.2	32.3							25.5	27.2	0.0
LnGrp LOS	A	C	C							C	C	A
Approach Vol, veh/h		2992									995	
Approach Delay, s/veh		29.3									26.8	
Approach LOS		C									C	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	48.0	27.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	43.1	22.1
Max Q Clear Time (g_c+I1), s	34.5	15.6
Green Ext Time (p_c), s	8.2	3.2

Intersection Summary	
HCM 6th Ctrl Delay	28.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	2667	0	0	0	0	0	216	125	0	0	0
Future Volume (veh/h)	165	2667	0	0	0	0	0	216	125	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	179	2899	0				0	235	136			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	1097	3145	0				0	557	311			
Arrive On Green	0.20	0.20	0.00				0.00	0.25	0.25			
Sat Flow, veh/h	1781	5274	0				0	2293	1227			
Grp Volume(v), veh/h	179	2899	0				0	188	183			
Grp Sat Flow(s),veh/h/ln	1781	1702	0				0	1777	1650			
Q Serve(g_s), s	6.2	41.7	0.0				0.0	6.6	7.0			
Cycle Q Clear(g_c), s	6.2	41.7	0.0				0.0	6.6	7.0			
Prop In Lane	1.00		0.00				0.00		0.74			
Lane Grp Cap(c), veh/h	1097	3145	0				0	450	418			
V/C Ratio(X)	0.16	0.92	0.00				0.00	0.42	0.44			
Avail Cap(c_a), veh/h	1097	3145	0				0	450	418			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	13.9	28.1	0.0				0.0	23.4	23.5			
Incr Delay (d2), s/veh	0.3	5.8	0.0				0.0	2.8	3.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.5	20.3	0.0				0.0	3.1	3.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.3	33.9	0.0				0.0	26.2	26.8			
LnGrp LOS	B	C	A				A	C	C			
Approach Vol, veh/h		3078						371				
Approach Delay, s/veh		32.7						26.5				
Approach LOS		C						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		51.1						23.9				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		46.2						19.0				
Max Q Clear Time (g_c+I1), s		43.7						9.0				
Green Ext Time (p_c), s		2.4						1.6				
Intersection Summary												
HCM 6th Ctrl Delay			32.1									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	278	919	8	702	2598	0	9	60	355	0	34	187
Future Volume (veh/h)	278	919	8	702	2598	0	9	60	355	0	34	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		1.00	1.00		1.00	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	287	947	8	724	2678	0	9	62	0	0	35	193
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	313	1271	558	1387	3085	0	381	206		0	111	153
Arrive On Green	0.18	0.25	0.25	0.40	0.49	0.00	0.11	0.11	0.00	0.00	0.06	0.06
Sat Flow, veh/h	1781	4985	1503	3456	6537	0	3456	1870	1585	0	1870	2578
Grp Volume(v), veh/h	287	947	8	724	2678	0	9	62	0	0	35	193
Grp Sat Flow(s),veh/h/ln	1781	1662	1503	1728	1570	0	1728	1870	1585	0	1870	1289
Q Serve(g_s), s	19.0	21.0	0.4	19.0	45.4	0.0	0.3	3.7	0.0	0.0	2.2	7.1
Cycle Q Clear(g_c), s	19.0	21.0	0.4	19.0	45.4	0.0	0.3	3.7	0.0	0.0	2.2	7.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	313	1271	558	1387	3085	0	381	206		0	111	153
V/C Ratio(X)	0.92	0.75	0.01	0.52	0.87	0.00	0.02	0.30		0.00	0.32	1.27
Avail Cap(c_a), veh/h	350	1271	558	1387	3085	0	1066	577		0	111	153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.00	0.99	0.99	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	48.6	41.1	24.3	27.2	27.1	0.0	47.6	49.1	0.0	0.0	54.1	56.5
Incr Delay (d2), s/veh	25.1	4.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	1.6	161.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	8.7	0.2	7.5	15.7	0.0	0.1	1.7	0.0	0.0	1.1	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.7	45.1	24.3	27.2	27.4	0.0	47.6	49.4	0.0	0.0	55.7	217.6
LnGrp LOS	E	D	C	C	C	A	D	D		A	E	F
Approach Vol, veh/h		1242			3402			71	A		228	
Approach Delay, s/veh		51.6			27.4			49.2			192.8	
Approach LOS		D			C			D			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	53.6	36.3		12.0	25.5	64.3		18.1				
Change Period (Y+Rc), s	5.4	* 5.7		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	25.4	* 31		7.1	23.6	32.7		37.0				
Max Q Clear Time (g_c+I1), s	21.0	23.0		9.1	21.0	47.4		5.7				
Green Ext Time (p_c), s	0.7	5.0		0.0	0.1	0.0		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		41.4	
HCM 6th LOS		D	

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3566	91	252	1779	35	346
Future Volume (veh/h)	3566	91	252	1779	35	346
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.95	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	3794	97	268	1893	37	368
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	2	2	5	2	2
Cap, veh/h	3559	852	1011	5674	475	380
Arrive On Green	0.57	0.57	0.59	1.00	0.27	0.27
Sat Flow, veh/h	6537	1503	3456	6537	1781	1427
Grp Volume(v), veh/h	3794	97	268	1893	37	368
Grp Sat Flow(s),veh/h/ln	1570	1503	1728	1570	1781	1427
Q Serve(g_s), s	68.0	3.6	4.6	0.0	1.9	30.6
Cycle Q Clear(g_c), s	68.0	3.6	4.6	0.0	1.9	30.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3559	852	1011	5674	475	380
V/C Ratio(X)	1.07	0.11	0.27	0.33	0.08	0.97
Avail Cap(c_a), veh/h	3559	852	1011	5674	475	380
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.94	0.94	1.00	1.00
Uniform Delay (d), s/veh	26.0	12.0	18.6	0.0	33.0	43.5
Incr Delay (d2), s/veh	30.4	0.0	0.0	0.1	0.0	37.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.9	1.1	1.7	0.1	0.8	14.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	56.4	12.1	18.6	0.1	33.0	80.8
LnGrp LOS	F	B	B	A	C	F
Approach Vol, veh/h	3891			2161	405	
Approach Delay, s/veh	55.3			2.4	76.4	
Approach LOS	E			A	E	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	41.3	73.3			114.6	36.9
Change Period (Y+Rc), s	5.3	* 5.3			5.3	4.9
Max Green Setting (Gmax), s	5.4	* 68			77.8	32.0
Max Q Clear Time (g_c+I1), s	6.6	70.0			2.0	32.6
Green Ext Time (p_c), s	0.0	0.0			56.7	0.0

Intersection Summary	
HCM 6th Ctrl Delay	38.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3586	4	28	1921	0	19
Future Volume (veh/h)	3586	4	28	1921	0	19
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.94	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1870	1826	1900	1900
Adj Flow Rate, veh/h	3856	4	30	2066	0	20
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	5	2	5	0	0
Cap, veh/h	4038	4	43	4304	0	28
Arrive On Green	0.79	0.79	0.02	0.86	0.00	0.02
Sat Flow, veh/h	5307	5	1781	5149	0	1521
Grp Volume(v), veh/h	2491	1369	30	2066	0	21
Grp Sat Flow(s),veh/h/ln	1662	1825	1781	1662	0	1597
Q Serve(g_s), s	52.3	52.5	1.4	7.9	0.0	1.1
Cycle Q Clear(g_c), s	52.3	52.5	1.4	7.9	0.0	1.1
Prop In Lane		0.00	1.00		0.00	0.95
Lane Grp Cap(c), veh/h	2609	1433	43	4304	0	30
V/C Ratio(X)	0.95	0.96	0.70	0.48	0.00	0.71
Avail Cap(c_a), veh/h	2609	1433	88	4429	0	355
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.5	7.5	39.4	1.3	0.0	39.7
Incr Delay (d2), s/veh	9.6	15.0	7.3	0.3	0.0	26.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	13.1	0.7	0.1	0.0	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.1	22.5	46.7	1.6	0.0	66.2
LnGrp LOS	B	C	D	A	A	E
Approach Vol, veh/h	3860			2096	21	
Approach Delay, s/veh	19.0			2.2	66.2	
Approach LOS	B			A	E	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.4	69.1			75.5	5.9
Change Period (Y+Rc), s	4.4	5.2			5.2	4.4
Max Green Setting (Gmax), s	4.0	63.9			72.3	18.1
Max Q Clear Time (g_c+I1), s	3.4	54.5			9.9	3.1
Green Ext Time (p_c), s	0.0	9.4			54.7	0.0

Intersection Summary		
HCM 6th Ctrl Delay		13.3
HCM 6th LOS		B

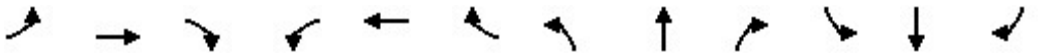
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	858	0	0	1739	1684
Future Volume (veh/h)	0	858	0	0	1739	1684
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				0.99
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	953			1932	1871
Peak Hour Factor	0.90	0.90			0.90	0.90
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			3249	1505
Arrive On Green	0.00	0.00			0.95	0.95
Sat Flow, veh/h	0				3572	1577
Grp Volume(v), veh/h	0.0				1932	1871
Grp Sat Flow(s),veh/h/ln					1702	1577
Q Serve(g_s), s					5.9	94.5
Cycle Q Clear(g_c), s					5.9	94.5
Prop In Lane						1.00
Lane Grp Cap(c), veh/h					3249	1505
V/C Ratio(X)					0.59	1.24
Avail Cap(c_a), veh/h					3249	1505
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.2	2.3
Incr Delay (d2), s/veh					0.3	115.2
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.1	48.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					0.5	117.5
LnGrp LOS					A	F
Approach Vol, veh/h					3803	
Approach Delay, s/veh					58.1	
Approach LOS					E	

Timer - Assigned Phs	6
Phs Duration (G+Y+Rc), s	99.0
Change Period (Y+Rc), s	4.5
Max Green Setting (Gmax), s	94.5
Max Q Clear Time (g_c+I1), s	96.5
Green Ext Time (p_c), s	0.0

Intersection Summary	
HCM 6th Ctrl Delay	58.1
HCM 6th LOS	E

Notes

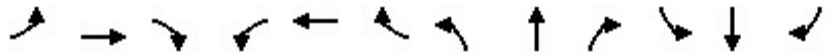
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	276	94	447	642	146	205	326	164	100	371	123
Future Volume (veh/h)	89	276	94	447	642	146	205	326	164	100	371	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	297	101	481	690	157	220	351	176	108	399	132
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	118	939	415	503	708	161	241	830	361	132	655	205
Arrive On Green	0.07	0.26	0.26	0.28	0.48	0.48	0.14	0.23	0.23	0.07	0.17	0.17
Sat Flow, veh/h	1781	3554	1572	1781	1473	335	1781	3554	1548	1781	3801	1188
Grp Volume(v), veh/h	96	297	101	481	0	847	220	351	176	108	355	176
Grp Sat Flow(s),veh/h/ln	1781	1777	1572	1781	0	1808	1781	1777	1548	1781	1702	1585
Q Serve(g_s), s	6.9	8.7	6.6	34.6	0.0	59.6	15.9	10.9	12.8	7.8	12.5	13.5
Cycle Q Clear(g_c), s	6.9	8.7	6.6	34.6	0.0	59.6	15.9	10.9	12.8	7.8	12.5	13.5
Prop In Lane	1.00		1.00	1.00		0.19	1.00		1.00	1.00		0.75
Lane Grp Cap(c), veh/h	118	939	415	503	0	869	241	830	361	132	587	273
V/C Ratio(X)	0.82	0.32	0.24	0.96	0.00	0.98	0.91	0.42	0.49	0.82	0.60	0.64
Avail Cap(c_a), veh/h	118	939	415	520	0	877	241	909	396	219	829	386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.0	38.4	37.7	45.9	0.0	33.1	55.5	42.4	43.1	59.4	49.8	50.1
Incr Delay (d2), s/veh	32.2	0.1	0.1	28.0	0.0	24.3	34.9	0.6	1.9	4.7	1.8	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	3.9	2.6	19.3	0.0	31.6	9.4	4.9	5.2	3.7	5.5	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.2	38.5	37.8	73.9	0.0	57.4	90.5	43.1	45.0	64.1	51.6	54.6
LnGrp LOS	F	D	D	E	A	E	F	D	D	E	D	D
Approach Vol, veh/h		494			1328			747			639	
Approach Delay, s/veh		48.8			63.4			57.5			54.5	
Approach LOS		D			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	35.7	41.1	39.3	22.0	27.7	13.0	67.4
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	16.0	33.3	38.0	33.7	17.6	31.7	8.6	63.1
Max Q Clear Time (g_c+I1), s	9.8	14.8	36.6	10.7	17.9	15.5	8.9	61.6
Green Ext Time (p_c), s	0.1	4.6	0.2	1.5	0.0	4.8	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	58.0
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	249	363	155	368	0	0	0	0	100	1810	777
Future Volume (veh/h)	0	249	363	155	368	0	0	0	0	100	1810	777
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	254	370	158	376	0				102	2046	660
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	518	439	196	518	0				956	3010	838
Arrive On Green	0.00	0.28	0.28	0.28	0.28	0.00				0.54	0.54	0.54
Sat Flow, veh/h	0	1870	1585	393	1955	0				1781	5611	1561
Grp Volume(v), veh/h	0	254	370	232	302	0				102	2046	660
Grp Sat Flow(s),veh/h/ln	0	1870	1585	646	1617	0				1781	1870	1561
Q Serve(g_s), s	0.0	7.9	15.3	11.4	11.6	0.0				2.0	18.5	23.7
Cycle Q Clear(g_c), s	0.0	7.9	15.3	19.3	11.6	0.0				2.0	18.5	23.7
Prop In Lane	0.00		1.00	0.68		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	518	439	266	448	0				956	3010	838
V/C Ratio(X)	0.00	0.49	0.84	0.87	0.67	0.00				0.11	0.68	0.79
Avail Cap(c_a), veh/h	0	518	439	266	448	0				964	3036	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	21.1	23.8	29.4	22.4	0.0				7.9	11.8	13.0
Incr Delay (d2), s/veh	0.0	0.3	13.2	25.5	3.7	0.0				0.1	0.8	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.4	7.1	5.8	4.7	0.0				0.7	6.7	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.3	36.9	54.9	26.1	0.0				8.0	12.5	18.5
LnGrp LOS	A	C	D	D	C	A				A	B	B
Approach Vol, veh/h		624			534						2808	
Approach Delay, s/veh		30.6			38.6						13.8	
Approach LOS		C			D						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		26.0		43.7		26.0
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		19.3		37.7		19.3
Max Q Clear Time (g_c+I1), s		17.3		25.7		21.3
Green Ext Time (p_c), s		0.4		11.7		0.0

Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

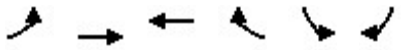
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	5	38	396	18	156	10	521	699	25	1020	1
Future Volume (veh/h)	5	5	38	396	18	156	10	521	699	25	1020	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	5	40	417	19	164	11	548	736	26	1074	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	12	29	230	462	69	597	19	1085	884	39	1668	2
Arrive On Green	0.01	0.16	0.16	0.26	0.41	0.41	0.01	0.31	0.31	0.02	0.32	0.32
Sat Flow, veh/h	1781	177	1419	1781	167	1438	1781	3554	1548	1781	5268	5
Grp Volume(v), veh/h	5	0	45	417	0	183	11	548	736	26	694	381
Grp Sat Flow(s),veh/h/ln	1781	0	1596	1781	0	1604	1781	1777	1548	1781	1702	1869
Q Serve(g_s), s	0.2	0.0	1.9	17.5	0.0	5.8	0.5	9.8	23.6	1.1	13.5	13.5
Cycle Q Clear(g_c), s	0.2	0.0	1.9	17.5	0.0	5.8	0.5	9.8	23.6	1.1	13.5	13.5
Prop In Lane	1.00		0.89	1.00		0.90	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	12	0	259	462	0	666	19	1085	884	39	1078	592
V/C Ratio(X)	0.43	0.00	0.17	0.90	0.00	0.27	0.57	0.51	0.83	0.66	0.64	0.64
Avail Cap(c_a), veh/h	115	0	640	542	0	1011	92	1085	884	92	1078	592
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	0.0	27.9	27.7	0.0	14.9	38.0	22.1	13.9	37.5	22.7	22.7
Incr Delay (d2), s/veh	22.6	0.0	0.1	16.7	0.0	0.1	9.3	0.7	7.3	6.8	1.3	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.7	9.3	0.0	2.1	0.3	3.9	11.2	0.5	5.2	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.9	0.0	28.0	44.3	0.0	15.0	47.4	22.7	21.3	44.3	24.0	25.1
LnGrp LOS	E	A	C	D	A	B	D	C	C	D	C	C
Approach Vol, veh/h		50			600			1295			1101	
Approach Delay, s/veh		31.3			35.4			22.1			24.8	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	29.3	24.6	17.3	5.2	30.2	5.0	36.9
Change Period (Y+Rc), s	4.4	* 5.7	4.5	* 4.8	4.4	5.7	4.5	* 4.8
Max Green Setting (Gmax), s	4.6	* 24	23.5	* 31	4.0	22.9	5.0	* 49
Max Q Clear Time (g_c+I1), s	3.1	25.6	19.5	3.9	2.5	15.5	2.2	7.8
Green Ext Time (p_c), s	0.0	0.0	0.6	0.1	0.0	3.8	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	25.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1757	2535	3497	14	0	97
Future Volume (veh/h)	1757	2535	3497	14	0	97
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1849	2668	3681	0	0	102
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	1561	3047	2684		101	583
Arrive On Green	0.31	0.88	0.54	0.00	0.00	0.06
Sat Flow, veh/h	5023	3561	5149	1585	1781	1585
Grp Volume(v), veh/h	1849	2668	3681	0	0	102
Grp Sat Flow(s),veh/h/ln	1674	1735	1662	1585	1781	1585
Q Serve(g_s), s	46.6	60.8	80.8	0.0	0.0	6.5
Cycle Q Clear(g_c), s	46.6	60.8	80.8	0.0	0.0	6.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1561	3047	2684		101	583
V/C Ratio(X)	1.18	0.88	1.37		0.00	0.18
Avail Cap(c_a), veh/h	1561	3047	2684		202	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.00	0.00	1.00
Uniform Delay (d), s/veh	51.7	4.8	34.6	0.0	0.0	32.1
Incr Delay (d2), s/veh	90.0	3.9	167.5	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	62.0	10.5	72.0	0.0	0.0	7.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	141.7	8.7	202.1	0.0	0.0	32.2
LnGrp LOS	F	A	F		A	C
Approach Vol, veh/h		4517	3681	A	102	
Approach Delay, s/veh		63.1	202.1		32.2	
Approach LOS		E	F		C	

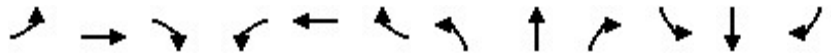
Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	137.1		12.9	51.0	86.1
Change Period (Y+Rc), s	5.3		4.4	4.4	* 5.3
Max Green Setting (Gmax), s	123.3		17.0	46.6	* 73
Max Q Clear Time (g_c+I1), s	62.8		8.5	48.6	82.8
Green Ext Time (p_c), s	60.0		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	124.4
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	782	1203	93	74	1206	59	179	363	74	66	209	1091
Future Volume (veh/h)	782	1203	93	74	1206	59	179	363	74	66	209	1091
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.95	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	798	1228	95	76	1231	60	183	370	76	67	213	1113
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	763	1599	124	722	2305	112	184	404	324	157	711	1123
Arrive On Green	0.22	0.48	0.48	0.41	0.67	0.67	0.10	0.22	0.22	0.09	0.20	0.20
Sat Flow, veh/h	3456	3342	258	1781	3446	168	1781	1870	1500	1781	3554	2535
Grp Volume(v), veh/h	798	652	671	76	634	657	183	370	76	67	213	1113
Grp Sat Flow(s),veh/h/ln	1728	1777	1823	1781	1777	1837	1781	1870	1500	1781	1777	1267
Q Serve(g_s), s	32.0	43.8	44.0	3.8	26.6	26.7	14.9	28.0	6.1	5.2	7.4	29.0
Cycle Q Clear(g_c), s	32.0	43.8	44.0	3.8	26.6	26.7	14.9	28.0	6.1	5.2	7.4	29.0
Prop In Lane	1.00		0.14	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	763	850	872	722	1189	1229	184	404	324	157	711	1123
V/C Ratio(X)	1.05	0.77	0.77	0.11	0.53	0.53	0.99	0.92	0.23	0.43	0.30	0.99
Avail Cap(c_a), veh/h	763	850	872	722	1189	1229	184	458	367	157	711	1123
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.71	0.71	0.71	0.98	0.98	0.98	0.72	0.72	0.72
Uniform Delay (d), s/veh	56.5	31.1	31.2	26.8	12.4	12.4	64.9	55.6	47.0	62.6	49.4	112.9
Incr Delay (d2), s/veh	45.4	6.5	6.5	0.2	1.2	1.2	63.5	21.6	0.4	0.5	0.2	20.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.5	19.7	20.3	1.7	10.2	10.6	10.0	15.5	2.3	2.4	3.3	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.9	37.7	37.7	27.0	13.6	13.6	128.4	77.1	47.4	63.1	49.6	133.6
LnGrp LOS	F	D	D	C	B	B	F	E	D	E	D	F
Approach Vol, veh/h		2121			1367			629			1393	
Approach Delay, s/veh		61.8			14.3			88.4			117.4	
Approach LOS		E			B			F			F	

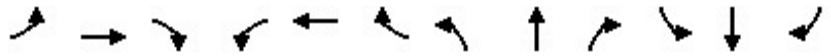
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	36.2	66.0	74.6	19.4	34.0	36.4	104.2
Change Period (Y+Rc), s	4.4	4.9	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	8.6	35.5	12.6	* 69	15.0	29.0	32.0	49.4
Max Q Clear Time (g_c+I1), s	7.2	30.0	5.8	46.0	16.9	31.0	34.0	28.7
Green Ext Time (p_c), s	0.0	1.3	0.0	12.6	0.0	0.0	0.0	7.7

Intersection Summary	
HCM 6th Ctrl Delay	67.1
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



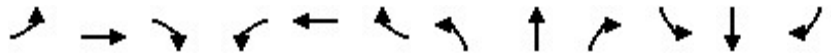
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1121	112	87	180	0	0	0	0	384	500	1192
Future Volume (veh/h)	0	1121	112	87	180	0	0	0	0	384	500	1192
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1218	122	95	196	0				417	543	1296
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	2527	252	90	3037	0				656	955	1219
Arrive On Green	0.00	0.77	0.77	0.05	0.85	0.00				0.45	0.45	0.45
Sat Flow, veh/h	0	3355	326	1781	3647	0				1456	2119	2705
Grp Volume(v), veh/h	0	662	678	95	196	0				515	445	1296
Grp Sat Flow(s),veh/h/ln	0	1777	1811	1781	1777	0				1798	1777	1353
Q Serve(g_s), s	0.0	20.1	20.2	7.6	1.3	0.0				33.1	27.5	67.6
Cycle Q Clear(g_c), s	0.0	20.1	20.2	7.6	1.3	0.0				33.1	27.5	67.6
Prop In Lane	0.00		0.18	1.00		0.00				0.81		1.00
Lane Grp Cap(c), veh/h	0	1376	1403	90	3037	0				810	801	1219
V/C Ratio(X)	0.00	0.48	0.48	1.05	0.06	0.00				0.64	0.56	1.06
Avail Cap(c_a), veh/h	0	1376	1403	90	3037	0				810	801	1219
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.62	0.62	0.35	0.35	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	6.1	6.1	71.2	1.7	0.0				31.7	30.2	41.2
Incr Delay (d2), s/veh	0.0	0.7	0.7	70.5	0.0	0.0				3.8	2.8	44.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.7	6.9	5.2	0.3	0.0				15.4	12.6	29.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.8	6.8	141.7	1.7	0.0				35.5	33.0	85.5
LnGrp LOS	A	A	A	F	A	A				D	C	F
Approach Vol, veh/h		1340			291						2256	
Approach Delay, s/veh		6.8			47.4						63.7	
Approach LOS		A			D						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.0	124.5		73.0		136.5
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	7.6	* 60		67.6		70.4
Max Q Clear Time (g_c+I1), s	9.6	22.2		69.6		3.3
Green Ext Time (p_c), s	0.0	2.9		0.0		0.4

Intersection Summary		
HCM 6th Ctrl Delay		42.9
HCM 6th LOS		D

Notes

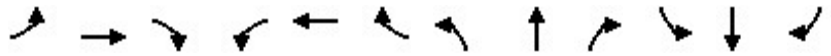
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



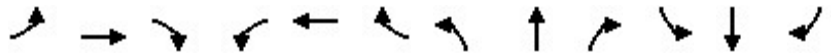
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2461	117	0	0	0	0	0	0	258	583	0
Future Volume (veh/h)	0	2461	117	0	0	0	0	0	0	258	583	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2537	121							266	601	0
Peak Hour Factor	0.97	0.97	0.97							0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3727	177							432	1070	0
Arrive On Green	0.00	0.19	0.19							0.29	0.29	0.00
Sat Flow, veh/h	0	6592	301							1495	3873	0
Grp Volume(v), veh/h	0	1932	726							319	548	0
Grp Sat Flow(s),veh/h/ln	0	1609	1805							1796	1702	0
Q Serve(g_s), s	0.0	29.7	29.9							12.3	10.9	0.0
Cycle Q Clear(g_c), s	0.0	29.7	29.9							12.3	10.9	0.0
Prop In Lane	0.00		0.17							0.83		0.00
Lane Grp Cap(c), veh/h	0	2841	1063							518	983	0
V/C Ratio(X)	0.00	0.68	0.68							0.62	0.56	0.00
Avail Cap(c_a), veh/h	0	2841	1063							518	983	0
HCM Platoon Ratio	1.00	0.33	0.33							1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	25.2	25.3							24.6	24.1	0.0
Incr Delay (d2), s/veh	0.0	1.3	3.6							5.4	2.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.9	15.2							5.9	4.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	26.6	28.9							30.0	26.4	0.0
LnGrp LOS	A	C	C							C	C	A
Approach Vol, veh/h		2658									867	
Approach Delay, s/veh		27.2									27.7	
Approach LOS		C									C	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	52.0	28.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	47.1	23.1
Max Q Clear Time (g_c+I1), s	31.9	14.3
Green Ext Time (p_c), s	8.4	1.9

Intersection Summary	
HCM 6th Ctrl Delay	27.3
HCM 6th LOS	C



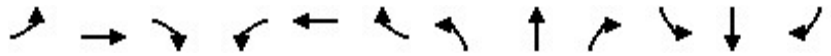
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	2905	0	0	0	0	0	146	200	0	0	0
Future Volume (veh/h)	161	2905	0	0	0	0	0	146	200	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.90			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	166	2995	0				0	151	206			
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	209	4058	0				0	424	340			
Arrive On Green	0.21	0.21	0.00				0.00	0.24	0.24			
Sat Flow, veh/h	327	6614	0				0	1870	1424			
Grp Volume(v), veh/h	941	2220	0				0	151	206			
Grp Sat Flow(s),veh/h/ln	1854	1609	0				0	1777	1424			
Q Serve(g_s), s	38.5	34.3	0.0				0.0	5.7	10.3			
Cycle Q Clear(g_c), s	38.5	34.3	0.0				0.0	5.7	10.3			
Prop In Lane	0.18		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1184	3082	0				0	424	340			
V/C Ratio(X)	0.79	0.72	0.00				0.00	0.36	0.61			
Avail Cap(c_a), veh/h	1184	3082	0				0	424	340			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	26.6	24.9	0.0				0.0	25.3	27.1			
Incr Delay (d2), s/veh	5.5	1.5	0.0				0.0	2.3	7.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	20.6	14.9	0.0				0.0	2.6	4.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	26.4	0.0				0.0	27.7	34.9			
LnGrp LOS	C	C	A				A	C	C			
Approach Vol, veh/h		3161						357				
Approach Delay, s/veh		28.1						31.8				
Approach LOS		C						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		56.0						24.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		51.1						19.1				
Max Q Clear Time (g_c+I1), s		40.5						12.3				
Green Ext Time (p_c), s		10.2						1.3				
Intersection Summary												
HCM 6th Ctrl Delay			28.5									
HCM 6th LOS			C									



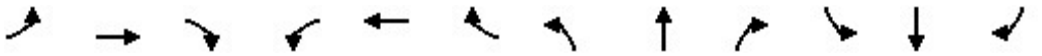
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3138	188	0	0	0	0	0	0	195	476	0
Future Volume (veh/h)	0	3138	188	0	0	0	0	0	0	195	476	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	3202	192							199	486	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3963	234							434	866	0
Arrive On Green	0.00	0.21	0.21							0.24	0.24	0.00
Sat Flow, veh/h	0	6515	369							1781	3647	0
Grp Volume(v), veh/h	0	2458	936							199	486	0
Grp Sat Flow(s),veh/h/ln	0	1609	1797							1781	1777	0
Q Serve(g_s), s	0.0	38.7	39.8							7.6	9.6	0.0
Cycle Q Clear(g_c), s	0.0	38.7	39.8							7.6	9.6	0.0
Prop In Lane	0.00		0.21							1.00		0.00
Lane Grp Cap(c), veh/h	0	3058	1139							434	866	0
V/C Ratio(X)	0.00	0.80	0.82							0.46	0.56	0.00
Avail Cap(c_a), veh/h	0	3058	1139							434	866	0
HCM Platoon Ratio	1.00	0.33	0.33							1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	26.9	27.3							25.8	26.5	0.0
Incr Delay (d2), s/veh	0.0	2.3	6.7							3.5	2.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.0	20.9							3.6	4.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.3	34.0							29.2	29.1	0.0
LnGrp LOS	A	C	C							C	C	A
Approach Vol, veh/h		3394									685	
Approach Delay, s/veh		30.6									29.1	
Approach LOS		C									C	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	55.6	24.4
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	50.7	19.5
Max Q Clear Time (g_c+I1), s	41.8	11.6
Green Ext Time (p_c), s	8.7	2.5

Intersection Summary	
HCM 6th Ctrl Delay	30.3
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	3030	0	0	0	0	0	175	105	0	0	0
Future Volume (veh/h)	119	3030	0	0	0	0	0	175	105	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	125	3189	0				0	184	111			
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	1140	3268	0				0	516	297			
Arrive On Green	0.21	0.21	0.00				0.00	0.24	0.24			
Sat Flow, veh/h	1781	5274	0				0	2267	1249			
Grp Volume(v), veh/h	125	3189	0				0	149	146			
Grp Sat Flow(s),veh/h/ln	1781	1702	0				0	1777	1646			
Q Serve(g_s), s	4.5	49.6	0.0				0.0	5.6	6.0			
Cycle Q Clear(g_c), s	4.5	49.6	0.0				0.0	5.6	6.0			
Prop In Lane	1.00		0.00				0.00		0.76			
Lane Grp Cap(c), veh/h	1140	3268	0				0	422	391			
V/C Ratio(X)	0.11	0.98	0.00				0.00	0.35	0.37			
Avail Cap(c_a), veh/h	1140	3268	0				0	422	391			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	13.1	30.9	0.0				0.0	25.4	25.5			
Incr Delay (d2), s/veh	0.2	11.0	0.0				0.0	2.3	2.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	25.5	0.0				0.0	2.6	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.3	42.0	0.0				0.0	27.7	28.3			
LnGrp LOS	B	D	A				A	C	C			
Approach Vol, veh/h		3314						295				
Approach Delay, s/veh		40.9						28.0				
Approach LOS		D						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		56.1						23.9				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		51.2						19.0				
Max Q Clear Time (g_c+I1), s		51.6						8.0				
Green Ext Time (p_c), s		0.0						1.3				
Intersection Summary												
HCM 6th Ctrl Delay			39.8									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	340	775	8	610	2446	0	9	100	366	0	36	192
Future Volume (veh/h)	340	775	8	610	2446	0	9	100	366	0	36	192
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		1.00	1.00		1.00	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	378	861	9	678	2718	0	10	111	0	0	40	213
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	380	1429	557	1394	3063	0	264	143		0	111	154
Arrive On Green	0.21	0.29	0.29	0.40	0.49	0.00	0.08	0.08	0.00	0.00	0.06	0.06
Sat Flow, veh/h	1781	4985	1519	3456	6537	0	3456	1870	1585	0	1870	2606
Grp Volume(v), veh/h	378	861	9	678	2718	0	10	111	0	0	40	213
Grp Sat Flow(s),veh/h/ln	1781	1662	1519	1728	1570	0	1728	1870	1585	0	1870	1303
Q Serve(g_s), s	25.4	17.9	0.5	17.5	46.9	0.0	0.3	7.0	0.0	0.0	2.5	7.1
Cycle Q Clear(g_c), s	25.4	17.9	0.5	17.5	46.9	0.0	0.3	7.0	0.0	0.0	2.5	7.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	380	1429	557	1394	3063	0	264	143		0	111	154
V/C Ratio(X)	0.99	0.60	0.02	0.49	0.89	0.00	0.04	0.78		0.00	0.36	1.38
Avail Cap(c_a), veh/h	380	1429	557	1394	3063	0	1066	577		0	111	154
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.00	0.98	0.98	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	47.1	36.9	24.5	26.6	27.8	0.0	51.3	54.4	0.0	0.0	54.3	56.5
Incr Delay (d2), s/veh	44.6	1.9	0.1	0.0	0.4	0.0	0.0	3.3	0.0	0.0	2.0	206.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.6	7.3	0.2	6.9	16.3	0.0	0.1	3.4	0.0	0.0	1.2	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	91.8	38.8	24.5	26.6	28.2	0.0	51.3	57.7	0.0	0.0	56.2	263.2
LnGrp LOS	F	D	C	C	C	A	D	E		A	E	F
Approach Vol, veh/h		1248			3396			121	A		253	
Approach Delay, s/veh		54.7			27.9			57.2			230.5	
Approach LOS		D			C			E			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	53.8	40.1		12.0	30.0	63.9		14.1				
Change Period (Y+Rc), s	5.4	* 5.7		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	21.6	* 34		7.1	25.6	30.7		37.0				
Max Q Clear Time (g_c+I1), s	19.5	19.9		9.1	27.4	48.9		9.0				
Green Ext Time (p_c), s	0.4	7.6		0.0	0.0	0.0		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		45.5	
HCM 6th LOS		D	

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3876	91	239	1366	70	249
Future Volume (veh/h)	3876	91	239	1366	70	249
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.93	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	3996	94	246	1408	72	257
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	2	2	5	2	2
Cap, veh/h	3544	833	380	4512	350	281
Arrive On Green	0.56	0.56	0.22	1.00	0.20	0.20
Sat Flow, veh/h	6537	1477	3456	6537	1781	1427
Grp Volume(v), veh/h	3996	94	246	1408	72	257
Grp Sat Flow(s),veh/h/ln	1570	1477	1728	1570	1781	1427
Q Serve(g_s), s	67.7	3.6	7.8	0.0	4.1	21.2
Cycle Q Clear(g_c), s	67.7	3.6	7.8	0.0	4.1	21.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3544	833	380	4512	350	281
V/C Ratio(X)	1.13	0.11	0.65	0.31	0.21	0.92
Avail Cap(c_a), veh/h	3544	833	380	4512	475	380
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.98	0.98	1.00	1.00
Uniform Delay (d), s/veh	26.2	12.2	44.7	0.0	40.4	47.2
Incr Delay (d2), s/veh	57.9	0.0	2.9	0.2	0.1	18.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	66.6	1.1	3.2	0.1	1.8	9.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	84.0	12.2	47.6	0.2	40.5	66.1
LnGrp LOS	F	B	D	A	D	E
Approach Vol, veh/h	4090			1654	329	
Approach Delay, s/veh	82.4			7.2	60.5	
Approach LOS	F			A	E	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	18.5	73.0			91.5	28.5
Change Period (Y+Rc), s	5.3	* 5.3			5.3	4.9
Max Green Setting (Gmax), s	5.7	* 68			77.8	32.0
Max Q Clear Time (g_c+I1), s	9.8	69.7			2.0	23.2
Green Ext Time (p_c), s	0.0	0.0			37.9	0.4

Intersection Summary		
HCM 6th Ctrl Delay	60.7	
HCM 6th LOS	E	

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3788	12	25	1244	0	27
Future Volume (veh/h)	3788	12	25	1244	0	27
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.93	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1870	1826	1900	1900
Adj Flow Rate, veh/h	3905	12	26	1282	0	28
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	5	2	5	0	0
Cap, veh/h	4276	13	35	4450	0	33
Arrive On Green	0.83	0.83	0.02	0.89	0.00	0.02
Sat Flow, veh/h	5293	16	1781	5149	0	1538
Grp Volume(v), veh/h	2528	1389	26	1282	0	29
Grp Sat Flow(s),veh/h/ln	1662	1822	1781	1662	0	1593
Q Serve(g_s), s	59.2	59.8	1.6	4.2	0.0	2.0
Cycle Q Clear(g_c), s	59.2	59.8	1.6	4.2	0.0	2.0
Prop In Lane		0.01	1.00		0.00	0.97
Lane Grp Cap(c), veh/h	2770	1519	35	4450	0	34
V/C Ratio(X)	0.91	0.91	0.74	0.29	0.00	0.84
Avail Cap(c_a), veh/h	2772	1520	70	4550	0	259
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.5	6.5	54.6	0.9	0.0	54.6
Incr Delay (d2), s/veh	5.6	9.6	10.5	0.1	0.0	39.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	13.6	0.8	0.1	0.0	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.1	16.2	65.1	1.0	0.0	93.8
LnGrp LOS	B	B	E	A	A	F
Approach Vol, veh/h	3917			1308	29	
Approach Delay, s/veh	13.5			2.3	93.8	
Approach LOS	B			A	F	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.6	98.5				105.2	6.8
Change Period (Y+Rc), s	4.4	5.2				5.2	4.4
Max Green Setting (Gmax), s	4.4	93.4				102.2	18.2
Max Q Clear Time (g_c+I1), s	3.6	61.8				6.2	4.0
Green Ext Time (p_c), s	0.0	31.5				39.8	0.0

Intersection Summary		
HCM 6th Ctrl Delay	11.2	
HCM 6th LOS	B	

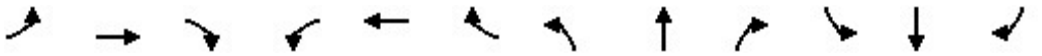
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1133	0	0	1428	1711
Future Volume (veh/h)	0	1133	0	0	1428	1711
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	1205			1519	1820
Peak Hour Factor	0.94	0.94			0.94	0.94
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			2990	1388
Arrive On Green	0.00	0.00			0.88	0.88
Sat Flow, veh/h	0				3572	1581
Grp Volume(v), veh/h	0.0				1519	1820
Grp Sat Flow(s),veh/h/ln					1702	1581
Q Serve(g_s), s					3.6	32.5
Cycle Q Clear(g_c), s					3.6	32.5
Prop In Lane						1.00
Lane Grp Cap(c), veh/h					2990	1388
V/C Ratio(X)					0.51	1.31
Avail Cap(c_a), veh/h					2990	1388
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.5	2.3
Incr Delay (d2), s/veh					0.1	145.2
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.1	56.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					0.6	147.4
LnGrp LOS					A	F
Approach Vol, veh/h					3339	
Approach Delay, s/veh					80.7	
Approach LOS					F	

Timer - Assigned Phs	6
Phs Duration (G+Y+Rc), s	37.0
Change Period (Y+Rc), s	4.5
Max Green Setting (Gmax), s	32.5
Max Q Clear Time (g_c+I1), s	34.5
Green Ext Time (p_c), s	0.0

Intersection Summary	
HCM 6th Ctrl Delay	80.7
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.



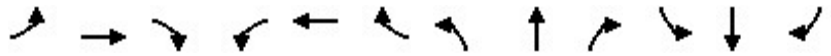
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	301	134	350	462	153	185	493	86	274	1242	106
Future Volume (veh/h)	111	301	134	350	462	153	185	493	86	274	1242	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	118	320	143	372	491	163	197	524	91	291	1321	113
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	141	885	394	372	509	169	203	773	343	316	1346	115
Arrive On Green	0.08	0.25	0.25	0.21	0.38	0.38	0.11	0.22	0.22	0.18	0.28	0.28
Sat Flow, veh/h	1781	3554	1581	1781	1343	446	1781	3554	1576	1781	4788	410
Grp Volume(v), veh/h	118	320	143	372	0	654	197	524	91	291	939	495
Grp Sat Flow(s),veh/h/ln	1781	1777	1581	1781	0	1789	1781	1777	1576	1781	1702	1793
Q Serve(g_s), s	8.4	9.6	9.6	27.0	0.0	46.2	14.2	17.5	6.2	20.7	35.4	35.4
Cycle Q Clear(g_c), s	8.4	9.6	9.6	27.0	0.0	46.2	14.2	17.5	6.2	20.7	35.4	35.4
Prop In Lane	1.00		1.00	1.00		0.25	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	141	885	394	372	0	678	203	773	343	316	957	504
V/C Ratio(X)	0.84	0.36	0.36	1.00	0.00	0.96	0.97	0.68	0.27	0.92	0.98	0.98
Avail Cap(c_a), veh/h	141	908	404	372	0	690	203	773	343	364	957	504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.7	40.0	40.0	51.1	0.0	39.2	57.0	46.4	42.0	52.2	46.1	46.1
Incr Delay (d2), s/veh	32.4	0.1	0.2	46.3	0.0	25.5	54.6	3.0	0.8	24.7	24.7	35.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	4.3	3.8	16.9	0.0	25.0	9.4	8.0	2.5	11.3	18.0	20.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	91.0	40.1	40.3	97.4	0.0	64.7	111.6	49.3	42.7	76.9	70.8	81.5
LnGrp LOS	F	D	D	F	A	E	F	D	D	E	E	F
Approach Vol, veh/h		581			1026			812			1725	
Approach Delay, s/veh		50.5			76.6			63.7			74.9	
Approach LOS		D			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.3	33.4	31.4	37.1	19.1	41.6	14.6	53.9
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	26.4	24.6	27.0	33.0	14.7	36.3	10.2	49.8
Max Q Clear Time (g_c+I1), s	22.7	19.5	29.0	11.6	16.2	37.4	10.4	48.2
Green Ext Time (p_c), s	0.2	2.4	0.0	1.7	0.0	0.0	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	69.7
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	388	401	120	334	0	0	0	0	298	2668	503
Future Volume (veh/h)	0	388	401	120	334	0	0	0	0	298	2668	503
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	417	431	129	359	0				320	2869	541
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	597	505	115	548	0				1064	3353	947
Arrive On Green	0.00	0.32	0.32	0.32	0.32	0.00				0.60	0.60	0.60
Sat Flow, veh/h	0	1870	1582	225	1804	0				1781	5611	1584
Grp Volume(v), veh/h	0	417	431	173	315	0				320	2869	541
Grp Sat Flow(s),veh/h/ln	0	1870	1582	327	1617	0				1781	1870	1584
Q Serve(g_s), s	0.0	28.3	36.9	17.9	23.8	0.0				12.8	61.0	30.2
Cycle Q Clear(g_c), s	0.0	28.3	36.9	46.2	23.8	0.0				12.8	61.0	30.2
Prop In Lane	0.00		1.00	0.74		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	597	505	148	516	0				1064	3353	947
V/C Ratio(X)	0.00	0.70	0.85	1.17	0.61	0.00				0.30	0.86	0.57
Avail Cap(c_a), veh/h	0	597	505	148	516	0				1066	3358	948
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	43.2	46.2	64.1	41.7	0.0				14.3	24.0	17.8
Incr Delay (d2), s/veh	0.0	3.1	12.8	128.4	1.9	0.0				0.3	2.5	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.8	16.4	10.8	9.9	0.0				5.3	26.9	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	46.3	59.0	192.5	43.6	0.0				14.6	26.5	19.0
LnGrp LOS	A	D	E	F	D	A				B	C	B
Approach Vol, veh/h		848			488						3730	
Approach Delay, s/veh		52.7			96.5						24.4	
Approach LOS		D			F						C	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		52.0		92.9		52.0
Change Period (Y+Rc), s		5.8		6.3		5.8
Max Green Setting (Gmax), s		46.2		86.7		46.2
Max Q Clear Time (g_c+I1), s		38.9		63.0		48.2
Green Ext Time (p_c), s		1.8		23.6		0.0

Intersection Summary	
HCM 6th Ctrl Delay	36.1
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	18	27	306	5	21	7	633	895	369	1688	2
Future Volume (veh/h)	5	18	27	306	5	21	7	633	895	369	1688	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	21	31	356	6	24	8	736	1041	429	1963	2
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	344	79	117	392	45	178	14	893	743	454	2626	3
Arrive On Green	0.19	0.12	0.12	0.22	0.14	0.14	0.01	0.25	0.25	0.25	0.50	0.50
Sat Flow, veh/h	1781	673	994	1781	322	1289	1781	3554	1568	1781	5268	5
Grp Volume(v), veh/h	6	0	52	356	0	30	8	736	1041	429	1268	697
Grp Sat Flow(s),veh/h/ln	1781	0	1667	1781	0	1611	1781	1777	1568	1781	1702	1869
Q Serve(g_s), s	0.3	0.0	3.4	23.3	0.0	2.0	0.5	23.3	30.0	28.2	35.6	35.6
Cycle Q Clear(g_c), s	0.3	0.0	3.4	23.3	0.0	2.0	0.5	23.3	30.0	28.2	35.6	35.6
Prop In Lane	1.00		0.60	1.00		0.80	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	344	0	197	392	0	223	14	893	743	454	1697	932
V/C Ratio(X)	0.02	0.00	0.26	0.91	0.00	0.13	0.58	0.82	1.40	0.94	0.75	0.75
Avail Cap(c_a), veh/h	344	0	405	604	0	860	60	893	743	486	1697	932
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	0.0	47.9	45.4	0.0	45.2	59.0	42.2	12.7	43.6	23.9	23.9
Incr Delay (d2), s/veh	0.0	0.0	0.3	12.5	0.0	0.1	13.2	6.8	188.9	26.0	1.9	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.4	11.7	0.0	0.8	0.3	10.9	48.8	15.5	14.1	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.0	0.0	48.2	57.9	0.0	45.3	72.2	49.0	201.5	69.6	25.8	27.3
LnGrp LOS	D	A	D	E	A	D	E	D	F	E	C	C
Approach Vol, veh/h		58			386			1785			2394	
Approach Delay, s/veh		47.2			56.9			138.1			34.1	
Approach LOS		D			E			F			C	

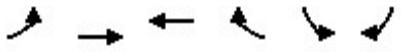
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.8	35.7	30.8	18.1	5.3	65.2	27.5	21.3
Change Period (Y+Rc), s	4.4	* 5.7	4.5	4.0	4.4	5.7	* 4.5	4.8
Max Green Setting (Gmax), s	32.6	* 30	40.5	29.0	4.0	57.9	* 5	63.7
Max Q Clear Time (g_c+I1), s	30.2	32.0	25.3	5.4	2.5	37.6	2.3	4.0
Green Ext Time (p_c), s	0.2	0.0	1.0	0.1	0.0	13.9	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	76.3
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	2154	3161	2915	40	0	50
Future Volume (veh/h)	2154	3161	2915	40	0	50
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	2244	3293	3036	0	0	52
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	1795	3139	2582		54	615
Arrive On Green	0.36	0.90	0.52	0.00	0.00	0.03
Sat Flow, veh/h	5023	3561	5149	1585	1781	1585
Grp Volume(v), veh/h	2244	3293	3036	0	0	52
Grp Sat Flow(s),veh/h/ln	1674	1735	1662	1585	1781	1585
Q Serve(g_s), s	53.6	135.7	77.7	0.0	0.0	3.1
Cycle Q Clear(g_c), s	53.6	135.7	77.7	0.0	0.0	3.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1795	3139	2582		54	615
V/C Ratio(X)	1.25	1.05	1.18		0.00	0.08
Avail Cap(c_a), veh/h	1795	3139	2582		202	746
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.19	0.00	0.00	1.00
Uniform Delay (d), s/veh	48.2	7.1	36.1	0.0	0.0	29.1
Incr Delay (d2), s/veh	117.4	30.9	79.9	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	41.1	20.3	48.6	0.0	0.0	3.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	165.6	38.0	116.1	0.0	0.0	29.1
LnGrp LOS	F	F	F		A	C
Approach Vol, veh/h		5537	3036	A	52	
Approach Delay, s/veh		89.7	116.1		29.1	
Approach LOS		F	F		C	

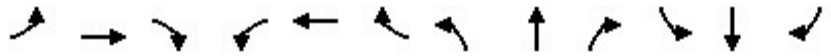
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		141.0		9.0	58.0	83.0
Change Period (Y+Rc), s		5.3		4.4	4.4	* 5.3
Max Green Setting (Gmax), s		123.3		17.0	53.6	* 66
Max Q Clear Time (g_c+I1), s		137.7		5.1	55.6	79.7
Green Ext Time (p_c), s		0.0		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	98.6
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	766	1724	160	179	780	102	162	440	153	202	1088	1031
Future Volume (veh/h)	766	1724	160	179	780	102	162	440	153	202	1088	1031
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	891	2005	186	208	907	119	188	512	178	235	1265	1199
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1674	2579	235	135	1155	151	122	482	406	148	980	2113
Arrive On Green	0.48	0.78	0.78	0.08	0.37	0.37	0.07	0.26	0.26	0.08	0.28	0.28
Sat Flow, veh/h	3456	3289	300	1781	3158	414	1781	1870	1576	1781	3554	2764
Grp Volume(v), veh/h	891	1067	1124	208	510	516	188	512	178	235	1265	1199
Grp Sat Flow(s),veh/h/ln	1728	1777	1812	1781	1777	1795	1781	1870	1576	1781	1777	1382
Q Serve(g_s), s	25.1	45.4	49.3	10.6	35.8	35.8	9.6	36.1	16.8	11.6	38.6	10.7
Cycle Q Clear(g_c), s	25.1	45.4	49.3	10.6	35.8	35.8	9.6	36.1	16.8	11.6	38.6	10.7
Prop In Lane	1.00		0.17	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1674	1394	1421	135	650	656	122	482	406	148	980	2113
V/C Ratio(X)	0.53	0.77	0.79	1.54	0.79	0.79	1.54	1.06	0.44	1.59	1.29	0.57
Avail Cap(c_a), veh/h	1674	1394	1421	135	650	656	122	482	406	148	980	2113
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.82	0.82	0.82	0.97	0.97	0.97	0.56	0.56	0.56
Uniform Delay (d), s/veh	25.1	8.2	8.6	64.7	39.5	39.5	65.2	51.9	69.7	64.2	50.7	21.6
Incr Delay (d2), s/veh	0.3	4.1	4.6	271.9	7.7	7.6	278.2	57.7	0.8	283.7	135.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	15.1	16.7	14.9	16.6	16.8	13.8	24.5	6.8	16.9	35.4	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	12.2	13.1	336.6	47.2	47.1	343.4	109.6	70.5	347.9	186.1	21.8
LnGrp LOS	C	B	B	F	D	D	F	F	E	F	F	C
Approach Vol, veh/h		3082			1234			878			2699	
Approach Delay, s/veh		16.4			96.0			151.8			127.2	
Approach LOS		B			F			F			F	

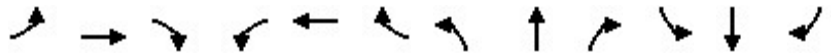
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	41.0	15.0	116.4	14.0	43.6	74.4	57.0
Change Period (Y+Rc), s	5.0	* 4.9	4.4	5.2	4.4	5.0	5.2	* 5.8
Max Green Setting (Gmax), s	11.6	* 36	10.6	62.8	9.6	38.0	21.6	* 51
Max Q Clear Time (g_c+I1), s	13.6	38.1	12.6	51.3	11.6	40.6	27.1	37.8
Green Ext Time (p_c), s	0.0	0.0	0.0	10.7	0.0	0.0	0.0	4.7

Intersection Summary	
HCM 6th Ctrl Delay	81.8
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



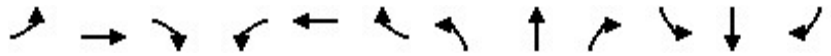
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1806	231	91	221	0	0	0	0	519	1561	842
Future Volume (veh/h)	0	1806	231	91	221	0	0	0	0	519	1561	842
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1921	246	97	235	0				552	1661	896
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	2064	259	120	2652	0				372	1205	1205
Arrive On Green	0.00	0.65	0.65	0.07	0.75	0.00				0.44	0.44	0.44
Sat Flow, veh/h	0	3270	398	1781	3647	0				850	2755	2755
Grp Volume(v), veh/h	0	1056	1111	97	235	0				1187	1026	896
Grp Sat Flow(s),veh/h/ln	0	1777	1798	1781	1777	0				1828	1777	1377
Q Serve(g_s), s	0.0	76.9	85.1	8.1	2.7	0.0				65.6	65.6	40.7
Cycle Q Clear(g_c), s	0.0	76.9	85.1	8.1	2.7	0.0				65.6	65.6	40.7
Prop In Lane	0.00		0.22	1.00		0.00				0.47		1.00
Lane Grp Cap(c), veh/h	0	1154	1168	120	2652	0				799	777	1205
V/C Ratio(X)	0.00	0.91	0.95	0.81	0.09	0.00				1.48	1.32	0.74
Avail Cap(c_a), veh/h	0	1154	1168	126	2652	0				799	777	1205
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.35	0.35	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	22.7	24.1	69.0	5.2	0.0				42.2	42.2	35.2
Incr Delay (d2), s/veh	0.0	1.4	2.4	11.6	0.0	0.0				224.8	153.2	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	29.8	33.6	4.0	0.9	0.0				79.4	61.8	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	24.1	26.5	80.6	5.2	0.0				267.0	195.4	39.4
LnGrp LOS	A	C	C	F	A	A				F	F	D
Approach Vol, veh/h		2167			332						3109	
Approach Delay, s/veh		25.4			27.2						177.8	
Approach LOS		C			C						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.5	105.2		71.0		119.7
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	10.6	* 59		65.6		72.4
Max Q Clear Time (g_c+I1), s	10.1	87.1		67.6		4.7
Green Ext Time (p_c), s	0.0	0.0		0.0		0.5

Intersection Summary		
HCM 6th Ctrl Delay		110.0
HCM 6th LOS		F

Notes

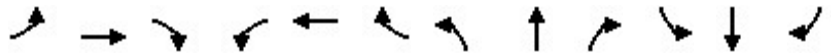
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



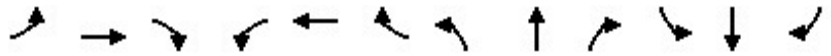
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2927	109	0	0	0	0	0	0	473	1227	0
Future Volume (veh/h)	0	2927	109	0	0	0	0	0	0	473	1227	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	3216	120							520	1348	0
Peak Hour Factor	0.91	0.91	0.91							0.91	0.91	0.91
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3465	128							536	1515	0
Arrive On Green	0.00	0.18	0.18							0.39	0.39	0.00
Sat Flow, veh/h	0	6671	237							1362	4013	0
Grp Volume(v), veh/h	0	2413	923							688	1180	0
Grp Sat Flow(s),veh/h/ln	0	1609	1821							1802	1702	0
Q Serve(g_s), s	0.0	73.8	75.0							56.2	48.2	0.0
Cycle Q Clear(g_c), s	0.0	73.8	75.0							56.2	48.2	0.0
Prop In Lane	0.00		0.13							0.76		0.00
Lane Grp Cap(c), veh/h	0	2609	984							710	1341	0
V/C Ratio(X)	0.00	0.92	0.94							0.97	0.88	0.00
Avail Cap(c_a), veh/h	0	2609	984							710	1341	0
HCM Platoon Ratio	1.00	0.33	0.33							1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	58.6	59.1							44.6	42.1	0.0
Incr Delay (d2), s/veh	0.0	7.0	17.1							27.1	8.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	33.8	41.6							30.5	22.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	65.7	76.2							71.6	50.6	0.0
LnGrp LOS	A	E	E							E	D	A
Approach Vol, veh/h		3336									1868	
Approach Delay, s/veh		68.6									58.4	
Approach LOS		E									E	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	86.0	64.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	81.1	59.1
Max Q Clear Time (g_c+I1), s	77.0	58.2
Green Ext Time (p_c), s	3.5	0.7

Intersection Summary	
HCM 6th Ctrl Delay	64.9
HCM 6th LOS	E



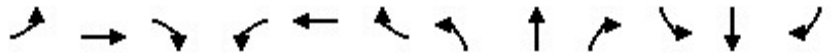
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	3601	0	0	0	0	0	281	207	0	0	0
Future Volume (veh/h)	192	3601	0	0	0	0	0	281	207	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.94			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	211	3957	0				0	309	227			
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	222	4503	0				0	438	310			
Arrive On Green	0.23	0.23	0.00				0.00	0.23	0.23			
Sat Flow, veh/h	314	6628	0				0	2020	1366			
Grp Volume(v), veh/h	1245	2923	0				0	284	252			
Grp Sat Flow(s),veh/h/ln	1855	1609	0				0	1777	1516			
Q Serve(g_s), s	99.2	87.1	0.0				0.0	22.1	23.1			
Cycle Q Clear(g_c), s	99.2	87.1	0.0				0.0	22.1	23.1			
Prop In Lane	0.17		0.00				0.00		0.90			
Lane Grp Cap(c), veh/h	1312	3413	0				0	404	345			
V/C Ratio(X)	0.95	0.86	0.00				0.00	0.70	0.73			
Avail Cap(c_a), veh/h	1312	3413	0				0	404	345			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	54.8	50.2	0.0				0.0	53.3	53.7			
Incr Delay (d2), s/veh	15.3	3.0	0.0				0.0	9.8	12.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	55.1	38.7	0.0				0.0	11.1	10.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.2	53.2	0.0				0.0	63.1	66.6			
LnGrp LOS	E	D	A				A	E	E			
Approach Vol, veh/h		4168						536				
Approach Delay, s/veh		58.3						64.7				
Approach LOS		E						E				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		111.0						39.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		106.1						34.1				
Max Q Clear Time (g_c+I1), s		101.2						25.1				
Green Ext Time (p_c), s		4.9						2.4				
Intersection Summary												
HCM 6th Ctrl Delay			59.0									
HCM 6th LOS			E									



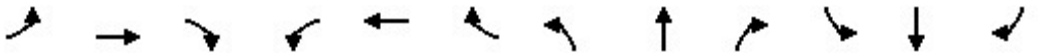
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	4034	159	0	0	0	0	0	0	475	842	0
Future Volume (veh/h)	0	4034	159	0	0	0	0	0	0	475	842	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	4385	173							516	915	0
Peak Hour Factor	0.92	0.92	0.92							0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	4228	164							488	974	0
Arrive On Green	0.00	0.22	0.22							0.27	0.27	0.00
Sat Flow, veh/h	0	6662	248							1781	3647	0
Grp Volume(v), veh/h	0	3285	1273							516	915	0
Grp Sat Flow(s),veh/h/ln	0	1609	1822							1781	1777	0
Q Serve(g_s), s	0.0	99.1	99.1							41.1	37.8	0.0
Cycle Q Clear(g_c), s	0.0	99.1	99.1							41.1	37.8	0.0
Prop In Lane	0.00		0.14							1.00		0.00
Lane Grp Cap(c), veh/h	0	3188	1204							488	974	0
V/C Ratio(X)	0.00	1.03	1.06							1.06	0.94	0.00
Avail Cap(c_a), veh/h	0	3188	1204							488	974	0
HCM Platoon Ratio	1.00	0.33	0.33							1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	58.6	58.6							54.4	53.2	0.0
Incr Delay (d2), s/veh	0.0	24.4	42.7							56.7	17.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	50.2	62.9							26.2	19.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	83.0	101.3							111.1	70.7	0.0
LnGrp LOS	A	F	F							F	E	A
Approach Vol, veh/h		4558									1431	
Approach Delay, s/veh		88.1									85.3	
Approach LOS		F									F	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	104.0	46.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	99.1	41.1
Max Q Clear Time (g_c+I1), s	101.1	43.1
Green Ext Time (p_c), s	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	87.5
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	4071	0	0	0	0	0	340	150	0	0	0
Future Volume (veh/h)	119	4071	0	0	0	0	0	340	150	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	140	4789	0				0	400	176			
Peak Hour Factor	0.85	0.85	0.85				0.85	0.85	0.85			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	1391	3986	0				0	371	161			
Arrive On Green	0.26	0.26	0.00				0.00	0.15	0.15			
Sat Flow, veh/h	1781	5274	0				0	2504	1048			
Grp Volume(v), veh/h	140	4789	0				0	293	283			
Grp Sat Flow(s),veh/h/ln	1781	1702	0				0	1777	1682			
Q Serve(g_s), s	9.0	117.1	0.0				0.0	23.1	23.1			
Cycle Q Clear(g_c), s	9.0	117.1	0.0				0.0	23.1	23.1			
Prop In Lane	1.00		0.00				0.00		0.62			
Lane Grp Cap(c), veh/h	1391	3986	0				0	274	259			
V/C Ratio(X)	0.10	1.20	0.00				0.00	1.07	1.09			
Avail Cap(c_a), veh/h	1391	3986	0				0	274	259			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	15.5	55.7	0.0				0.0	63.4	63.5			
Incr Delay (d2), s/veh	0.1	93.3	0.0				0.0	75.0	82.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.1	88.1	0.0				0.0	16.2	15.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.7	148.9	0.0				0.0	138.4	145.8			
LnGrp LOS	B	F	A				A	F	F			
Approach Vol, veh/h		4929						576				
Approach Delay, s/veh		145.1						142.0				
Approach LOS		F						F				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		122.0						28.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		117.1						23.1				
Max Q Clear Time (g_c+I1), s		119.1						25.1				
Green Ext Time (p_c), s		0.0						0.0				
Intersection Summary												
HCM 6th Ctrl Delay			144.8									
HCM 6th LOS			F									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	1771	5	741	1935	0	5	35	806	0	30	176
Future Volume (veh/h)	247	1771	5	741	1935	0	5	35	806	0	30	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.88
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	266	1904	5	797	2081	0	5	38	0	0	32	189
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	276	1741	615	1471	3952	0	134	73		0	87	115
Arrive On Green	0.15	0.35	0.35	0.43	0.63	0.00	0.04	0.04	0.00	0.00	0.05	0.05
Sat Flow, veh/h	1781	4985	1584	3456	6537	0	3456	1870	1585	0	1870	2467
Grp Volume(v), veh/h	266	1904	5	797	2081	0	5	38	0	0	32	189
Grp Sat Flow(s),veh/h/ln	1781	1662	1584	1728	1570	0	1728	1870	1585	0	1870	1233
Q Serve(g_s), s	22.3	52.4	0.3	25.8	27.6	0.0	0.2	3.0	0.0	0.0	2.5	7.0
Cycle Q Clear(g_c), s	22.3	52.4	0.3	25.8	27.6	0.0	0.2	3.0	0.0	0.0	2.5	7.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	276	1741	615	1471	3952	0	134	73		0	87	115
V/C Ratio(X)	0.97	1.09	0.01	0.54	0.53	0.00	0.04	0.52		0.00	0.37	1.64
Avail Cap(c_a), veh/h	276	1741	615	1471	3952	0	947	512		0	87	115
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.00	0.95	0.95	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	63.0	48.8	28.2	32.1	15.4	0.0	69.4	70.7	0.0	0.0	69.3	71.5
Incr Delay (d2), s/veh	44.4	51.8	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.6	324.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.3	29.4	0.1	10.6	9.3	0.0	0.1	1.5	0.0	0.0	1.3	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	107.4	100.6	28.2	32.2	15.5	0.0	69.4	72.8	0.0	0.0	71.9	395.9
LnGrp LOS	F	F	C	C	B	A	E	E		A	E	F
Approach Vol, veh/h		2175			2878			43	A		221	
Approach Delay, s/veh		101.3			20.1			72.4			349.0	
Approach LOS		F			C			E			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	69.3	58.1		11.9	27.6	99.8		10.7				
Change Period (Y+Rc), s	5.4	* 5.7		4.9	4.4	5.4		4.9				
Max Green Setting (Gmax), s	29.6	* 52		7.0	23.2	59.1		41.1				
Max Q Clear Time (g_c+I1), s	27.8	54.4		9.0	24.3	29.6		5.0				
Green Ext Time (p_c), s	0.4	0.0		0.0	0.0	27.5		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		67.4
HCM 6th LOS		E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	4565	52	128	1342	46	171
Future Volume (veh/h)	4565	52	128	1342	46	171
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1870	1870	1826	1870	1870
Adj Flow Rate, veh/h	4909	56	138	1443	49	184
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	2	2	5	2	2
Cap, veh/h	4159	1048	291	4926	255	204
Arrive On Green	0.66	0.66	0.17	1.00	0.14	0.14
Sat Flow, veh/h	6537	1583	3456	6537	1781	1427
Grp Volume(v), veh/h	4909	56	138	1443	49	184
Grp Sat Flow(s),veh/h/ln	1570	1583	1728	1570	1781	1427
Q Serve(g_s), s	92.7	1.7	5.1	0.0	3.4	17.8
Cycle Q Clear(g_c), s	92.7	1.7	5.1	0.0	3.4	17.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	4159	1048	291	4926	255	204
V/C Ratio(X)	1.18	0.05	0.47	0.29	0.19	0.90
Avail Cap(c_a), veh/h	4159	1048	291	4926	345	276
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.98	0.98	1.00	1.00
Uniform Delay (d), s/veh	23.6	8.3	55.4	0.0	52.9	59.0
Incr Delay (d2), s/veh	81.4	0.0	0.4	0.1	0.1	21.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	53.1	0.6	2.1	0.1	1.6	7.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	105.1	8.3	55.8	0.1	53.0	80.3
LnGrp LOS	F	A	E	A	D	F
Approach Vol, veh/h	4965			1581	233	
Approach Delay, s/veh	104.0			5.0	74.6	
Approach LOS	F			A	E	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	17.1	98.0			115.1	24.9
Change Period (Y+Rc), s	5.3	* 5.3			5.3	4.9
Max Green Setting (Gmax), s	5.6	* 93			102.7	27.1
Max Q Clear Time (g_c+I1), s	7.1	94.7			2.0	19.8
Green Ext Time (p_c), s	0.0	0.0			44.4	0.2

Intersection Summary		
HCM 6th Ctrl Delay	79.9	
HCM 6th LOS	E	

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	4505	1	15	1206	0	18
Future Volume (veh/h)	4505	1	15	1206	0	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	0.80
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1826	1870	1826	1900	1900
Adj Flow Rate, veh/h	4693	1	16	1256	0	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	2	5	0	0
Cap, veh/h	4086	1	23	4175	0	117
Arrive On Green	0.79	0.79	0.01	0.84	0.00	0.10
Sat Flow, veh/h	5312	1	1781	5149	0	1223
Grp Volume(v), veh/h	3029	1665	16	1256	0	20
Grp Sat Flow(s),veh/h/ln	1662	1826	1781	1662	0	1287
Q Serve(g_s), s	113.9	113.9	1.3	7.9	0.0	2.0
Cycle Q Clear(g_c), s	113.9	113.9	1.3	7.9	0.0	2.0
Prop In Lane		0.00	1.00		0.00	0.95
Lane Grp Cap(c), veh/h	2638	1449	23	4175	0	123
V/C Ratio(X)	1.15	1.15	0.68	0.30	0.00	0.16
Avail Cap(c_a), veh/h	2638	1449	50	4248	0	162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.8	14.8	70.5	2.5	0.0	59.6
Incr Delay (d2), s/veh	71.7	75.4	12.3	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	56.1	63.1	0.7	1.7	0.0	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	86.5	90.2	82.8	2.7	0.0	60.2
LnGrp LOS	F	F	F	A	A	E
Approach Vol, veh/h	4694			1272	20	
Approach Delay, s/veh	87.8			3.7	60.2	
Approach LOS	F			A	E	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.3	119.1				125.4	18.1
Change Period (Y+Rc), s	4.4	5.2				5.2	4.4
Max Green Setting (Gmax), s	4.9	113.9				122.3	18.1
Max Q Clear Time (g_c+I1), s	3.3	115.9				9.9	4.0
Green Ext Time (p_c), s	0.0	0.0				40.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	69.9
HCM 6th LOS	E

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1447	0	0	2724	1091
Future Volume (veh/h)	0	1447	0	0	2724	1091
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1870	1870			1870	1870
Adj Flow Rate, veh/h	0	1539			2898	1161
Peak Hour Factor	0.94	0.94			0.94	0.94
Percent Heavy Veh, %	2	2			2	2
Cap, veh/h	0	0			3444	1220
Arrive On Green	0.00	0.00			0.93	0.93
Sat Flow, veh/h	0				3888	1317
Grp Volume(v), veh/h	0.0				2620	1439
Grp Sat Flow(s),veh/h/ln					1702	1633
Q Serve(g_s), s					15.0	33.4
Cycle Q Clear(g_c), s					15.0	33.4
Prop In Lane						0.81
Lane Grp Cap(c), veh/h					3151	1512
V/C Ratio(X)					0.83	0.95
Avail Cap(c_a), veh/h					3157	1515
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	1.00
Uniform Delay (d), s/veh					0.7	1.4
Incr Delay (d2), s/veh					2.0	13.4
Initial Q Delay(d3),s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					0.9	5.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh					2.7	14.8
LnGrp LOS					A	B
Approach Vol, veh/h					4059	
Approach Delay, s/veh					7.0	
Approach LOS					A	

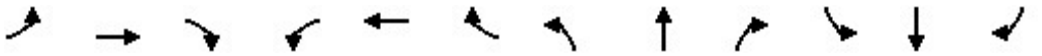
Timer - Assigned Phs	6
Phs Duration (G+Y+Rc), s	60.6
Change Period (Y+Rc), s	4.5
Max Green Setting (Gmax), s	56.2
Max Q Clear Time (g_c+I1), s	35.4
Green Ext Time (p_c), s	20.7

Intersection Summary	
HCM 6th Ctrl Delay	7.0
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

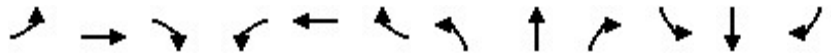
Construction Phase Conditions for Alternative 4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	187	89	198	163	67	99	131	160	75	102	69
Future Volume (veh/h)	34	187	89	198	163	67	99	131	160	75	102	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	199	95	211	173	71	105	139	170	80	109	73
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	1318	662	297	804	632	135	778	473	104	717	309
Arrive On Green	0.03	0.37	0.37	0.09	0.43	0.43	0.08	0.22	0.22	0.06	0.20	0.20
Sat Flow, veh/h	1781	3554	1461	3456	1870	1471	1781	3554	1537	1781	3554	1534
Grp Volume(v), veh/h	36	199	95	211	173	71	105	139	170	80	109	73
Grp Sat Flow(s),veh/h/ln	1781	1777	1461	1728	1870	1471	1781	1777	1537	1781	1777	1534
Q Serve(g_s), s	1.8	3.3	3.4	5.2	5.1	2.5	5.1	2.8	7.6	3.9	2.2	3.5
Cycle Q Clear(g_c), s	1.8	3.3	3.4	5.2	5.1	2.5	5.1	2.8	7.6	3.9	2.2	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	47	1318	662	297	804	632	135	778	473	104	717	309
V/C Ratio(X)	0.76	0.15	0.14	0.71	0.22	0.11	0.78	0.18	0.36	0.77	0.15	0.24
Avail Cap(c_a), veh/h	607	1615	784	1178	850	668	607	1615	835	607	1615	697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	18.5	14.4	39.2	15.7	15.0	39.9	27.9	23.9	40.8	28.9	29.4
Incr Delay (d2), s/veh	8.9	0.1	0.1	1.2	0.1	0.0	3.6	0.1	0.5	4.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.3	1.1	2.2	2.1	0.8	2.3	1.2	2.8	1.8	0.9	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.5	18.5	14.5	40.4	15.8	15.1	43.6	28.0	24.4	45.3	29.0	29.6
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		330			455			414			262	
Approach Delay, s/veh		21.0			27.1			30.5			34.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	38.5	12.1	24.5	7.7	43.7	10.5	26.0
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	7.2	5.4	7.1	5.5	3.8	7.1	5.9	9.6
Green Ext Time (p_c), s	0.4	2.1	0.1	0.6	0.0	0.9	0.1	1.5

Intersection Summary	
HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C



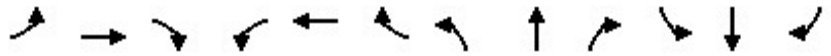
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	0	6	23	0	35	59	309	28	68	284	21
Future Volume (veh/h)	7	0	6	23	0	35	59	309	28	68	284	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	0	7	25	0	38	64	336	30	74	309	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	264	43	122	460	0	363	96	1526	134	106	1580	116
Arrive On Green	0.17	0.00	0.17	0.17	0.00	0.17	0.05	0.32	0.32	0.06	0.33	0.33
Sat Flow, veh/h	555	247	702	1391	0	1547	1781	4765	417	1781	4843	354
Grp Volume(v), veh/h	15	0	0	25	0	38	64	238	128	74	216	116
Grp Sat Flow(s),veh/h/ln	1504	0	0	1391	0	1547	1781	1702	1778	1781	1702	1793
Q Serve(g_s), s	0.0	0.0	0.0	0.2	0.0	0.6	1.2	1.7	1.7	1.3	1.5	1.5
Cycle Q Clear(g_c), s	0.2	0.0	0.0	0.4	0.0	0.6	1.2	1.7	1.7	1.3	1.5	1.5
Prop In Lane	0.53		0.47	1.00		1.00	1.00		0.23	1.00		0.20
Lane Grp Cap(c), veh/h	428	0	0	460	0	363	96	1090	570	106	1111	585
V/C Ratio(X)	0.04	0.00	0.00	0.05	0.00	0.10	0.67	0.22	0.22	0.70	0.19	0.20
Avail Cap(c_a), veh/h	1917	0	0	1893	0	1974	1623	6205	3241	1623	6205	3268
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.3	0.0	0.0	11.4	0.0	9.9	15.3	8.2	8.2	15.2	8.0	8.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.1	0.3	3.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.2	0.5	0.4	0.5	0.5	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.4	0.0	0.0	11.4	0.0	10.0	18.2	8.3	8.5	18.2	8.1	8.2
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		15			63			430			406	
Approach Delay, s/veh		11.4			10.6			9.8			10.0	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.4	15.9		10.6	6.2	16.1		10.6
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.3	3.7		2.2	3.2	3.5		2.6
Green Ext Time (p_c), s	0.1	3.5		0.0	0.1	2.7		0.1

Intersection Summary	
HCM 6th Ctrl Delay	10.0
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	8	22	34	39	11	274	624	93	38	409	173
Future Volume (veh/h)	16	8	22	34	39	11	274	624	93	38	409	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.77	1.00		0.76	1.00		0.94	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	9	24	37	42	12	295	671	100	41	440	186
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	525	342	47	511	330	336	1599	667	53	712	296
Arrive On Green	0.03	0.28	0.28	0.03	0.27	0.27	0.19	0.45	0.45	0.03	0.30	0.30
Sat Flow, veh/h	1781	1870	1219	1781	1870	1209	1781	3554	1482	1781	2372	988
Grp Volume(v), veh/h	17	9	24	37	42	12	295	671	100	41	328	298
Grp Sat Flow(s),veh/h/ln	1781	1870	1219	1781	1870	1209	1781	1777	1482	1781	1777	1583
Q Serve(g_s), s	1.0	0.4	1.6	2.3	1.8	0.8	17.7	14.0	4.4	2.5	17.4	17.8
Cycle Q Clear(g_c), s	1.0	0.4	1.6	2.3	1.8	0.8	17.7	14.0	4.4	2.5	17.4	17.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	60	525	342	47	511	330	336	1599	667	53	533	475
V/C Ratio(X)	0.28	0.02	0.07	0.78	0.08	0.04	0.88	0.42	0.15	0.78	0.62	0.63
Avail Cap(c_a), veh/h	487	525	342	487	512	331	487	1944	811	487	972	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	28.5	29.0	53.1	29.6	29.3	43.3	20.5	17.8	52.9	32.9	33.1
Incr Delay (d2), s/veh	0.9	0.0	0.0	10.1	0.0	0.0	14.0	0.2	0.1	8.9	3.2	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.2	0.5	1.1	0.8	0.2	9.0	5.8	1.5	1.2	7.9	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	28.5	29.0	63.2	29.7	29.3	57.2	20.7	17.9	61.7	36.1	36.8
LnGrp LOS	D	C	C	E	C	C	E	C	B	E	D	D
Approach Vol, veh/h		50			91			1066			667	
Approach Delay, s/veh		36.9			43.2			30.5			38.0	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	58.1	7.3	35.7	25.1	41.6	8.1	34.9
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	4.5	16.0	4.3	3.6	19.7	19.8	3.0	3.8
Green Ext Time (p_c), s	0.0	7.5	0.0	0.1	1.0	10.5	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	34.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

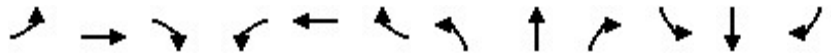
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	156	14	132	104	0	0	0	0	185	21	29
Future Volume (veh/h)	0	156	14	132	104	0	0	0	0	185	21	29
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	171	15	145	114	0				219	0	32
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	226	450	198	321	613	0				977	0	628
Arrive On Green	0.00	0.13	0.13	0.18	0.18	0.00				0.27	0.00	0.27
Sat Flow, veh/h	1781	3554	1560	1781	3572	0				3563	0	1557
Grp Volume(v), veh/h	0	171	15	145	114	0				219	0	32
Grp Sat Flow(s),veh/h/ln	1781	1777	1560	1781	1702	0				1781	0	1557
Q Serve(g_s), s	0.0	1.5	0.3	2.5	1.0	0.0				1.6	0.0	0.4
Cycle Q Clear(g_c), s	0.0	1.5	0.3	2.5	1.0	0.0				1.6	0.0	0.4
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	226	450	198	321	613	0				977	0	628
V/C Ratio(X)	0.00	0.38	0.08	0.45	0.19	0.00				0.22	0.00	0.05
Avail Cap(c_a), veh/h	3088	6161	2705	3088	5902	0				3603	0	1776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	13.9	13.3	12.7	12.0	0.0				9.7	0.0	6.3
Incr Delay (d2), s/veh	0.0	0.2	0.1	1.1	0.2	0.0				0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.1	0.8	0.3	0.0				0.5	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.1	13.4	13.8	12.2	0.0				9.8	0.0	6.4
LnGrp LOS	A	B	B	B	B	A				A	A	A
Approach Vol, veh/h		186			259						251	
Approach Delay, s/veh		14.0			13.1						9.3	
Approach LOS		B			B						A	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		8.4		15.7		10.5
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		3.5		3.6		4.5
Green Ext Time (p_c), s		0.7		0.5		1.7

Intersection Summary		
HCM 6th Ctrl Delay		12.0
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	280	0	0	208	316	26	6	58	20	0	272
Future Volume (veh/h)	74	280	0	0	208	316	26	6	58	20	0	272
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	311	0	0	231	351	29	7	64	22	0	302
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	110	1592	0	0	565	500	145	12	114	26	0	364
Arrive On Green	0.06	0.45	0.00	0.00	0.32	0.32	0.08	0.08	0.08	0.25	0.00	0.25
Sat Flow, veh/h	1781	3647	0	0	1870	1570	1781	154	1407	108	0	1480
Grp Volume(v), veh/h	82	311	0	0	231	351	29	0	71	324	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1570	1781	0	1561	1588	0	0
Q Serve(g_s), s	3.0	3.5	0.0	0.0	6.7	12.9	1.0	0.0	2.9	12.7	0.0	0.0
Cycle Q Clear(g_c), s	3.0	3.5	0.0	0.0	6.7	12.9	1.0	0.0	2.9	12.7	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.90	0.07		0.93
Lane Grp Cap(c), veh/h	110	1592	0	0	565	500	145	0	127	390	0	0
V/C Ratio(X)	0.75	0.20	0.00	0.00	0.41	0.70	0.20	0.00	0.56	0.83	0.00	0.00
Avail Cap(c_a), veh/h	813	3243	0	0	1621	1433	1084	0	950	966	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	30.4	11.0	0.0	0.0	17.6	19.7	28.2	0.0	29.1	23.5	0.0	0.0
Incr Delay (d2), s/veh	11.6	0.0	0.0	0.0	0.6	2.2	0.3	0.0	1.4	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.1	0.0	0.0	2.4	4.3	0.4	0.0	1.1	4.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	11.0	0.0	0.0	18.1	21.9	28.5	0.0	30.5	25.3	0.0	0.0
LnGrp LOS	D	B	A	A	B	C	C	A	C	C	A	A
Approach Vol, veh/h		393			582			100			324	
Approach Delay, s/veh		17.5			20.4			29.9			25.3	
Approach LOS		B			C			C			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		33.9		20.2	8.5	25.3		11.7				
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4				
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s		5.5		14.7	5.0	14.9		4.9				
Green Ext Time (p_c), s		1.2		1.5	0.2	4.7		0.3				

Intersection Summary		
HCM 6th Ctrl Delay	21.4	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

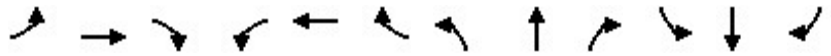
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	308	53	297	364	0	0	0	0	379	235	172
Future Volume (veh/h)	0	308	53	297	364	0	0	0	0	379	235	172
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	314	54	303	371	0				387	240	176
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1923	854	383	2503	0				638	335	277
Arrive On Green	0.00	0.54	0.54	0.22	1.00	0.00				0.18	0.18	0.18
Sat Flow, veh/h	0	3647	1579	3456	3647	0				3563	1870	1546
Grp Volume(v), veh/h	0	314	54	303	371	0				387	240	176
Grp Sat Flow(s),veh/h/ln	0	1777	1579	1728	1777	0				1781	1870	1546
Q Serve(g_s), s	0.0	3.7	1.4	7.0	0.0	0.0				8.4	10.2	8.9
Cycle Q Clear(g_c), s	0.0	3.7	1.4	7.0	0.0	0.0				8.4	10.2	8.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1923	854	383	2503	0				638	335	277
V/C Ratio(X)	0.00	0.16	0.06	0.79	0.15	0.00				0.61	0.72	0.64
Avail Cap(c_a), veh/h	0	1923	854	703	2503	0				1361	715	591
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.99	0.99	0.97	0.97	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.7	9.2	31.8	0.0	0.0				31.8	32.5	31.9
Incr Delay (d2), s/veh	0.0	0.2	0.1	1.4	0.1	0.0				0.3	1.1	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.3	0.4	2.5	0.0	0.0				3.6	4.6	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.9	9.3	33.2	0.1	0.0				32.1	33.6	32.8
LnGrp LOS	A	A	A	C	A	A				C	C	C
Approach Vol, veh/h		368			674						803	
Approach Delay, s/veh		9.8			15.0						32.7	
Approach LOS		A			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.7	50.4		19.9		64.1
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	9.0	5.7		12.2		2.0
Green Ext Time (p_c), s	0.4	2.0		1.9		2.7

Intersection Summary	
HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

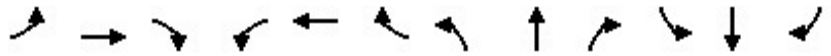


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	500	0	0	537	538	117	198	25	0	0	0
Future Volume (veh/h)	198	500	0	0	537	538	117	198	25	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	200	505	0	0	542	543	118	200	25			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1292	2725	0	0	1189	519	197	371	46			
Arrive On Green	0.75	1.00	0.00	0.00	0.33	0.33	0.12	0.12	0.12			
Sat Flow, veh/h	3456	3647	0	0	3647	1553	1692	3187	394			
Grp Volume(v), veh/h	200	505	0	0	542	543	125	105	113			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1553	1786	1702	1785			
Q Serve(g_s), s	1.4	0.0	0.0	0.0	10.1	28.1	5.6	4.9	5.0			
Cycle Q Clear(g_c), s	1.4	0.0	0.0	0.0	10.1	28.1	5.6	4.9	5.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.95		0.22			
Lane Grp Cap(c), veh/h	1292	2725	0	0	1189	519	208	198	208			
V/C Ratio(X)	0.15	0.19	0.00	0.00	0.46	1.05	0.60	0.53	0.54			
Avail Cap(c_a), veh/h	1292	2725	0	0	1189	519	597	569	597			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.95	0.95	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	6.8	0.0	0.0	0.0	21.9	28.0	35.2	34.9	35.0			
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.0	1.3	51.8	1.0	0.8	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.0	0.0	4.0	16.8	2.4	2.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.9	0.1	0.0	0.0	23.2	79.8	36.3	35.8	35.8			
LnGrp LOS	A	A	A	A	C	F	D	D	D			
Approach Vol, veh/h		705			1085			343				
Approach Delay, s/veh		2.0			51.5			36.0				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.3			36.3	33.0		14.7				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			3.4	30.1		7.6				
Green Ext Time (p_c), s		4.1			0.4	0.0		1.2				

Intersection Summary	
HCM 6th Ctrl Delay	32.7
HCM 6th LOS	C

Notes

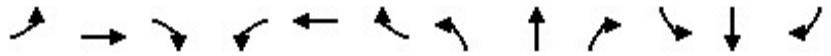
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	17	42	12	867	18	0	0	0
Future Volume (veh/h)	0	0	0	0	17	42	12	867	18	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	22	54	15	1112	23			
Peak Hour Factor				0.78	0.78	0.78	0.78	0.78	0.78			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	31	76	120	3051	63			
Arrive On Green				0.00	0.06	0.06	0.61	0.61	0.61			
Sat Flow, veh/h				0	478	1174	19	4972	102			
Grp Volume(v), veh/h				0	0	76	422	349	379			
Grp Sat Flow(s),veh/h/ln				0	0	1652	1864	1549	1680			
Q Serve(g_s), s				0.0	0.0	1.6	0.0	3.9	3.9			
Cycle Q Clear(g_c), s				0.0	0.0	1.6	3.9	3.9	3.9			
Prop In Lane				0.00		0.71	0.04		0.06			
Lane Grp Cap(c), veh/h				0	0	107	1252	950	1031			
V/C Ratio(X)				0.00	0.00	0.71	0.34	0.37	0.37			
Avail Cap(c_a), veh/h				0	0	1917	3336	2695	2924			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	15.8	3.3	3.3	3.3			
Incr Delay (d2), s/veh				0.0	0.0	3.3	0.2	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.6	0.5	0.5	0.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	19.1	3.6	3.7	3.6			
LnGrp LOS				A	A	B	A	A	A			
Approach Vol, veh/h					76			1150				
Approach Delay, s/veh					19.1			3.6				
Approach LOS					B			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	26.8							7.7				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	5.9							3.6				
Green Ext Time (p_c), s	15.3							0.3				

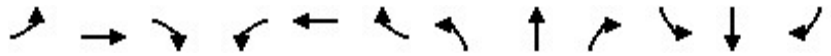
Intersection Summary												
HCM 6th Ctrl Delay			4.6									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	142	61	328	265	58	161	232	63	58	250	54
Future Volume (veh/h)	40	142	61	328	265	58	161	232	63	58	250	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	153	66	353	285	62	173	249	68	62	269	58
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	289	243	411	522	114	220	1044	268	79	761	156
Arrive On Green	0.03	0.15	0.15	0.23	0.35	0.35	0.12	0.26	0.26	0.04	0.18	0.18
Sat Flow, veh/h	1781	1870	1570	1781	1487	323	1781	4023	1032	1781	4221	866
Grp Volume(v), veh/h	43	153	66	353	0	347	173	208	109	62	214	113
Grp Sat Flow(s),veh/h/ln	1781	1870	1570	1781	0	1810	1781	1702	1651	1781	1702	1683
Q Serve(g_s), s	1.5	4.6	2.3	11.6	0.0	9.4	5.8	2.9	3.2	2.1	3.4	3.6
Cycle Q Clear(g_c), s	1.5	4.6	2.3	11.6	0.0	9.4	5.8	2.9	3.2	2.1	3.4	3.6
Prop In Lane	1.00		1.00	1.00		0.18	1.00		0.63	1.00		0.51
Lane Grp Cap(c), veh/h	60	289	243	411	0	636	220	883	428	79	614	303
V/C Ratio(X)	0.71	0.53	0.27	0.86	0.00	0.55	0.79	0.24	0.25	0.78	0.35	0.37
Avail Cap(c_a), veh/h	875	1225	1028	875	0	1186	875	3344	1622	875	3344	1653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	23.8	22.8	22.6	0.0	15.9	26.0	17.8	17.9	28.9	21.9	22.0
Incr Delay (d2), s/veh	5.7	0.6	0.2	2.1	0.0	0.7	2.3	0.3	0.6	6.2	0.6	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.0	0.8	4.8	0.0	3.7	2.4	1.1	1.2	1.0	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	24.3	23.0	24.6	0.0	16.6	28.3	18.1	18.5	35.1	22.5	23.3
LnGrp LOS	C	C	C	C	A	B	C	B	B	D	C	C
Approach Vol, veh/h		262			700			490			389	
Approach Delay, s/veh		25.7			20.7			21.8			24.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	21.1	18.5	14.3	11.9	16.3	6.5	26.3
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	4.1	5.2	13.6	6.6	7.8	5.6	3.5	11.4
Green Ext Time (p_c), s	0.1	3.9	0.5	0.7	0.2	3.9	0.0	2.4

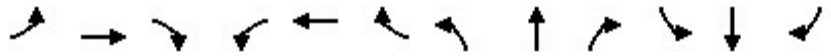
Intersection Summary	
HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	106	157	113	170	0	0	0	0	86	1254	502
Future Volume (veh/h)	0	106	157	113	170	0	0	0	0	86	1254	502
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	120	178	128	193	0				98	1425	570
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	401	340	229	393	0				1129	2274	892
Arrive On Green	0.00	0.21	0.21	0.21	0.21	0.00				0.63	0.63	0.63
Sat Flow, veh/h	0	1870	1585	713	1917	0				1781	3589	1408
Grp Volume(v), veh/h	0	120	178	158	163	0				98	1350	645
Grp Sat Flow(s),veh/h/ln	0	1870	1585	928	1617	0				1781	1702	1593
Q Serve(g_s), s	0.0	4.6	8.5	10.3	7.5	0.0				1.8	20.6	21.3
Cycle Q Clear(g_c), s	0.0	4.6	8.5	14.9	7.5	0.0				1.8	20.6	21.3
Prop In Lane	0.00		1.00	0.81		0.00				1.00		0.88
Lane Grp Cap(c), veh/h	0	401	340	275	346	0				1129	2157	1009
V/C Ratio(X)	0.00	0.30	0.52	0.57	0.47	0.00				0.09	0.63	0.64
Avail Cap(c_a), veh/h	0	657	556	436	568	0				1251	2390	1118
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	28.2	29.7	33.8	29.3	0.0				6.1	9.5	9.6
Incr Delay (d2), s/veh	0.0	0.2	0.5	1.4	0.7	0.0				0.1	0.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.1	3.2	3.2	3.0	0.0				0.6	6.7	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.3	30.2	35.2	30.1	0.0				6.1	10.2	11.1
LnGrp LOS	A	C	C	D	C	A				A	B	B
Approach Vol, veh/h		298			321						2093	
Approach Delay, s/veh		29.4			32.6						10.3	
Approach LOS		C			C						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		25.0		60.5		25.0
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		10.5		23.3		16.9
Green Ext Time (p_c), s		0.7		30.9		1.4

Intersection Summary	
HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B



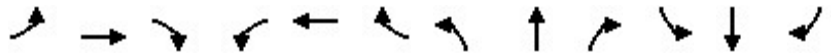
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	18	67	0	34	21	246	851	18	0	0	0
Future Volume (veh/h)	106	18	67	0	34	21	246	851	18	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	112	19	71	0	36	22	259	896	19			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	393	49	1025	0	191	117	840	1676	36			
Arrive On Green	0.18	0.18	0.18	0.00	0.18	0.18	0.47	0.47	0.47			
Sat Flow, veh/h	1002	280	1572	0	1078	659	1781	3555	75			
Grp Volume(v), veh/h	131	0	71	0	0	58	259	448	467			
Grp Sat Flow(s),veh/h/ln	1282	0	1572	0	0	1737	1781	1777	1854			
Q Serve(g_s), s	2.3	0.0	0.0	0.0	0.0	0.9	2.8	5.5	5.5			
Cycle Q Clear(g_c), s	3.1	0.0	0.0	0.0	0.0	0.9	2.8	5.5	5.5			
Prop In Lane	0.85		1.00	0.00		0.38	1.00		0.04			
Lane Grp Cap(c), veh/h	442	0	1025	0	0	307	840	837	874			
V/C Ratio(X)	0.30	0.00	0.07	0.00	0.00	0.19	0.31	0.53	0.53			
Avail Cap(c_a), veh/h	1548	0	2269	0	0	1682	1696	1692	1765			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	11.9	0.0	2.0	0.0	0.0	10.9	5.1	5.8	5.8			
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.1	0.2	0.5	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.6	0.0	0.0	0.3	0.6	1.1	1.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.3	0.0	2.0	0.0	0.0	11.0	5.3	6.3	6.3			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		202			58			1174				
Approach Delay, s/veh		8.7			11.0			6.1				
Approach LOS		A			B			A				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	19.1	11.9	11.9
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	7.5	5.1	2.9
Green Ext Time (p_c), s	7.1	1.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	16	33	14	4	4	34	438	75	65	608	9
Future Volume (veh/h)	4	16	33	14	4	4	34	438	75	65	608	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	18	36	15	4	4	37	481	82	71	668	10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	415	104	208	373	161	161	58	2225	679	179	2356	35
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.03	0.44	0.44	0.05	0.45	0.45
Sat Flow, veh/h	1401	555	1110	1344	856	856	1781	5106	1558	3456	5180	77
Grp Volume(v), veh/h	4	0	54	15	0	8	37	481	82	71	439	239
Grp Sat Flow(s),veh/h/ln	1401	0	1665	1344	0	1713	1781	1702	1558	1728	1702	1854
Q Serve(g_s), s	0.1	0.0	1.2	0.4	0.0	0.2	0.9	2.7	1.4	0.9	3.7	3.7
Cycle Q Clear(g_c), s	0.3	0.0	1.2	1.7	0.0	0.2	0.9	2.7	1.4	0.9	3.7	3.7
Prop In Lane	1.00		0.67	1.00		0.50	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	415	0	313	373	0	322	58	2225	679	179	1548	843
V/C Ratio(X)	0.01	0.00	0.17	0.04	0.00	0.02	0.63	0.22	0.12	0.40	0.28	0.28
Avail Cap(c_a), veh/h	1372	0	1451	1292	0	1493	1164	6675	2036	2259	4450	2423
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	0.0	15.6	16.4	0.0	15.2	21.9	8.1	7.7	21.1	7.8	7.8
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.0	4.2	0.1	0.1	0.5	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	0.1	0.0	0.1	0.4	0.7	0.4	0.3	1.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.3	0.0	15.7	16.4	0.0	15.2	26.1	8.2	7.9	21.6	7.9	8.0
LnGrp LOS	B	A	B	B	A	B	C	A	A	C	A	A
Approach Vol, veh/h		58			23			600			749	
Approach Delay, s/veh		15.7			16.0			9.2			9.3	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.8	25.7		13.4	5.9	26.6		13.4
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	2.9	4.7		3.2	2.9	5.7		3.7
Green Ext Time (p_c), s	0.1	7.0		0.2	0.0	4.8		0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

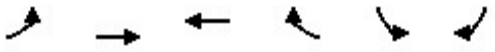
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2158	10	0	4469	4	0	0	3	0	0	2
Future Vol, veh/h	0	2158	10	0	4469	4	0	0	3	0	0	2
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	2371	11	0	4911	4	0	0	3	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1191	-	-	2460
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	154	0	0	20
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	154	-	-	20
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	28.9	206.1
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	154	-	-	-	-	20
HCM Lane V/C Ratio	0.021	-	-	-	-	0.11
HCM Control Delay (s)	28.9	-	-	-	-	206.1
HCM Lane LOS	D	-	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.3



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	745	1435	2088	54	27	48
Future Volume (veh/h)	745	1435	2088	54	27	48
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	847	1631	2373	0	31	55
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	814	4297	2937		87	78
Arrive On Green	0.24	0.86	0.59	0.00	0.05	0.05
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	847	1631	2373	0	31	55
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	27.8	7.9	44.0	0.0	2.0	4.0
Cycle Q Clear(g_c), s	27.8	7.9	44.0	0.0	2.0	4.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	814	4297	2937		87	78
V/C Ratio(X)	1.04	0.38	0.81		0.36	0.71
Avail Cap(c_a), veh/h	814	4297	2937		479	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.46	0.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	1.7	19.0	0.0	54.3	55.3
Incr Delay (d2), s/veh	42.5	0.3	1.2	0.0	0.9	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.3	0.9	15.3	0.0	0.9	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	87.6	1.9	20.2	0.0	55.2	59.7
LnGrp LOS	F	A	C		E	E
Approach Vol, veh/h		2478	2373	A	86	
Approach Delay, s/veh		31.2	20.2		58.1	
Approach LOS		C	C		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		107.0		11.0	32.2	74.8
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		75.8		31.7	27.8	* 44
Max Q Clear Time (g_c+I1), s		9.9		6.0	29.8	46.0
Green Ext Time (p_c), s		49.9		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	26.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	261	566	18	42	885	44	107	210	64	47	149	489
Future Volume (veh/h)	261	566	18	42	885	44	107	210	64	47	149	489
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.94	1.00		0.88
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	281	609	19	45	952	47	115	226	69	51	160	526
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	1647	51	223	1472	73	138	872	244	66	934	529
Arrive On Green	0.17	0.47	0.47	0.17	0.57	0.57	0.08	0.22	0.22	0.04	0.18	0.18
Sat Flow, veh/h	1781	3516	110	1781	3446	170	1781	3902	1093	1781	5106	1398
Grp Volume(v), veh/h	281	308	320	45	491	508	115	195	100	51	160	526
Grp Sat Flow(s),veh/h/ln	1781	1777	1849	1781	1777	1839	1781	1702	1591	1781	1702	1398
Q Serve(g_s), s	21.7	15.6	15.6	3.1	26.4	26.4	8.9	6.6	7.3	4.0	3.7	25.6
Cycle Q Clear(g_c), s	21.7	15.6	15.6	3.1	26.4	26.4	8.9	6.6	7.3	4.0	3.7	25.6
Prop In Lane	1.00		0.06	1.00		0.09	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	307	833	866	223	759	786	138	761	356	66	934	529
V/C Ratio(X)	0.92	0.37	0.37	0.20	0.65	0.65	0.83	0.26	0.28	0.77	0.17	0.99
Avail Cap(c_a), veh/h	382	833	866	223	759	786	244	761	356	244	934	529
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	0.99	0.99	0.99	0.99	0.99	0.99
Uniform Delay (d), s/veh	56.9	23.9	23.9	52.3	23.0	23.0	63.7	44.8	45.1	66.8	48.3	45.8
Incr Delay (d2), s/veh	23.1	1.3	1.2	1.8	3.8	3.7	4.8	0.2	0.5	7.0	0.1	37.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	6.7	7.0	1.5	10.4	10.7	4.2	2.8	3.0	1.9	1.6	23.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.0	25.2	25.1	54.1	26.8	26.7	68.5	45.0	45.5	73.8	48.4	83.3
LnGrp LOS	F	C	C	D	C	C	E	D	D	E	D	F
Approach Vol, veh/h		909			1044			410			737	
Approach Delay, s/veh		42.1			27.9			51.7			75.1	
Approach LOS		D			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	36.3	23.3	70.8	15.3	30.6	28.5	65.6
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	6.0	9.3	5.1	17.6	10.9	27.6	23.7	28.4
Green Ext Time (p_c), s	0.0	1.7	0.0	5.8	0.1	0.0	0.4	5.1

Intersection Summary	
HCM 6th Ctrl Delay	46.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	612	54	30	168	0	0	0	0	203	203	813
Future Volume (veh/h)	0	612	54	30	168	0	0	0	0	203	203	813
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	688	61	34	189	0				228	228	913
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1662	147	59	2021	0				616	1293	537
Arrive On Green	0.00	1.00	1.00	0.03	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3391	292	1781	3647	0				1781	3741	1553
Grp Volume(v), veh/h	0	370	379	34	189	0				228	228	913
Grp Sat Flow(s),veh/h/ln	0	1777	1813	1781	1777	0				1781	1870	1553
Q Serve(g_s), s	0.0	0.0	0.0	2.6	3.4	0.0				13.4	5.9	48.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.6	3.4	0.0				13.4	5.9	48.4
Prop In Lane	0.00		0.16	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	895	913	59	2021	0				616	1293	537
V/C Ratio(X)	0.00	0.41	0.41	0.57	0.09	0.00				0.37	0.18	1.70
Avail Cap(c_a), veh/h	0	895	913	313	2021	0				616	1293	537
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.96	0.96	0.85	0.85	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	66.7	13.8	0.0				34.4	31.9	45.8
Incr Delay (d2), s/veh	0.0	1.4	1.3	2.8	0.1	0.0				1.7	0.3	323.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.3	1.2	1.4	0.0				6.2	2.8	66.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.4	1.3	69.4	13.8	0.0				36.1	32.2	368.9
LnGrp LOS	A	A	A	E	B	A				D	C	F
Approach Vol, veh/h		749			223						1369	
Approach Delay, s/veh		1.3			22.3						257.4	
Approach LOS		A			C						F	

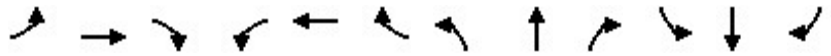
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.1	77.1		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	4.6	2.0		50.4		5.4
Green Ext Time (p_c), s	0.0	1.4		0.0		0.4

Intersection Summary	
HCM 6th Ctrl Delay	153.1
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	467	345	0	0	175	116	44	86	32	0	0	0
Future Volume (veh/h)	467	345	0	0	175	116	44	86	32	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	497	367	0	0	186	123	47	91	34			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1529	1500	0	0	622	389	88	184	116			
Arrive On Green	0.44	0.80	0.00	0.00	0.30	0.30	0.08	0.08	0.08			
Sat Flow, veh/h	3456	1870	0	0	2180	1305	1156	2433	1533			
Grp Volume(v), veh/h	497	367	0	0	157	152	74	64	34			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1615	1813	1777	1533			
Q Serve(g_s), s	7.5	3.9	0.0	0.0	5.4	5.8	3.1	2.8	1.7			
Cycle Q Clear(g_c), s	7.5	3.9	0.0	0.0	5.4	5.8	3.1	2.8	1.7			
Prop In Lane	1.00		0.00	0.00		0.81	0.64		1.00			
Lane Grp Cap(c), veh/h	1529	1500	0	0	530	481	137	135	116			
V/C Ratio(X)	0.33	0.24	0.00	0.00	0.30	0.32	0.54	0.48	0.29			
Avail Cap(c_a), veh/h	1529	1500	0	0	580	527	387	380	328			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.92	0.92	0.00	0.00	1.00	1.00	0.98	0.98	0.98			
Uniform Delay (d), s/veh	14.5	2.0	0.0	0.0	21.6	21.8	35.6	35.5	34.9			
Incr Delay (d2), s/veh	0.1	0.4	0.0	0.0	0.1	0.1	1.2	1.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.6	0.6	0.0	0.0	2.1	2.1	1.4	1.2	0.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.6	2.3	0.0	0.0	21.7	21.9	36.8	36.4	35.4			
LnGrp LOS	B	A	A	A	C	C	D	D	D			
Approach Vol, veh/h		864			309			172				
Approach Delay, s/veh		9.4			21.8			36.4				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.0			40.3	28.7		11.0				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		5.9			9.5	7.8		5.1				
Green Ext Time (p_c), s		1.3			1.5	1.0		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	15.7
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

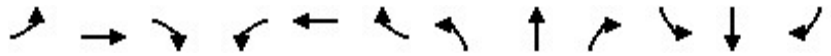
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	88	1684	500	0	0	1429
Future Volume (veh/h)	88	1684	500	0	0	1429
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	95	0	538	0	0	1537
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	153		2044	0	668	5182
Arrive On Green	0.09	0.00	0.41	0.00	0.00	0.82
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	95	0	538	0	0	1537
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	5.7	0.0	7.9	0.0	0.0	6.2
Cycle Q Clear(g_c), s	5.7	0.0	7.9	0.0	0.0	6.2
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	153		2044	0	668	5182
V/C Ratio(X)	0.62		0.26	0.00	0.00	0.30
Avail Cap(c_a), veh/h	487		2044	0	730	5182
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.00	0.88	0.00	0.00	0.93
Uniform Delay (d), s/veh	48.5	0.0	21.5	0.0	0.0	2.2
Incr Delay (d2), s/veh	1.1	0.0	0.1	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	2.9	0.0	0.0	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.6	0.0	21.6	0.0	0.0	2.4
LnGrp LOS	D		C	A	A	A
Approach Vol, veh/h	95	A	538			1537
Approach Delay, s/veh	49.6		21.6			2.4
Approach LOS	D		C			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	15.6	50.0				95.6	14.4
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	45.1	20.6				45.1	30.1
Max Q Clear Time (g_c+I1), s	10.0	9.9				8.2	7.7
Green Ext Time (p_c), s	0.0	3.3				17.9	0.1

Intersection Summary	
HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



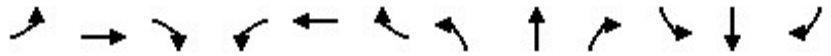
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	223	1683	125	100	233	0	0	178	24
Future Volume (veh/h)	0	0	0	223	1683	125	100	233	0	0	178	24
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.88
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				237	1790	133	106	248	0	0	189	26
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				317	2556	194	135	1406	0	0	636	82
Arrive On Green				0.19	0.19	0.19	0.15	0.55	0.00	0.00	0.14	0.14
Sat Flow, veh/h				552	4455	339	1781	5274	0	0	4662	582
Grp Volume(v), veh/h				791	662	707	106	248	0	0	140	75
Grp Sat Flow(s),veh/h/ln				1843	1702	1802	1781	1702	0	0	1702	1672
Q Serve(g_s), s				44.6	39.8	40.2	6.3	2.7	0.0	0.0	4.1	4.4
Cycle Q Clear(g_c), s				44.6	39.8	40.2	6.3	2.7	0.0	0.0	4.1	4.4
Prop In Lane				0.30		0.19	1.00		0.00	0.00		0.35
Lane Grp Cap(c), veh/h				1057	976	1033	135	1406	0	0	482	237
V/C Ratio(X)				0.75	0.68	0.68	0.79	0.18	0.00	0.00	0.29	0.32
Avail Cap(c_a), veh/h				1057	976	1033	155	1629	0	0	591	290
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.67	0.67	0.67	0.69	0.69	0.00	0.00	0.96	0.96
Uniform Delay (d), s/veh				37.1	35.1	35.3	45.8	18.5	0.0	0.0	42.3	42.4
Incr Delay (d2), s/veh				3.3	2.6	2.5	12.5	0.0	0.0	0.0	0.2	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				22.9	18.8	20.1	3.1	1.0	0.0	0.0	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				40.4	37.7	37.8	58.3	18.5	0.0	0.0	42.5	42.9
LnGrp LOS				D	D	D	E	B	A	A	D	D
Approach Vol, veh/h					2160			354			215	
Approach Delay, s/veh					38.7			30.5			42.6	
Approach LOS					D			C			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	14.2	22.0	69.0	36.2
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	9.6	* 19	63.1	35.1
Max Q Clear Time (g_c+I1), s	8.3	6.4	46.6	4.7
Green Ext Time (p_c), s	0.0	0.7	11.3	1.8

Intersection Summary	
HCM 6th Ctrl Delay	37.9
HCM 6th LOS	D

Notes

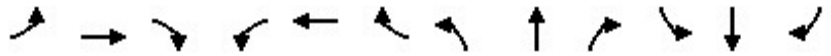
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	267	1995	0	0	0	0	0	162	53
Future Volume (veh/h)	0	0	0	267	1995	0	0	0	0	0	162	53
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				281	2100	0				0	171	56
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				412	3312	0				0	764	227
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				581	4833	0				0	4022	1144
Grp Volume(v), veh/h				891	1490	0				0	149	78
Grp Sat Flow(s),veh/h/ln				1841	1702	0				0	1702	1594
Q Serve(g_s), s				48.5	43.1	0.0				0.0	4.0	4.5
Cycle Q Clear(g_c), s				48.5	43.1	0.0				0.0	4.0	4.5
Prop In Lane				0.32		0.00				0.00		0.72
Lane Grp Cap(c), veh/h				1307	2417	0				0	675	316
V/C Ratio(X)				0.68	0.62	0.00				0.00	0.22	0.25
Avail Cap(c_a), veh/h				1307	2417	0				0	675	316
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				30.8	28.7	0.0				0.0	37.0	37.2
Incr Delay (d2), s/veh				2.9	1.2	0.0				0.0	0.8	1.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				24.8	19.9	0.0				0.0	1.8	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				33.7	29.9	0.0				0.0	37.7	39.0
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2381						227	
Approach Delay, s/veh					31.3						38.2	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.7		83.3						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.8		78.1						
Max Q Clear Time (g_c+I1), s				6.5		50.5						
Green Ext Time (p_c), s				0.3		4.3						

Intersection Summary												
HCM 6th Ctrl Delay			31.9									
HCM 6th LOS			C									



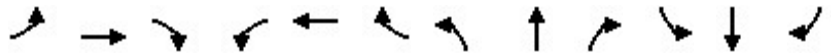
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2177	117	69	92	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2177	117	69	92	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2316	124	73	98	0			
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3475	184	295	437	0			
Arrive On Green				0.00	0.23	0.23	0.20	0.20	0.00			
Sat Flow, veh/h				0	5126	263	1440	2229	0			
Grp Volume(v), veh/h				0	1584	856	91	80	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1817	1798	1777	0			
Q Serve(g_s), s				0.0	46.5	47.2	4.7	4.1	0.0			
Cycle Q Clear(g_c), s				0.0	46.5	47.2	4.7	4.1	0.0			
Prop In Lane				0.00		0.14	0.80		0.00			
Lane Grp Cap(c), veh/h				0	2386	1274	368	363	0			
V/C Ratio(X)				0.00	0.66	0.67	0.25	0.22	0.00			
Avail Cap(c_a), veh/h				0	2386	1274	368	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	30.5	30.8	36.7	36.4	0.0			
Incr Delay (d2), s/veh				0.0	1.5	2.8	1.6	1.4	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	21.6	23.9	2.2	1.9	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	32.0	33.6	38.3	37.8	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2440			171				
Approach Delay, s/veh					32.6			38.1				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						49.2		6.7				
Green Ext Time (p_c), s						22.2		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	314	2287	0	0	0	0	0	213	38
Future Volume (veh/h)	0	0	0	314	2287	0	0	0	0	0	213	38
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				320	2334	0				0	217	39
Peak Hour Factor				0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				415	3262	0				0	733	312
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				591	4822	0				0	3647	1514
Grp Volume(v), veh/h				996	1658	0				0	217	39
Grp Sat Flow(s),veh/h/ln				1841	1702	0				0	1777	1514
Q Serve(g_s), s				55.7	49.1	0.0				0.0	5.7	2.3
Cycle Q Clear(g_c), s				55.7	49.1	0.0				0.0	5.7	2.3
Prop In Lane				0.32		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1290	2386	0				0	733	312
V/C Ratio(X)				0.77	0.69	0.00				0.00	0.30	0.12
Avail Cap(c_a), veh/h				1290	2386	0				0	733	312
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				34.0	31.5	0.0				0.0	36.9	35.6
Incr Delay (d2), s/veh				4.5	1.7	0.0				0.0	1.0	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				28.9	22.8	0.0				0.0	2.6	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				38.6	33.2	0.0				0.0	37.9	36.4
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					2654						256	
Approach Delay, s/veh					35.2						37.7	
Approach LOS					D						D	

Timer - Assigned Phs	4	6
Phs Duration (G+Y+Rc), s	27.6	82.4
Change Period (Y+Rc), s	4.9	5.3
Max Green Setting (Gmax), s	22.7	77.1
Max Q Clear Time (g_c+I1), s	7.7	57.7
Green Ext Time (p_c), s	1.3	17.2

Intersection Summary	
HCM 6th Ctrl Delay	35.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2573	86	39	40	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2573	86	39	40	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2653	89	40	41	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3693	123	293	339	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5240	168	1652	2006	0			
Grp Volume(v), veh/h				0	1772	970	43	38	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1836	1788	1777	0			
Q Serve(g_s), s				0.0	32.5	33.5	2.2	2.0	0.0			
Cycle Q Clear(g_c), s				0.0	32.5	33.5	2.2	2.0	0.0			
Prop In Lane				0.00		0.09	0.92		0.00			
Lane Grp Cap(c), veh/h				0	2479	1337	317	315	0			
V/C Ratio(X)				0.00	0.72	0.73	0.14	0.12	0.00			
Avail Cap(c_a), veh/h				0	2479	1337	317	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	8.5	8.6	38.2	38.0	0.0			
Incr Delay (d2), s/veh				0.0	1.8	3.5	0.9	0.8	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	10.7	12.5	1.1	0.9	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	10.3	12.1	39.0	38.8	0.0			
LnGrp LOS				A	B	B	D	D	A			
Approach Vol, veh/h					2742			81				
Approach Delay, s/veh					10.9			38.9				
Approach LOS					B			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						35.5		4.2				
Green Ext Time (p_c), s						36.1		0.3				
Intersection Summary												
HCM 6th Ctrl Delay			11.7									
HCM 6th LOS			B									

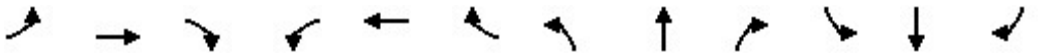
Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	124	441	60	98	0	0	0	17
Future Vol, veh/h	0	0	0	0	124	441	60	98	0	0	0	17
Conflicting Peds, #/hr	5	0	2	2	0	5	21	0	0	0	0	21
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	128	455	62	101	0	0	0	18

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	85	588	-	-	-	318
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	85	588	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	892	420	0	0	0	678
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	913	494	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	869	418	-	-	-	675
Mov Cap-2 Maneuver	-	-	-	869	418	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	889	492	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	16.3	10.5
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	418	-	-	675
HCM Lane V/C Ratio	0.242	-	-	0.026
HCM Control Delay (s)	16.3	-	-	10.5
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	0.9	-	-	0.1



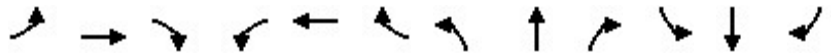
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	497	78	983	591	0
Future Volume (veh/h)	0	0	0	0	0	0	0	497	78	983	591	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	565	89	1117	672	0
Peak Hour Factor	0.88	0.88	0.88				0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1157	359	3419	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.23	0.23	0.91	1.00	0.00
Sat Flow, veh/h		0					0	5149	1547	5023	1826	0
Grp Volume(v), veh/h		0.0					0	565	89	1117	672	0
Grp Sat Flow(s),veh/h/ln							0	1662	1547	1674	1826	0
Q Serve(g_s), s							0.0	10.8	5.2	3.3	0.0	0.0
Cycle Q Clear(g_c), s							0.0	10.8	5.2	3.3	0.0	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1157	359	3419	1740	0
V/C Ratio(X)							0.00	0.49	0.25	0.33	0.39	0.00
Avail Cap(c_a), veh/h							0	1205	374	3419	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.96	0.96	0.00
Uniform Delay (d), s/veh							0.0	36.6	34.4	1.8	0.0	0.0
Incr Delay (d2), s/veh							0.0	0.8	0.9	0.1	0.6	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	4.3	2.0	0.7	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	37.4	35.3	1.9	0.6	0.0
LnGrp LOS							A	D	D	A	A	A
Approach Vol, veh/h								654			1789	
Approach Delay, s/veh								37.1			1.4	
Approach LOS								D			A	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	79.3	30.7				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				40.0						
Max Q Clear Time (g_c+I1), s	5.3	12.8				2.0						
Green Ext Time (p_c), s	4.8	5.9				6.4						

Intersection Summary		
HCM 6th Ctrl Delay		11.0
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



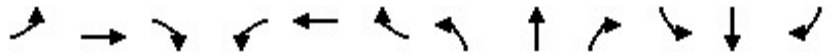
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱					↑↑↑↳		↰	↑↑↑	
Traffic Volume (veh/h)	47	947	38	0	0	0	0	280	195	79	311	0
Future Volume (veh/h)	47	947	38	0	0	0	0	280	195	79	311	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	52	1041	42				0	308	214	87	342	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	146	3122	962				0	611	273	117	1457	0
Arrive On Green	0.20	0.20	0.20				0.00	0.18	0.18	0.13	0.57	0.00
Sat Flow, veh/h	236	5027	1549				0	3572	1520	1781	5274	0
Grp Volume(v), veh/h	410	683	42				0	308	214	87	342	0
Grp Sat Flow(s),veh/h/ln	1859	1702	1549				0	1702	1520	1781	1702	0
Q Serve(g_s), s	20.8	18.8	2.4				0.0	9.0	14.8	5.2	3.7	0.0
Cycle Q Clear(g_c), s	20.8	18.8	2.4				0.0	9.0	14.8	5.2	3.7	0.0
Prop In Lane	0.13		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1154	2114	962				0	611	273	117	1457	0
V/C Ratio(X)	0.36	0.32	0.04				0.00	0.50	0.78	0.74	0.23	0.00
Avail Cap(c_a), veh/h	1154	2114	962				0	916	409	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.78	0.78	0.78				0.00	1.00	1.00	0.92	0.92	0.00
Uniform Delay (d), s/veh	24.8	24.0	17.5				0.0	40.7	43.1	46.9	17.7	0.0
Incr Delay (d2), s/veh	0.7	0.3	0.1				0.0	0.7	6.3	3.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	8.6	0.8				0.0	3.8	5.9	2.3	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.5	24.4	17.6				0.0	41.4	49.3	50.0	17.7	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1135						522			429	
Approach Delay, s/veh		24.5						44.7			24.3	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	73.2	36.8	11.6	25.2
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	22.8	5.7	7.2	16.8
Green Ext Time (p_c), s	11.4	1.9	0.1	3.0

Intersection Summary	
HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C

Notes

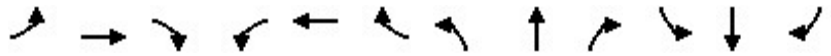
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1171	33	0	0	0	0	0	0	123	307	0
Future Volume (veh/h)	0	1171	33	0	0	0	0	0	0	123	307	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1259	35							132	330	0
Peak Hour Factor	0.93	0.93	0.93							0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2975	83							454	1254	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5273	142							1384	3989	0
Grp Volume(v), veh/h	0	839	455							172	290	0
Grp Sat Flow(s),veh/h/ln	0	1702	1843							1801	1702	0
Q Serve(g_s), s	0.0	23.9	23.9							9.7	8.6	0.0
Cycle Q Clear(g_c), s	0.0	23.9	23.9							9.7	8.6	0.0
Prop In Lane	0.00		0.08							0.77		0.00
Lane Grp Cap(c), veh/h	0	1984	1074							591	1117	0
V/C Ratio(X)	0.00	0.42	0.42							0.29	0.26	0.00
Avail Cap(c_a), veh/h	0	1984	1074							591	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	28.2	28.2							37.3	36.8	0.0
Incr Delay (d2), s/veh	0.0	0.7	1.2							1.2	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.0	12.1							4.9	4.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.8	29.4							38.5	37.3	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1294									462	
Approach Delay, s/veh		29.0									37.8	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	25.9	11.7
Green Ext Time (p_c), s	3.7	1.2

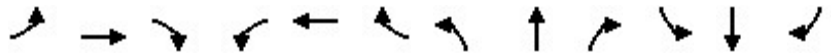
Intersection Summary	
HCM 6th Ctrl Delay	31.3
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1345	0	0	0	0	0	99	175	0	0	0
Future Volume (veh/h)	49	1345	0	0	0	0	0	99	175	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.94			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	53	1446	0				0	106	188			
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	101	2920	0				0	599	505			
Arrive On Green	0.19	0.19	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	175	5259	0				0	1870	1496			
Grp Volume(v), veh/h	563	936	0				0	106	188			
Grp Sat Flow(s),veh/h/ln	1862	1702	0				0	1777	1496			
Q Serve(g_s), s	29.9	27.0	0.0				0.0	4.6	10.5			
Cycle Q Clear(g_c), s	29.9	27.0	0.0				0.0	4.6	10.5			
Prop In Lane	0.09		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1068	1953	0				0	599	505			
V/C Ratio(X)	0.53	0.48	0.00				0.00	0.18	0.37			
Avail Cap(c_a), veh/h	1068	1953	0				0	599	505			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	31.1	29.9	0.0				0.0	25.7	27.6			
Incr Delay (d2), s/veh	1.9	0.8	0.0				0.0	0.6	2.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.4	12.5	0.0				0.0	2.1	4.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	30.8	0.0				0.0	26.3	29.7			
LnGrp LOS	C	C	A				A	C	C			
Approach Vol, veh/h		1499						294				
Approach Delay, s/veh		31.6						28.5				
Approach LOS		C						C				

Timer - Assigned Phs	2	8
Phs Duration (G+Y+Rc), s	68.0	42.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	63.1	37.1
Max Q Clear Time (g_c+I1), s	31.9	12.5
Green Ext Time (p_c), s	13.4	2.0

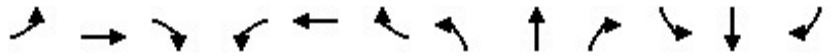
Intersection Summary	
HCM 6th Ctrl Delay	31.1
HCM 6th LOS	C



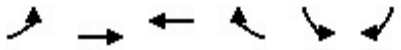
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1514	59	0	0	0	0	0	0	184	342	0
Future Volume (veh/h)	0	1514	59	0	0	0	0	0	0	184	342	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1545	60							188	349	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3259	127							471	940	0
Arrive On Green	0.00	0.21	0.21							0.09	0.09	0.00
Sat Flow, veh/h	0	5211	196							1781	3647	0
Grp Volume(v), veh/h	0	1043	562							188	349	0
Grp Sat Flow(s),veh/h/ln	0	1702	1834							1781	1777	0
Q Serve(g_s), s	0.0	29.5	29.5							11.0	10.2	0.0
Cycle Q Clear(g_c), s	0.0	29.5	29.5							11.0	10.2	0.0
Prop In Lane	0.00		0.11							1.00		0.00
Lane Grp Cap(c), veh/h	0	2200	1185							471	940	0
V/C Ratio(X)	0.00	0.47	0.47							0.40	0.37	0.00
Avail Cap(c_a), veh/h	0	2200	1185							471	940	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	26.9	26.9							41.9	41.6	0.0
Incr Delay (d2), s/veh	0.0	0.7	1.4							2.5	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.6	14.9							5.6	5.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	27.6	28.3							44.4	42.7	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1605									537	
Approach Delay, s/veh		27.9									43.3	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	76.0	34.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	71.1	29.1
Max Q Clear Time (g_c+I1), s	31.5	13.0
Green Ext Time (p_c), s	16.3	2.7

Intersection Summary	
HCM 6th Ctrl Delay	31.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	1545	2	0	0	0	0	49	66	0	0	0
Future Volume (veh/h)	43	1545	2	0	0	0	0	49	66	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870			
Adj Flow Rate, veh/h	47	1679	2				0	53	72			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2				0	2	2			
Cap, veh/h	99	3755	5				0	357	318			
Arrive On Green	0.23	0.23	0.23				0.00	0.20	0.20			
Sat Flow, veh/h	139	5289	7				0	1870	1585			
Grp Volume(v), veh/h	630	523	575				0	53	72			
Grp Sat Flow(s),veh/h/ln	1863	1702	1869				0	1777	1585			
Q Serve(g_s), s	32.0	28.8	28.8				0.0	2.7	4.2			
Cycle Q Clear(g_c), s	32.0	28.8	28.8				0.0	2.7	4.2			
Prop In Lane	0.07		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1323	1208	1327				0	357	318			
V/C Ratio(X)	0.48	0.43	0.43				0.00	0.15	0.23			
Avail Cap(c_a), veh/h	1323	1208	1327				0	357	318			
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	24.5	23.2	23.2				0.0	36.2	36.8			
Incr Delay (d2), s/veh	1.2	1.1	1.0				0.0	0.9	1.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.4	13.5	14.8				0.0	1.3	1.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.7	24.4	24.3				0.0	37.1	38.4			
LnGrp LOS	C	C	C				A	D	D			
Approach Vol, veh/h		1728						125				
Approach Delay, s/veh		24.8						37.9				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		83.0						27.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		78.1						22.1				
Max Q Clear Time (g_c+I1), s		34.0						6.2				
Green Ext Time (p_c), s		17.6						0.6				
Intersection Summary												
HCM 6th Ctrl Delay			25.7									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	51	733	894	77	71	106
Future Volume (veh/h)	51	733	894	77	71	106
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	53	764	931	80	74	110
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	69	4097	3482	298	302	138
Arrive On Green	0.01	0.27	1.00	1.00	0.09	0.09
Sat Flow, veh/h	1781	5149	4832	400	3456	1585
Grp Volume(v), veh/h	53	764	662	349	74	110
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1744	1728	1585
Q Serve(g_s), s	3.5	13.9	0.0	0.0	2.4	8.0
Cycle Q Clear(g_c), s	3.5	13.9	0.0	0.0	2.4	8.0
Prop In Lane	1.00			0.23	1.00	1.00
Lane Grp Cap(c), veh/h	69	4097	2479	1301	302	138
V/C Ratio(X)	0.77	0.19	0.27	0.27	0.25	0.79
Avail Cap(c_a), veh/h	319	4097	2479	1301	884	406
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.97	0.97	1.00	1.00
Uniform Delay (d), s/veh	57.7	12.7	0.0	0.0	50.2	52.8
Incr Delay (d2), s/veh	6.3	0.1	0.3	0.5	0.2	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	6.2	0.1	0.2	1.0	7.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	64.0	12.8	0.3	0.5	50.4	56.7
LnGrp LOS	E	B	A	A	D	E
Approach Vol, veh/h		817	1011		184	
Approach Delay, s/veh		16.1	0.3		54.1	
Approach LOS		B	A		D	

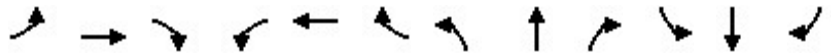
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		102.8		15.2	9.0	93.8
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 77		30.2	21.1	51.6
Max Q Clear Time (g_c+I1), s		15.9		10.0	5.5	2.0
Green Ext Time (p_c), s		16.0		0.3	0.0	19.7

Intersection Summary		
HCM 6th Ctrl Delay		11.7
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	730	10	15	959	5	0	13	13	45	0	12
Future Volume (veh/h)	65	730	10	15	959	5	0	13	13	45	0	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	753	10	15	989	0	0	13	13	46	0	12
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	748	3609	48	60	1567		35	16	16	227	0	102
Arrive On Green	0.84	1.00	1.00	0.03	0.31	0.00	0.00	0.02	0.02	0.07	0.00	0.07
Sat Flow, veh/h	1781	5068	67	1781	4985	1585	1781	841	841	3456	0	1556
Grp Volume(v), veh/h	67	493	270	15	989	0	0	0	26	46	0	12
Grp Sat Flow(s),veh/h/ln	1781	1662	1812	1781	1662	1585	1781	0	1683	1728	0	1556
Q Serve(g_s), s	0.8	0.0	0.0	1.0	20.0	0.0	0.0	0.0	1.8	1.5	0.0	0.9
Cycle Q Clear(g_c), s	0.8	0.0	0.0	1.0	20.0	0.0	0.0	0.0	1.8	1.5	0.0	0.9
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	748	2367	1290	60	1567		35	0	33	227	0	102
V/C Ratio(X)	0.09	0.21	0.21	0.25	0.63		0.00	0.00	0.79	0.20	0.00	0.12
Avail Cap(c_a), veh/h	748	2367	1290	168	1567		251	0	237	999	0	450
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.6	0.0	0.0	55.5	34.6	0.0	0.0	0.0	57.6	52.2	0.0	51.9
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.8	1.9	0.0	0.0	0.0	14.7	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.1	0.4	8.0	0.0	0.0	0.0	0.9	0.7	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.6	0.2	0.4	56.3	36.5	0.0	0.0	0.0	72.4	52.3	0.0	52.1
LnGrp LOS	A	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		830			1004	A		26			58	
Approach Delay, s/veh		0.7			36.8			72.4			52.3	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	89.7		12.7	55.2	42.9		7.2
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.0	21.6		34.1	10.2	* 37		16.6
Max Q Clear Time (g_c+I1), s	3.0	2.0		3.5	2.8	22.0		3.8
Green Ext Time (p_c), s	0.0	7.7		0.1	0.0	8.5		0.0

Intersection Summary	
HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C

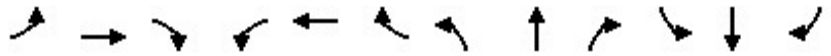
Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.



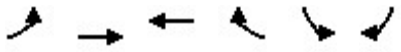
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	3	12	3	4	13	8	170	5	24	270	68
Future Volume (veh/h)	41	3	12	3	4	13	8	170	5	24	270	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.95	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	23	13	3	9	10	9	181	5	26	287	72
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	61	35	23	69	77	188	1026	28	211	850	208
Arrive On Green	0.06	0.06	0.06	0.05	0.05	0.05	0.11	0.29	0.29	0.12	0.30	0.30
Sat Flow, veh/h	1781	1114	630	462	1385	1558	1781	3527	97	1781	2799	687
Grp Volume(v), veh/h	30	0	36	12	0	10	9	91	95	26	180	179
Grp Sat Flow(s),veh/h/ln	1781	0	1744	1847	0	1558	1781	1777	1847	1781	1777	1709
Q Serve(g_s), s	0.5	0.0	0.7	0.2	0.0	0.2	0.1	1.3	1.3	0.4	2.6	2.7
Cycle Q Clear(g_c), s	0.5	0.0	0.7	0.2	0.0	0.2	0.1	1.3	1.3	0.4	2.6	2.7
Prop In Lane	1.00		0.36	0.25		1.00	1.00		0.05	1.00		0.40
Lane Grp Cap(c), veh/h	98	0	96	92	0	77	188	517	537	211	539	519
V/C Ratio(X)	0.31	0.00	0.37	0.13	0.00	0.13	0.05	0.18	0.18	0.12	0.33	0.35
Avail Cap(c_a), veh/h	2165	0	2120	2245	0	1893	1353	2700	2807	2165	2700	2596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	15.0	15.0	0.0	15.0	13.2	8.7	8.7	13.0	8.9	8.9
Incr Delay (d2), s/veh	1.3	0.0	1.8	0.2	0.0	0.3	0.0	0.1	0.1	0.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.3	0.1	0.0	0.1	0.0	0.3	0.4	0.1	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.2	0.0	16.8	15.2	0.0	15.2	13.3	8.8	8.8	13.1	9.1	9.2
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		66			22			195			385	
Approach Delay, s/veh		16.5			15.2			9.0			9.4	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	13.6		5.8	7.5	14.0		5.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	40.0	50.0		40.0	25.0	50.0		40.0
Max Q Clear Time (g_c+I1), s	2.4	3.3		2.7	2.1	4.7		2.2
Green Ext Time (p_c), s	0.0	0.8		0.2	0.0	1.8		0.0

Intersection Summary	
HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	133	2	3	48	97	185
Future Volume (veh/h)	133	2	3	48	97	185
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	138	0	3	0	100	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	578	303	1042		199	
Arrive On Green	0.16	0.00	0.56	0.00	0.06	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	138	0	3	0	100	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	1.8	0.0	0.0	0.0	1.5	0.0
Cycle Q Clear(g_c), s	1.8	0.0	0.0	0.0	1.5	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	578	303	1042		199	
V/C Ratio(X)	0.24	0.00	0.00		0.50	
Avail Cap(c_a), veh/h	3309	1737	1042		2568	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	19.7	0.0	5.3	0.0	24.6	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.0	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.9	0.0	5.3	0.0	26.6	0.0
LnGrp LOS	B	A	A		C	
Approach Vol, veh/h		138	3	A	100	A
Approach Delay, s/veh		19.9	5.3		26.6	
Approach LOS		B	A		C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		12.7		7.1		34.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		50.0		40.0		30.0
Max Q Clear Time (g_c+I1), s		3.8		3.5		2.0
Green Ext Time (p_c), s		0.5		0.3		0.0

Intersection Summary						
HCM 6th Ctrl Delay			22.5			
HCM 6th LOS			C			

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

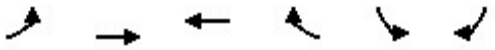
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	89	43	0	0	1
Future Vol, veh/h	9	89	43	0	0	1
Conflicting Peds, #/hr	7	0	0	7	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	103	50	0	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	57	0	-	0	130	34
Stage 1	-	-	-	-	57	-
Stage 2	-	-	-	-	73	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1546	-	-	-	851	1032
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	941	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1536	-	-	-	833	1023
Mov Cap-2 Maneuver	-	-	-	-	833	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	934	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1536	-	-	-	1023
HCM Lane V/C Ratio	0.007	-	-	-	0.001
HCM Control Delay (s)	7.4	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



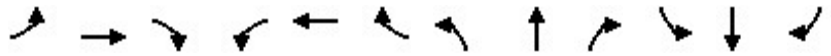
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	77	744	3681	26	15	67
Future Volume (veh/h)	77	744	3681	26	15	67
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	81	783	3875	0	16	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	104	4259	5611		204	94
Arrive On Green	0.06	0.85	0.76	0.00	0.06	0.06
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	81	783	3875	0	16	71
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	5.3	3.2	31.3	0.0	0.5	5.2
Cycle Q Clear(g_c), s	5.3	3.2	31.3	0.0	0.5	5.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	104	4259	5611		204	94
V/C Ratio(X)	0.78	0.18	0.69		0.08	0.76
Avail Cap(c_a), veh/h	319	4259	5611		723	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	1.5	7.2	0.0	52.5	54.7
Incr Delay (d2), s/veh	11.7	0.1	0.7	0.0	0.2	11.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.4	7.3	0.0	0.2	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	66.5	1.6	7.9	0.0	52.6	66.4
LnGrp LOS	E	A	A		D	E
Approach Vol, veh/h		864	3875	A	87	
Approach Delay, s/veh		7.7	7.9		63.9	
Approach LOS		A	A		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		106.1		11.9	11.3	94.8
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		83.1		24.7	21.1	57.6
Max Q Clear Time (g_c+I1), s		5.2		7.2	7.3	33.3
Green Ext Time (p_c), s		16.3		0.2	0.1	24.2

Intersection Summary	
HCM 6th Ctrl Delay	8.9
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



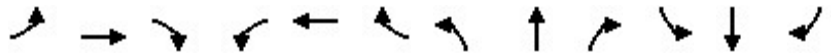
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	2177	17	61	3016	194	6	0	83	14	1	24
Future Volume (veh/h)	77	2177	17	61	3016	194	6	0	83	14	1	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	2316	18	65	3209	206	6	0	88	15	1	26
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	111	4791	1177	109	4446	280	152	0	117	142	5	125
Arrive On Green	0.06	0.76	0.76	0.06	1.00	1.00	0.08	0.00	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1781	6281	1543	3456	6075	382	1112	0	1421	1305	59	1530
Grp Volume(v), veh/h	82	2316	18	65	2474	941	6	0	88	15	0	27
Grp Sat Flow(s),veh/h/ln	1781	1570	1543	1728	1570	1746	1112	0	1421	1305	0	1588
Q Serve(g_s), s	5.3	16.4	0.3	2.2	0.0	0.0	0.5	0.0	7.1	1.3	0.0	1.9
Cycle Q Clear(g_c), s	5.3	16.4	0.3	2.2	0.0	0.0	2.4	0.0	7.1	3.6	0.0	1.9
Prop In Lane	1.00		1.00	1.00		0.22	1.00		1.00	1.00		0.96
Lane Grp Cap(c), veh/h	111	4791	1177	109	3448	1278	152	0	117	142	0	130
V/C Ratio(X)	0.74	0.48	0.02	0.60	0.72	0.74	0.04	0.00	0.76	0.11	0.00	0.21
Avail Cap(c_a), veh/h	168	4791	1177	618	3448	1278	328	0	298	308	0	332
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.28	0.28	0.28	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.4	5.3	3.4	54.5	0.0	0.0	51.7	0.0	53.0	52.5	0.0	50.6
Incr Delay (d2), s/veh	3.6	0.4	0.0	0.5	0.4	1.1	0.0	0.0	3.7	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.0	0.1	0.9	0.1	0.4	0.2	0.0	2.7	0.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	5.6	3.4	55.1	0.4	1.1	51.7	0.0	56.7	52.6	0.0	50.9
LnGrp LOS	E	A	A	E	A	A	D	A	E	D	A	D
Approach Vol, veh/h		2416			3480			94			42	
Approach Delay, s/veh		7.4			1.6			56.4			51.5	
Approach LOS		A			A			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.1	95.3		14.6	11.8	91.7		14.6
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	21.1	57.6		24.7	11.1	67.6		24.7
Max Q Clear Time (g_c+I1), s	4.2	18.4		5.6	7.3	2.0		9.1
Green Ext Time (p_c), s	0.1	36.9		0.1	0.0	65.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	5.1
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.



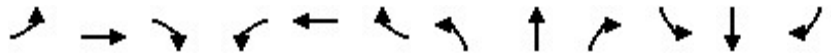
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	2128	0	6	3117	321	0	0	0	44	0	185
Future Volume (veh/h)	158	2128	0	6	3117	321	0	0	0	44	0	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	166	2240	0	6	3281	338	0	0	0	46	0	195
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	168	3467	0	60	3713	368	0	275	0	628	0	232
Arrive On Green	0.13	0.93	0.00	0.03	0.64	0.64	0.00	0.00	0.00	0.15	0.00	0.15
Sat Flow, veh/h	1781	5149	0	1781	5844	580	0	1870	0	3449	0	1582
Grp Volume(v), veh/h	166	2240	0	6	2621	998	0	0	0	46	0	195
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1713	0	1870	0	1724	0	1582
Q Serve(g_s), s	11.0	9.9	0.0	0.4	53.9	60.2	0.0	0.0	0.0	1.4	0.0	14.2
Cycle Q Clear(g_c), s	11.0	9.9	0.0	0.4	53.9	60.2	0.0	0.0	0.0	1.4	0.0	14.2
Prop In Lane	1.00		0.00	1.00		0.34	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	168	3467	0	60	2993	1088	0	275	0	628	0	232
V/C Ratio(X)	0.99	0.65	0.00	0.10	0.88	0.92	0.00	0.00	0.00	0.07	0.00	0.84
Avail Cap(c_a), veh/h	168	3467	0	168	2993	1088	0	471	0	990	0	398
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.00	0.46	0.46	0.46	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.6	1.7	0.0	55.3	17.7	18.8	0.0	0.0	0.0	43.5	0.0	49.0
Incr Delay (d2), s/veh	61.9	0.8	0.0	0.1	1.9	7.1	0.0	0.0	0.0	0.0	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	1.6	0.0	0.2	17.0	22.3	0.0	0.0	0.0	0.6	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	113.5	2.5	0.0	55.4	19.6	25.9	0.0	0.0	0.0	43.5	0.0	52.1
LnGrp LOS	F	A	A	E	B	C	A	A	A	D	A	D
Approach Vol, veh/h		2406			3625			0			241	
Approach Delay, s/veh		10.2			21.4			0.0			50.5	
Approach LOS		B			C						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	87.4		22.2	15.5	80.3		22.2				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.1	62.6		29.7	11.1	62.6		29.7				
Max Q Clear Time (g_c+I1), s	2.4	11.9		16.2	13.0	62.2		0.0				
Green Ext Time (p_c), s	0.0	45.1		0.8	0.0	0.4		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	18.2
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	2132	2	31	3312	0	0	0	19	0	0	0
Future Volume (veh/h)	46	2132	2	31	3312	0	0	0	19	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	49	2292	2	33	3561	0						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	62	4320	4	48	4147	0						
Arrive On Green	0.03	0.84	0.84	0.03	0.83	0.00						
Sat Flow, veh/h	1781	5143	4	1781	5149	0						
Grp Volume(v), veh/h	49	1481	813	33	3561	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1825	1781	1662	0						
Q Serve(g_s), s	2.0	9.3	9.3	1.3	30.3	0.0						
Cycle Q Clear(g_c), s	2.0	9.3	9.3	1.3	30.3	0.0						
Prop In Lane	1.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	62	2791	1533	48	4147	0						
V/C Ratio(X)	0.79	0.53	0.53	0.69	0.86	0.00						
Avail Cap(c_a), veh/h	742	2791	1533	742	4150	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	34.5	1.7	1.7	34.8	3.6	0.0						
Incr Delay (d2), s/veh	8.1	0.5	1.0	6.4	2.4	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.9	0.2	0.4	0.6	0.9	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.6	2.2	2.6	41.2	5.9	0.0						
LnGrp LOS	D	A	A	D	A	A						
Approach Vol, veh/h		2343			3594							
Approach Delay, s/veh		3.2			6.3							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	6.3	65.7			6.9	65.2						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	30.6	60.0			30.0	60.0						
Max Q Clear Time (g_c+I1), s	3.3	11.3			4.0	32.3						
Green Ext Time (p_c), s	0.0	45.2			0.0	27.7						
Intersection Summary												
HCM 6th Ctrl Delay			5.1									
HCM 6th LOS			A									

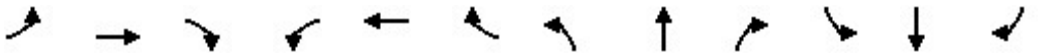
Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	108	0	0	1322	429
Future Vol, veh/h	0	108	0	0	1322	429
Conflicting Peds, #/hr	0	0	10	0	0	10
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	120	0	0	1469	477

Major/Minor	Minor2			Major2	
Conflicting Flow All	1718	983		-	0
Stage 1	1718	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	132	213		-	-
Stage 1	86	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	129	211		-	-
Mov Cap-2 Maneuver	129	-		-	-
Stage 1	85	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	42.4	0
HCM LOS	E	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	211	-	-
HCM Lane V/C Ratio	-	0.569	-	-
HCM Control Delay (s)	0	42.4	-	-
HCM Lane LOS	A	E	-	-
HCM 95th %tile Q(veh)	-	3.1	-	-



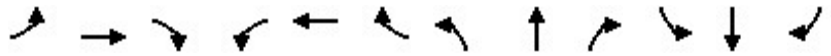
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	569	137	71	673	294	51	34	27	172	89	120
Future Volume (veh/h)	119	569	137	71	673	294	51	34	27	172	89	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	0.99		0.99	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	134	639	154	80	756	330	57	38	30	193	100	135
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	159	2926	885	101	2759	836	245	212	171	333	426	370
Arrive On Green	0.18	1.00	1.00	0.11	1.00	1.00	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	5106	1545	1781	5106	1548	774	885	712	1319	1777	1545
Grp Volume(v), veh/h	134	639	154	80	756	330	59	0	66	193	100	135
Grp Sat Flow(s),veh/h/ln	1781	1702	1545	1781	1702	1548	808	0	1563	1319	1777	1545
Q Serve(g_s), s	8.6	0.0	0.0	5.2	0.0	0.0	5.2	0.0	3.9	16.1	5.3	8.6
Cycle Q Clear(g_c), s	8.6	0.0	0.0	5.2	0.0	0.0	13.8	0.0	3.9	20.0	5.3	8.6
Prop In Lane	1.00		1.00	1.00		1.00	0.96		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	159	2926	885	101	2759	836	254	0	375	333	426	370
V/C Ratio(X)	0.84	0.22	0.17	0.79	0.27	0.39	0.23	0.00	0.18	0.58	0.23	0.36
Avail Cap(c_a), veh/h	319	2926	885	319	2759	836	322	0	468	411	532	462
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.6	0.0	0.0	51.6	0.0	0.0	42.9	0.0	35.6	43.5	36.1	37.4
Incr Delay (d2), s/veh	4.2	0.2	0.4	4.9	0.2	1.3	0.2	0.0	0.1	4.6	0.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	0.1	2.3	0.1	0.3	1.5	0.0	1.5	5.7	2.4	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	0.2	0.4	56.6	0.2	1.3	43.1	0.0	35.7	48.1	36.9	39.1
LnGrp LOS	D	A	A	E	A	A	D	A	D	D	D	D
Approach Vol, veh/h		927			1166			125			428	
Approach Delay, s/veh		7.7			4.4			39.2			42.7	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	73.7		33.2	15.0	69.9		33.2				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	21.1	* 47		35.3	21.1	46.2		35.3				
Max Q Clear Time (g_c+I1), s	7.2	2.0		22.0	10.6	2.0		15.8				
Green Ext Time (p_c), s	0.1	9.5		3.6	0.1	19.3		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		13.4
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	413	0	0	542	260	0	0	0	382	0	23
Future Volume (veh/h)	14	413	0	0	542	260	0	0	0	382	0	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	486	0	0	638	0	0	0	0	474	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	25	2641	0	2	2459		0	2	1	558	293	0
Arrive On Green	0.01	0.74	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3556	1870	0
Grp Volume(v), veh/h	16	486	0	0	638	0	0	0	0	474	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1778	1870	0
Q Serve(g_s), s	1.1	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.3	0.0	0.0
Cycle Q Clear(g_c), s	1.1	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.3	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	25	2641	0	2	2459		0	2	1	558	293	0
V/C Ratio(X)	0.65	0.18	0.00	0.00	0.26		0.00	0.00	0.00	0.85	0.00	0.00
Avail Cap(c_a), veh/h	152	2641	0	152	2459		0	157	133	1118	588	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.79	0.00	0.00
Uniform Delay (d), s/veh	57.9	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.4	0.0	0.0
Incr Delay (d2), s/veh	10.2	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.4	0.0	0.0	0.1	0.0	0.0	0.0	0.0	6.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.1	4.7	0.0	0.0	0.2	0.0	0.0	0.0	0.0	49.5	0.0	0.0
LnGrp LOS	E	A	A	A	A		A	A	A	D	A	A
Approach Vol, veh/h		502			638	A		0			474	
Approach Delay, s/veh		6.7			0.2			0.0			49.5	
Approach LOS		A			A						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	93.6		24.4	6.0	87.6		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	0.1	* 41		37.1	10.1	39.8		9.9				
Max Q Clear Time (g_c+I1), s	0.0	6.8		17.3	3.1	2.0		0.0				
Green Ext Time (p_c), s	0.0	8.9		0.9	0.0	9.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	16.7
HCM 6th LOS	B

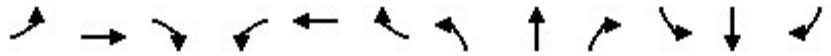
Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



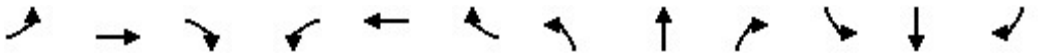
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	299	351	183	58	191	90	117	602	36	113	811	92
Future Volume (veh/h)	299	351	183	58	191	90	117	602	36	113	811	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	315	369	193	61	201	95	123	634	38	119	854	97
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	341	601	308	78	411	257	178	1608	96	173	1673	731
Arrive On Green	0.19	0.27	0.27	0.04	0.12	0.12	0.05	0.47	0.47	0.05	0.47	0.47
Sat Flow, veh/h	1781	2247	1154	1781	3554	1536	3456	3405	204	3456	3554	1552
Grp Volume(v), veh/h	315	290	272	61	201	95	123	331	341	119	854	97
Grp Sat Flow(s),veh/h/ln	1781	1777	1624	1781	1777	1536	1728	1777	1832	1728	1777	1552
Q Serve(g_s), s	20.1	16.6	17.1	3.9	6.2	4.0	4.1	14.0	14.0	3.9	19.4	1.9
Cycle Q Clear(g_c), s	20.1	16.6	17.1	3.9	6.2	4.0	4.1	14.0	14.0	3.9	19.4	1.9
Prop In Lane	1.00		0.71	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	341	475	434	78	411	257	178	839	865	173	1673	731
V/C Ratio(X)	0.92	0.61	0.63	0.78	0.49	0.37	0.69	0.39	0.39	0.69	0.51	0.13
Avail Cap(c_a), veh/h	393	685	626	147	888	463	286	839	865	209	1673	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	37.2	37.4	54.9	48.1	20.0	54.1	19.8	19.9	54.2	21.4	3.8
Incr Delay (d2), s/veh	23.9	0.5	0.6	6.0	0.3	0.3	1.8	1.4	1.4	4.7	1.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	7.2	6.8	1.9	2.7	1.7	1.8	6.1	6.3	1.8	8.2	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.9	37.7	37.9	60.9	48.4	20.4	55.9	21.2	21.2	58.9	22.5	4.2
LnGrp LOS	E	D	D	E	D	C	E	C	C	E	C	A
Approach Vol, veh/h		877			357			795			1070	
Approach Delay, s/veh		49.3			43.1			26.6			24.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	60.1	9.5	36.2	10.4	59.9	27.4	18.3
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	7.6	* 36	9.6	44.7	9.6	32.8	25.6	* 29
Max Q Clear Time (g_c+I1), s	5.9	16.0	5.9	19.1	6.1	21.4	22.1	8.2
Green Ext Time (p_c), s	0.0	1.4	0.0	1.3	0.0	2.1	0.1	0.5

Intersection Summary	
HCM 6th Ctrl Delay	34.3
HCM 6th LOS	C

Notes

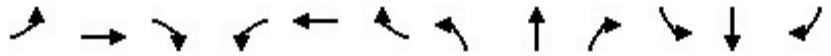
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	488	148	214	204	65	166	170	528	107	217	80
Future Volume (veh/h)	72	488	148	214	204	65	166	170	528	107	217	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.92	1.00		0.83
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	525	159	230	219	70	178	183	568	115	233	86
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	932	584	299	548	447	209	1290	667	143	1158	430
Arrive On Green	0.06	0.26	0.26	0.09	0.29	0.29	0.12	0.36	0.36	0.08	0.33	0.33
Sat Flow, veh/h	1781	3554	1519	3456	1870	1525	1781	3554	1462	1781	3554	1318
Grp Volume(v), veh/h	77	525	159	230	219	70	178	183	568	115	233	86
Grp Sat Flow(s),veh/h/ln	1781	1777	1519	1728	1870	1525	1781	1777	1462	1781	1777	1318
Q Serve(g_s), s	4.8	14.4	8.1	7.3	10.5	3.8	11.0	3.9	39.3	7.1	5.3	5.3
Cycle Q Clear(g_c), s	4.8	14.4	8.1	7.3	10.5	3.8	11.0	3.9	39.3	7.1	5.3	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	99	932	584	299	548	447	209	1290	667	143	1158	430
V/C Ratio(X)	0.78	0.56	0.27	0.77	0.40	0.16	0.85	0.14	0.85	0.81	0.20	0.20
Avail Cap(c_a), veh/h	476	1266	727	923	666	543	476	1290	667	476	1266	470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	35.9	24.2	50.2	31.8	29.4	48.6	24.0	27.9	50.8	27.3	27.3
Incr Delay (d2), s/veh	4.8	0.6	0.3	1.6	0.3	0.1	3.8	0.0	10.2	4.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	6.3	3.0	3.2	4.8	1.4	5.1	1.6	15.2	3.3	2.3	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.2	36.5	24.5	51.8	32.1	29.5	52.4	24.1	38.1	54.8	27.3	27.4
LnGrp LOS	E	D	C	D	C	C	D	C	D	D	C	C
Approach Vol, veh/h		761			519			929			434	
Approach Delay, s/veh		36.1			40.5			38.1			34.6	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	35.3	18.6	43.3	11.7	38.8	14.4	47.5
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	9.3	16.4	13.0	7.3	6.8	12.5	9.1	41.3
Green Ext Time (p_c), s	0.4	5.1	0.2	1.2	0.1	1.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	37.4
HCM 6th LOS	D



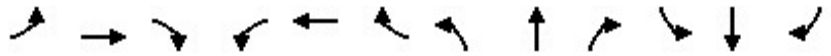
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	0	93	68	0	71	21	626	27	66	516	10
Future Volume (veh/h)	53	0	93	68	0	71	21	626	27	66	516	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.96	0.98		0.96	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	0	106	77	0	81	24	711	31	75	586	11
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	210	44	250	539	0	489	41	1734	75	97	1947	36
Arrive On Green	0.26	0.00	0.26	0.26	0.00	0.26	0.02	0.35	0.35	0.05	0.38	0.38
Sat Flow, veh/h	371	168	952	1421	0	1528	1781	5015	218	1781	5159	97
Grp Volume(v), veh/h	166	0	0	77	0	81	24	482	260	75	386	211
Grp Sat Flow(s),veh/h/ln	1490	0	0	1421	0	1528	1781	1702	1829	1781	1702	1852
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	1.7	0.6	4.7	4.7	1.8	3.5	3.5
Cycle Q Clear(g_c), s	3.7	0.0	0.0	1.5	0.0	1.7	0.6	4.7	4.7	1.8	3.5	3.5
Prop In Lane	0.36		0.64	1.00		1.00	1.00		0.12	1.00		0.05
Lane Grp Cap(c), veh/h	504	0	0	539	0	489	41	1177	632	97	1284	699
V/C Ratio(X)	0.33	0.00	0.00	0.14	0.00	0.17	0.58	0.41	0.41	0.77	0.30	0.30
Avail Cap(c_a), veh/h	1439	0	0	1364	0	1485	1223	4675	2511	1223	4675	2543
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	0.0	0.0	12.4	0.0	10.7	21.1	10.9	10.9	20.4	9.6	9.6
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.0	0.1	4.8	0.3	0.6	4.7	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.5	0.0	0.5	0.3	1.5	1.6	0.8	1.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.3	0.0	0.0	12.5	0.0	10.8	25.9	11.2	11.5	25.1	9.7	9.8
LnGrp LOS	B	A	A	B	A	B	C	B	B	C	A	A
Approach Vol, veh/h		166			158			766			672	
Approach Delay, s/veh		13.3			11.6			11.8			11.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.8	20.5		16.4	5.4	21.9		16.4
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.8	6.7		5.7	2.6	5.5		3.7
Green Ext Time (p_c), s	0.1	7.9		0.7	0.0	5.2		0.4

Intersection Summary	
HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	15	149	195	45	186	165	570	18	32	1217	66
Future Volume (veh/h)	140	15	149	195	45	186	165	570	18	32	1217	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.84	1.00		0.86	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	147	16	157	205	47	196	174	600	19	34	1281	69
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	172	336	240	230	396	288	204	1779	775	44	1433	77
Arrive On Green	0.10	0.18	0.18	0.13	0.21	0.21	0.11	0.50	0.50	0.02	0.42	0.42
Sat Flow, veh/h	1781	1870	1336	1781	1870	1358	1781	3554	1548	1781	3429	184
Grp Volume(v), veh/h	147	16	157	205	47	196	174	600	19	34	663	687
Grp Sat Flow(s),veh/h/ln	1781	1870	1336	1781	1870	1358	1781	1777	1548	1781	1777	1836
Q Serve(g_s), s	11.4	1.0	15.4	15.9	2.9	18.7	13.5	14.3	0.9	2.7	48.7	48.9
Cycle Q Clear(g_c), s	11.4	1.0	15.4	15.9	2.9	18.7	13.5	14.3	0.9	2.7	48.7	48.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	172	336	240	230	396	288	204	1779	775	44	742	767
V/C Ratio(X)	0.85	0.05	0.65	0.89	0.12	0.68	0.85	0.34	0.02	0.78	0.89	0.90
Avail Cap(c_a), veh/h	380	399	285	380	399	290	380	1779	775	380	758	783
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.5	47.8	53.6	60.3	44.8	51.0	61.1	21.1	17.8	68.2	38.0	38.1
Incr Delay (d2), s/veh	4.6	0.0	2.4	8.4	0.0	5.2	13.2	0.1	0.0	10.4	14.1	14.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.5	5.3	7.7	1.4	6.8	6.9	6.0	0.3	1.3	23.9	24.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.1	47.8	56.1	68.7	44.9	56.3	74.3	21.2	17.8	78.7	52.1	52.0
LnGrp LOS	E	D	E	E	D	E	E	C	B	E	D	D
Approach Vol, veh/h		320			448			793			1384	
Approach Delay, s/veh		60.7			60.8			32.8			52.7	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	79.1	22.5	30.1	20.5	67.5	18.0	34.7
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	14.7	16.3	17.9	17.4	15.5	50.9	13.4	20.7
Green Ext Time (p_c), s	0.0	6.1	0.2	0.3	0.6	7.8	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	49.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

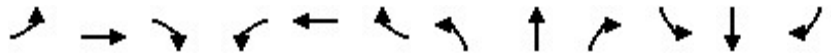
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	222	23	176	66	0	0	0	0	510	79	30
Future Volume (veh/h)	0	222	23	176	66	0	0	0	0	510	79	30
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	239	25	189	71	0				609	0	32
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	252	502	221	349	666	0				969	0	655
Arrive On Green	0.00	0.14	0.14	0.20	0.20	0.00				0.27	0.00	0.27
Sat Flow, veh/h	1781	3554	1563	1781	3572	0				3563	0	1583
Grp Volume(v), veh/h	0	239	25	189	71	0				609	0	32
Grp Sat Flow(s),veh/h/ln	1781	1777	1563	1781	1702	0				1781	0	1583
Q Serve(g_s), s	0.0	2.3	0.5	3.5	0.6	0.0				5.6	0.0	0.4
Cycle Q Clear(g_c), s	0.0	2.3	0.5	3.5	0.6	0.0				5.6	0.0	0.4
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	252	502	221	349	666	0				969	0	655
V/C Ratio(X)	0.00	0.48	0.11	0.54	0.11	0.00				0.63	0.00	0.05
Avail Cap(c_a), veh/h	2882	5749	2528	2882	5507	0				3362	0	1718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.7	13.9	13.4	12.3	0.0				11.9	0.0	6.5
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.5	0.1	0.0				0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.1	1.1	0.2	0.0				1.7	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.9	14.0	14.9	12.3	0.0				12.1	0.0	6.5
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		264			260						641	
Approach Delay, s/veh		14.8			14.2						11.8	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		9.2		16.3		11.6
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		4.3		7.6		5.5
Green Ext Time (p_c), s		0.9		1.3		1.7

Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	678	0	0	208	261	19	14	96	37	0	236
Future Volume (veh/h)	75	678	0	0	208	261	19	14	96	37	0	236
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	745	0	0	229	287	21	15	105	41	0	259
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	109	1424	0	0	469	418	208	23	163	51	0	320
Arrive On Green	0.06	0.40	0.00	0.00	0.26	0.26	0.12	0.12	0.12	0.23	0.00	0.23
Sat Flow, veh/h	1781	3647	0	0	1870	1585	1781	200	1398	216	0	1366
Grp Volume(v), veh/h	82	745	0	0	229	287	21	0	120	300	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1597	1582	0	0
Q Serve(g_s), s	2.7	9.5	0.0	0.0	6.5	9.7	0.6	0.0	4.3	10.7	0.0	0.0
Cycle Q Clear(g_c), s	2.7	9.5	0.0	0.0	6.5	9.7	0.6	0.0	4.3	10.7	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.88	0.14		0.86
Lane Grp Cap(c), veh/h	109	1424	0	0	469	418	208	0	186	371	0	0
V/C Ratio(X)	0.75	0.52	0.00	0.00	0.49	0.69	0.10	0.00	0.64	0.81	0.00	0.00
Avail Cap(c_a), veh/h	897	3578	0	0	1789	1596	1196	0	1072	1062	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.5	13.5	0.0	0.0	18.5	19.7	23.5	0.0	25.1	21.6	0.0	0.0
Incr Delay (d2), s/veh	11.6	0.1	0.0	0.0	1.0	2.4	0.1	0.0	1.4	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.0	0.0	0.0	2.4	3.3	0.3	0.0	1.6	3.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.1	13.6	0.0	0.0	19.5	22.1	23.6	0.0	26.5	23.2	0.0	0.0
LnGrp LOS	D	B	A	A	B	C	C	A	C	C	A	A
Approach Vol, veh/h		827			516			141			300	
Approach Delay, s/veh		16.2			21.0			26.1			23.2	
Approach LOS		B			C			C			C	

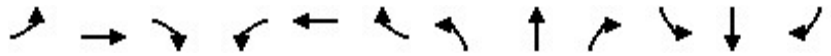
Timer - Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		28.3		18.0	8.2	20.1		13.4
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s		11.5		12.7	4.7	11.7		6.3
Green Ext Time (p_c), s		3.2		1.4	0.2	4.0		0.5

Intersection Summary	
HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



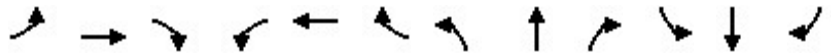
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	707	105	255	332	0	0	0	0	871	400	156
Future Volume (veh/h)	0	707	105	255	332	0	0	0	0	871	400	156
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	744	111	268	349	0				917	421	164
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1514	662	348	2058	0				1084	569	479
Arrive On Green	0.00	0.43	0.43	0.20	1.00	0.00				0.30	0.30	0.30
Sat Flow, veh/h	0	3647	1554	3456	3647	0				3563	1870	1576
Grp Volume(v), veh/h	0	744	111	268	349	0				917	421	164
Grp Sat Flow(s),veh/h/ln	0	1777	1554	1728	1777	0				1781	1870	1576
Q Serve(g_s), s	0.0	12.8	3.7	6.2	0.0	0.0				20.3	17.0	6.8
Cycle Q Clear(g_c), s	0.0	12.8	3.7	6.2	0.0	0.0				20.3	17.0	6.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1514	662	348	2058	0				1084	569	479
V/C Ratio(X)	0.00	0.49	0.17	0.77	0.17	0.00				0.85	0.74	0.34
Avail Cap(c_a), veh/h	0	1514	662	703	2058	0				1361	715	602
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.87	0.87	0.97	0.97	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	17.5	14.9	32.6	0.0	0.0				27.4	26.2	22.7
Incr Delay (d2), s/veh	0.0	1.0	0.5	1.3	0.2	0.0				3.5	2.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.8	1.3	2.3	0.0	0.0				8.8	7.6	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.5	15.4	33.9	0.2	0.0				30.9	28.4	22.9
LnGrp LOS	A	B	B	C	A	A				C	C	C
Approach Vol, veh/h		855			617						1502	
Approach Delay, s/veh		18.1			14.8						29.3	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.9	40.7		30.4		53.6
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.2	14.8		22.3		2.0
Green Ext Time (p_c), s	0.3	2.8		3.3		2.5

Intersection Summary	
HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

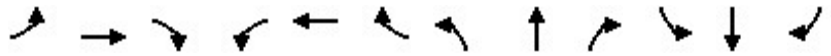


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	274	1296	0	0	468	458	110	155	44	0	0	0
Future Volume (veh/h)	274	1296	0	0	468	458	110	155	44	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	288	1364	0	0	493	482	116	163	46			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1274	2707	0	0	1189	530	212	330	90			
Arrive On Green	0.74	1.00	0.00	0.00	0.33	0.33	0.12	0.12	0.12			
Sat Flow, veh/h	3456	3647	0	0	3647	1585	1742	2709	740			
Grp Volume(v), veh/h	288	1364	0	0	493	482	119	100	106			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	1783	1702	1705			
Q Serve(g_s), s	2.2	0.0	0.0	0.0	9.0	24.4	5.3	4.6	4.9			
Cycle Q Clear(g_c), s	2.2	0.0	0.0	0.0	9.0	24.4	5.3	4.6	4.9			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		0.43			
Lane Grp Cap(c), veh/h	1274	2707	0	0	1189	530	217	207	208			
V/C Ratio(X)	0.23	0.50	0.00	0.00	0.41	0.91	0.55	0.48	0.51			
Avail Cap(c_a), veh/h	1274	2707	0	0	1189	530	597	569	570			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.67	0.67	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	7.2	0.0	0.0	0.0	21.6	26.7	34.7	34.4	34.5			
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.0	1.1	22.0	0.8	0.7	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	0.2	0.0	0.0	3.6	11.5	2.3	1.9	2.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.3	0.5	0.0	0.0	22.7	48.8	35.5	35.1	35.3			
LnGrp LOS	A	A	A	A	C	D	D	D	D			
Approach Vol, veh/h		1652			975			325				
Approach Delay, s/veh		1.6			35.6			35.3				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.9			35.9	33.0		15.1				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			4.2	26.4		7.3				
Green Ext Time (p_c), s		15.9			0.6	0.8		1.2				

Intersection Summary	
HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B

Notes

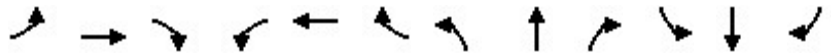
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	24	42	21	1203	24	0	0	0
Future Volume (veh/h)	0	0	0	0	24	42	21	1203	24	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.99			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	25	44	22	1266	25			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	33	58	117	3266	64			
Arrive On Green				0.00	0.05	0.05	0.66	0.66	0.66			
Sat Flow, veh/h				0	608	1070	29	4966	97			
Grp Volume(v), veh/h				0	0	69	481	399	433			
Grp Sat Flow(s),veh/h/ln				0	0	1678	1861	1549	1683			
Q Serve(g_s), s				0.0	0.0	1.6	0.0	4.6	4.6			
Cycle Q Clear(g_c), s				0.0	0.0	1.6	4.6	4.6	4.6			
Prop In Lane				0.00		0.64	0.05		0.06			
Lane Grp Cap(c), veh/h				0	0	91	1322	1019	1107			
V/C Ratio(X)				0.00	0.00	0.76	0.36	0.39	0.39			
Avail Cap(c_a), veh/h				0	0	1742	2981	2413	2622			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	18.0	3.0	3.0	3.0			
Incr Delay (d2), s/veh				0.0	0.0	4.8	0.2	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.7	0.6	0.5	0.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	22.7	3.3	3.4	3.4			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					69			1313				
Approach Delay, s/veh					22.7			3.4				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	30.9							7.6				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	6.6							3.6				
Green Ext Time (p_c), s	18.8							0.3				

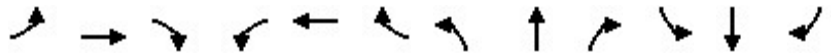
Intersection Summary		
HCM 6th Ctrl Delay	4.3	
HCM 6th LOS	A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	200	85	244	201	81	173	366	74	152	952	56
Future Volume (veh/h)	48	200	85	244	201	81	173	366	74	152	952	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	213	90	260	214	86	184	389	79	162	1013	60
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	284	240	298	357	144	220	1574	310	197	1751	104
Arrive On Green	0.04	0.15	0.15	0.17	0.28	0.28	0.12	0.37	0.37	0.11	0.36	0.36
Sat Flow, veh/h	1781	1870	1579	1781	1268	510	1781	4276	842	1781	4928	292
Grp Volume(v), veh/h	51	213	90	260	0	300	184	307	161	162	699	374
Grp Sat Flow(s),veh/h/ln	1781	1870	1579	1781	0	1777	1781	1702	1713	1781	1702	1816
Q Serve(g_s), s	2.7	10.2	4.8	13.4	0.0	13.7	9.5	5.9	6.1	8.4	15.7	15.7
Cycle Q Clear(g_c), s	2.7	10.2	4.8	13.4	0.0	13.7	9.5	5.9	6.1	8.4	15.7	15.7
Prop In Lane	1.00		1.00	1.00		0.29	1.00		0.49	1.00		0.16
Lane Grp Cap(c), veh/h	66	284	240	298	0	501	220	1253	631	197	1209	645
V/C Ratio(X)	0.77	0.75	0.38	0.87	0.00	0.60	0.84	0.25	0.25	0.82	0.58	0.58
Avail Cap(c_a), veh/h	569	797	673	569	0	757	569	2175	1095	569	2175	1160
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	38.1	35.8	38.1	0.0	29.1	40.2	20.6	20.7	40.8	24.6	24.6
Incr Delay (d2), s/veh	7.1	1.5	0.4	3.2	0.0	1.2	3.2	0.2	0.4	3.2	0.8	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	4.8	1.9	6.1	0.0	6.0	4.2	2.3	2.4	3.8	6.2	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	39.6	36.2	41.3	0.0	30.3	43.4	20.8	21.1	44.1	25.3	26.1
LnGrp LOS	D	D	D	D	A	C	D	C	C	D	C	C
Approach Vol, veh/h		354			560			652			1235	
Approach Delay, s/veh		40.5			35.4			27.2			28.0	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	39.9	20.1	19.2	16.0	38.7	7.9	31.4
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	10.4	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	10.4	8.1	15.4	12.2	11.5	17.7	4.7	15.7
Green Ext Time (p_c), s	0.2	6.0	0.3	1.0	0.2	15.7	0.1	2.0

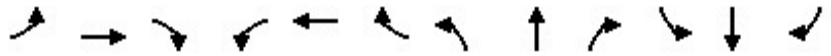
Intersection Summary	
HCM 6th Ctrl Delay	30.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	228	253	66	162	0	0	0	0	233	1725	328
Future Volume (veh/h)	0	228	253	66	162	0	0	0	0	233	1725	328
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	245	272	71	174	0				251	1855	353
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	423	357	144	426	0				1124	2725	510
Arrive On Green	0.00	0.23	0.23	0.23	0.23	0.00				0.63	0.63	0.63
Sat Flow, veh/h	0	1870	1581	344	1971	0				1781	4320	809
Grp Volume(v), veh/h	0	245	272	107	138	0				251	1455	753
Grp Sat Flow(s),veh/h/ln	0	1870	1581	613	1617	0				1781	1702	1724
Q Serve(g_s), s	0.0	10.6	14.6	7.0	6.5	0.0				5.5	25.0	26.0
Cycle Q Clear(g_c), s	0.0	10.6	14.6	17.6	6.5	0.0				5.5	25.0	26.0
Prop In Lane	0.00		1.00	0.66		0.00				1.00		0.47
Lane Grp Cap(c), veh/h	0	423	357	205	365	0				1124	2147	1088
V/C Ratio(X)	0.00	0.58	0.76	0.52	0.38	0.00				0.22	0.68	0.69
Avail Cap(c_a), veh/h	0	618	522	317	534	0				1177	2250	1140
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	31.3	32.8	36.5	29.7	0.0				7.2	10.8	11.0
Incr Delay (d2), s/veh	0.0	0.5	1.9	1.5	0.5	0.0				0.2	1.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.8	5.7	2.4	2.6	0.0				1.9	8.5	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.8	34.7	38.0	30.2	0.0				7.4	11.8	13.1
LnGrp LOS	A	C	C	D	C	A				A	B	B
Approach Vol, veh/h		517			245						2459	
Approach Delay, s/veh		33.3			33.6						11.8	
Approach LOS		C			C						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		27.2		63.6		27.2
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		16.6		28.0		19.6
Green Ext Time (p_c), s		1.3		29.3		0.9

Intersection Summary	
HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B



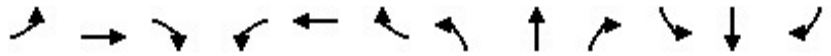
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	50	205	0	23	12	211	1177	37	0	0	0
Future Volume (veh/h)	209	50	205	0	23	12	211	1177	37	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	220	53	216	0	24	13	222	1239	39			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	445	74	1216	0	319	173	873	1723	54			
Arrive On Green	0.28	0.28	0.28	0.00	0.28	0.28	0.49	0.49	0.49			
Sat Flow, veh/h	1101	265	1571	0	1141	618	1781	3515	111			
Grp Volume(v), veh/h	273	0	216	0	0	37	222	626	652			
Grp Sat Flow(s),veh/h/ln	1366	0	1571	0	0	1759	1781	1777	1849			
Q Serve(g_s), s	8.1	0.0	0.0	0.0	0.0	0.7	3.4	13.1	13.1			
Cycle Q Clear(g_c), s	8.8	0.0	0.0	0.0	0.0	0.7	3.4	13.1	13.1			
Prop In Lane	0.81		1.00	0.00		0.35	1.00		0.06			
Lane Grp Cap(c), veh/h	519	0	1216	0	0	492	873	871	906			
V/C Ratio(X)	0.53	0.00	0.18	0.00	0.00	0.08	0.25	0.72	0.72			
Avail Cap(c_a), veh/h	1032	0	1773	0	0	1116	1111	1108	1153			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	15.8	0.0	1.5	0.0	0.0	12.5	7.0	9.5	9.5			
Incr Delay (d2), s/veh	0.8	0.0	0.1	0.0	0.0	0.0	0.2	1.7	1.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	0.0	0.0	0.3	1.0	4.1	4.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	0.0	1.5	0.0	0.0	12.6	7.2	11.2	11.1			
LnGrp LOS	B	A	A	A	A	B	A	B	B			
Approach Vol, veh/h		489			37			1500				
Approach Delay, s/veh		10.0			12.6			10.5				
Approach LOS		A			B			B				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	27.7	19.6	19.6
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	15.1	10.8	2.7
Green Ext Time (p_c), s	8.0	2.4	0.1

Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	16	41	11	2	6	11	561	127	130	1219	8
Future Volume (veh/h)	6	16	41	11	2	6	11	561	127	130	1219	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	19	48	13	2	7	13	652	148	151	1417	9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	435	102	258	382	79	277	23	2157	665	261	2539	16
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.01	0.42	0.42	0.08	0.48	0.48
Sat Flow, veh/h	1391	466	1177	1322	361	1265	1781	5106	1575	3456	5235	33
Grp Volume(v), veh/h	7	0	67	13	0	9	13	652	148	151	921	505
Grp Sat Flow(s),veh/h/ln	1391	0	1643	1322	0	1627	1781	1702	1575	1728	1702	1864
Q Serve(g_s), s	0.2	0.0	1.7	0.4	0.0	0.2	0.4	4.5	3.2	2.2	10.1	10.1
Cycle Q Clear(g_c), s	0.4	0.0	1.7	2.2	0.0	0.2	0.4	4.5	3.2	2.2	10.1	10.1
Prop In Lane	1.00		0.72	1.00		0.78	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	435	0	360	382	0	356	23	2157	665	261	1651	904
V/C Ratio(X)	0.02	0.00	0.19	0.03	0.00	0.03	0.55	0.30	0.22	0.58	0.56	0.56
Avail Cap(c_a), veh/h	1188	0	1249	1097	0	1236	1015	5820	1795	1969	3880	2125
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	0.0	16.7	17.6	0.0	16.2	25.8	10.1	9.7	23.5	9.6	9.6
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.0	7.4	0.1	0.3	0.8	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.6	0.1	0.0	0.1	0.2	1.4	0.9	0.8	2.9	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	0.0	16.8	17.6	0.0	16.2	33.2	10.2	10.0	24.3	9.9	10.1
LnGrp LOS	B	A	B	B	A	B	C	B	A	C	A	B
Approach Vol, veh/h		74			22			813			1577	
Approach Delay, s/veh		16.8			17.0			10.5			11.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	27.9		16.3	5.1	31.2		16.3
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	4.2	6.5		3.7	2.4	12.1		4.2
Green Ext Time (p_c), s	0.2	10.5		0.3	0.0	13.5		0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

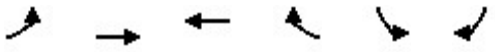
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3160	12	0	3162	2	0	0	1	0	0	7
Future Vol, veh/h	0	3160	12	0	3162	2	0	0	1	0	0	7
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	3224	12	0	3227	2	0	0	1	0	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1619	-	-	1615
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	79	0	0	79
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	79	-	-	79
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	51.2	55.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	79	-	-	-	-	79
HCM Lane V/C Ratio	0.013	-	-	-	-	0.09
HCM Control Delay (s)	51.2	-	-	-	-	55.1
HCM Lane LOS	F	-	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	-	0.3



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1193	2010	1429	131	83	8
Future Volume (veh/h)	1193	2010	1429	131	83	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1243	2094	1489	0	86	8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	1130	4230	2414		111	99
Arrive On Green	0.33	0.85	0.48	0.00	0.06	0.06
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1243	2094	1489	0	86	8
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	38.6	12.9	25.9	0.0	5.6	0.6
Cycle Q Clear(g_c), s	38.6	12.9	25.9	0.0	5.6	0.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1130	4230	2414		111	99
V/C Ratio(X)	1.10	0.50	0.62		0.77	0.08
Avail Cap(c_a), veh/h	1130	4230	2414		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.84	0.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	2.3	22.4	0.0	54.5	52.1
Incr Delay (d2), s/veh	58.3	0.4	1.0	0.0	4.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.7	1.8	9.7	0.0	2.6	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	98.0	2.7	23.4	0.0	58.8	52.3
LnGrp LOS	F	A	C		E	D
Approach Vol, veh/h		3337	1489	A	94	
Approach Delay, s/veh		38.2	23.4		58.2	
Approach LOS		D	C		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		105.4		12.6	43.0	62.4
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	38.6	* 35
Max Q Clear Time (g_c+I1), s		14.9		7.6	40.6	27.9
Green Ext Time (p_c), s		57.2		0.1	0.0	6.4

Intersection Summary	
HCM 6th Ctrl Delay	34.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	262	1139	79	90	527	107	70	285	129	198	718	451
Future Volume (veh/h)	262	1139	79	90	527	107	70	285	129	198	718	451
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	305	1324	92	105	613	124	81	331	150	230	835	524
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	330	1578	109	207	1193	241	102	464	196	244	1085	627
Arrive On Green	0.19	0.47	0.47	0.04	0.13	0.13	0.06	0.13	0.13	0.14	0.21	0.21
Sat Flow, veh/h	1781	3368	233	1781	2945	594	1781	3505	1482	1781	5106	1566
Grp Volume(v), veh/h	305	697	719	105	369	368	81	321	160	230	835	524
Grp Sat Flow(s),veh/h/ln	1781	1777	1824	1781	1777	1762	1781	1702	1584	1781	1702	1566
Q Serve(g_s), s	23.6	48.0	48.4	8.1	27.1	27.2	6.3	12.6	13.7	17.9	21.6	29.8
Cycle Q Clear(g_c), s	23.6	48.0	48.4	8.1	27.1	27.2	6.3	12.6	13.7	17.9	21.6	29.8
Prop In Lane	1.00		0.13	1.00		0.34	1.00		0.94	1.00		1.00
Lane Grp Cap(c), veh/h	330	833	855	207	720	714	102	451	210	244	1085	627
V/C Ratio(X)	0.92	0.84	0.84	0.51	0.51	0.51	0.80	0.71	0.76	0.94	0.77	0.84
Avail Cap(c_a), veh/h	382	833	855	207	720	714	244	625	291	244	1085	627
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	0.98	0.98	0.98	0.90	0.90	0.90
Uniform Delay (d), s/veh	56.1	32.5	32.6	63.4	47.8	47.8	65.2	58.2	58.6	59.8	51.9	38.1
Incr Delay (d2), s/veh	25.9	9.8	9.8	8.0	2.4	2.5	5.2	2.5	8.1	38.6	3.3	9.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.8	22.1	22.9	4.3	13.4	13.4	3.0	5.6	5.9	10.7	9.5	17.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.9	42.3	42.4	71.4	50.2	50.3	70.4	60.7	66.7	98.5	55.2	47.3
LnGrp LOS	F	D	D	E	D	D	E	E	E	F	E	D
Approach Vol, veh/h		1721			842			562			1589	
Approach Delay, s/veh		49.4			52.9			63.8			58.8	
Approach LOS		D			D			E			E	

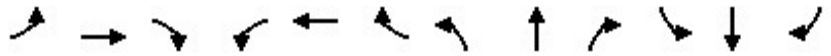
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.6	23.5	22.1	70.8	12.4	34.8	30.3	62.5
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	19.9	15.7	10.1	50.4	8.3	31.8	25.6	29.2
Green Ext Time (p_c), s	0.0	2.3	0.0	10.1	0.1	0.0	0.4	3.5

Intersection Summary	
HCM 6th Ctrl Delay	54.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1309	120	40	168	0	0	0	0	313	607	562
Future Volume (veh/h)	0	1309	120	40	168	0	0	0	0	313	607	562
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1393	128	43	179	0				333	646	598
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1642	150	68	2021	0				610	1300	543
Arrive On Green	0.00	0.16	0.16	0.04	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3385	301	1781	3647	0				1764	3759	1570
Grp Volume(v), veh/h	0	749	772	43	179	0				336	643	598
Grp Sat Flow(s),veh/h/ln	0	1777	1815	1781	1777	0				1782	1870	1570
Q Serve(g_s), s	0.0	57.2	57.9	3.3	3.2	0.0				21.3	19.0	48.4
Cycle Q Clear(g_c), s	0.0	57.2	57.9	3.3	3.2	0.0				21.3	19.0	48.4
Prop In Lane	0.00		0.17	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	886	905	68	2021	0				616	1293	543
V/C Ratio(X)	0.00	0.84	0.85	0.63	0.09	0.00				0.55	0.50	1.10
Avail Cap(c_a), veh/h	0	886	905	313	2021	0				616	1293	543
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.44	0.44	0.82	0.82	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	53.2	53.5	66.3	13.7	0.0				36.9	36.2	45.8
Incr Delay (d2), s/veh	0.0	4.6	4.7	2.9	0.1	0.0				3.5	1.4	69.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	28.4	29.4	1.6	1.3	0.0				10.0	9.1	29.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	57.8	58.2	69.3	13.8	0.0				40.4	37.5	115.3
LnGrp LOS	A	E	E	E	B	A				D	D	F
Approach Vol, veh/h		1521			222						1577	
Approach Delay, s/veh		58.0			24.5						67.6	
Approach LOS		E			C						E	

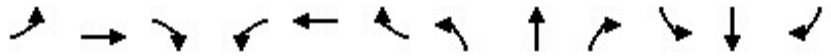
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.8	76.4		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	5.3	59.9		50.4		5.2
Green Ext Time (p_c), s	0.0	0.0		0.0		0.4

Intersection Summary	
HCM 6th Ctrl Delay	60.3
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	709	892	0	0	177	136	40	206	114	0	0	0
Future Volume (veh/h)	709	892	0	0	177	136	40	206	114	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	762	959	0	0	190	146	43	222	123			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1638	1393	0	0	411	299	74	406	192			
Arrive On Green	0.47	0.74	0.00	0.00	0.21	0.21	0.13	0.13	0.13			
Sat Flow, veh/h	3456	1870	0	0	2056	1428	560	3059	1451			
Grp Volume(v), veh/h	762	959	0	0	171	165	141	124	123			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1613	1842	1777	1451			
Q Serve(g_s), s	11.9	21.5	0.0	0.0	6.7	7.2	5.8	5.2	6.4			
Cycle Q Clear(g_c), s	11.9	21.5	0.0	0.0	6.7	7.2	5.8	5.2	6.4			
Prop In Lane	1.00		0.00	0.00		0.88	0.30		1.00			
Lane Grp Cap(c), veh/h	1638	1393	0	0	372	338	244	236	192			
V/C Ratio(X)	0.47	0.69	0.00	0.00	0.46	0.49	0.58	0.52	0.64			
Avail Cap(c_a), veh/h	1638	1393	0	0	580	526	394	380	310			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.39	0.39	0.00	0.00	1.00	1.00	0.94	0.94	0.94			
Uniform Delay (d), s/veh	14.2	5.3	0.0	0.0	27.6	27.8	32.6	32.3	32.9			
Incr Delay (d2), s/veh	0.1	1.1	0.0	0.0	0.3	0.4	0.8	0.6	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.1	5.0	0.0	0.0	2.7	2.7	2.6	2.2	2.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.3	6.4	0.0	0.0	28.0	28.2	33.4	33.0	34.1			
LnGrp LOS	B	A	A	A	C	C	C	C	C			
Approach Vol, veh/h		1721			336			388				
Approach Delay, s/veh		9.9			28.1			33.5				
Approach LOS		A			C			C				

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		64.5			42.8	21.7		15.5				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		23.5			13.9	9.2		8.4				
Green Ext Time (p_c), s		4.9			2.0	1.1		0.9				

Intersection Summary		
HCM 6th Ctrl Delay		16.2
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

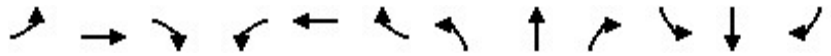
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	169	952	582	0	0	2183
Future Volume (veh/h)	169	952	582	0	0	2183
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	176	0	606	0	0	2274
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	207		2044	0	614	4990
Arrive On Green	0.12	0.00	0.41	0.00	0.00	0.79
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	176	0	606	0	0	2274
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	10.7	0.0	9.0	0.0	0.0	12.8
Cycle Q Clear(g_c), s	10.7	0.0	9.0	0.0	0.0	12.8
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	207		2044	0	614	4990
V/C Ratio(X)	0.85		0.30	0.00	0.00	0.46
Avail Cap(c_a), veh/h	487		2044	0	730	4990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.00	0.86	0.00	0.00	0.85
Uniform Delay (d), s/veh	47.6	0.0	21.8	0.0	0.0	3.6
Incr Delay (d2), s/veh	3.2	0.0	0.1	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	3.3	0.0	0.0	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.9	0.0	21.9	0.0	0.0	3.9
LnGrp LOS	D		C	A	A	A
Approach Vol, veh/h	176	A	606			2274
Approach Delay, s/veh	50.9		21.9			3.9
Approach LOS	D		C			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.3	50.0				92.3	17.7
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	45.1	20.6				45.1	30.1
Max Q Clear Time (g_c+I1), s	10.0	11.0				14.8	12.7
Green Ext Time (p_c), s	0.0	3.4				24.4	0.2

Intersection Summary	
HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	158	999	99	111	378	0	0	817	53
Future Volume (veh/h)	0	0	0	158	999	99	111	378	0	0	817	53
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				166	1052	104	117	398	0	0	860	56
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				361	2446	249	145	1600	0	0	848	55
Arrive On Green				0.19	0.19	0.19	0.16	0.63	0.00	0.00	0.17	0.17
Sat Flow, veh/h				629	4264	433	1781	5274	0	0	5054	317
Grp Volume(v), veh/h				485	408	429	117	398	0	0	598	318
Grp Sat Flow(s),veh/h/ln				1839	1702	1786	1781	1702	0	0	1702	1799
Q Serve(g_s), s				25.8	23.2	23.2	7.0	3.8	0.0	0.0	19.1	19.1
Cycle Q Clear(g_c), s				25.8	23.2	23.2	7.0	3.8	0.0	0.0	19.1	19.1
Prop In Lane				0.34		0.24	1.00		0.00	0.00		0.18
Lane Grp Cap(c), veh/h				1055	976	1024	145	1600	0	0	591	312
V/C Ratio(X)				0.46	0.42	0.42	0.81	0.25	0.00	0.00	1.01	1.02
Avail Cap(c_a), veh/h				1055	976	1024	155	1629	0	0	591	312
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.90	0.90	0.90	0.66	0.66	0.00	0.00	0.55	0.55
Uniform Delay (d), s/veh				29.5	28.4	28.4	45.2	14.8	0.0	0.0	45.5	45.5
Incr Delay (d2), s/veh				1.3	1.2	1.1	15.7	0.1	0.0	0.0	30.5	42.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				13.0	10.9	11.4	3.5	1.4	0.0	0.0	10.4	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				30.8	29.6	29.6	60.8	14.9	0.0	0.0	75.9	87.7
LnGrp LOS				C	C	C	E	B	A	A	F	F
Approach Vol, veh/h					1322			515			916	
Approach Delay, s/veh					30.0			25.3			80.0	
Approach LOS					C			C			F	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	14.9	25.5	69.0	40.4
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	9.6	* 19	63.1	35.1
Max Q Clear Time (g_c+I1), s	9.0	21.1	27.8	5.8
Green Ext Time (p_c), s	0.0	0.0	8.3	3.0

Intersection Summary	
HCM 6th Ctrl Delay	45.8
HCM 6th LOS	D

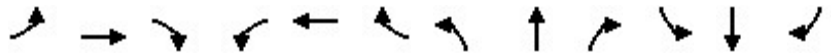
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	256	1208	0	0	0	0	0	471	66
Future Volume (veh/h)	0	0	0	256	1208	0	0	0	0	0	471	66
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				267	1258	0				0	491	69
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				612	3102	0				0	895	123
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				862	4537	0				0	4683	621
Grp Volume(v), veh/h				566	959	0				0	368	192
Grp Sat Flow(s),veh/h/ln				1827	1702	0				0	1702	1732
Q Serve(g_s), s				29.1	26.2	0.0				0.0	10.7	11.0
Cycle Q Clear(g_c), s				29.1	26.2	0.0				0.0	10.7	11.0
Prop In Lane				0.47		0.00				0.00		0.36
Lane Grp Cap(c), veh/h				1297	2417	0				0	675	343
V/C Ratio(X)				0.44	0.40	0.00				0.00	0.54	0.56
Avail Cap(c_a), veh/h				1297	2417	0				0	675	343
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				23.3	22.2	0.0				0.0	39.6	39.8
Incr Delay (d2), s/veh				1.1	0.5	0.0				0.0	3.1	6.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				14.5	12.0	0.0				0.0	4.8	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				24.4	22.7	0.0				0.0	42.8	46.3
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					1525						560	
Approach Delay, s/veh					23.3						44.0	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.7		83.3						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.8		78.1						
Max Q Clear Time (g_c+I1), s				13.0		31.1						
Green Ext Time (p_c), s				0.7		2.3						

Intersection Summary												
HCM 6th Ctrl Delay			28.9									
HCM 6th LOS			C									



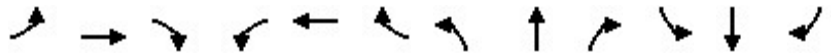
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1373	95	88	185	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1373	95	88	185	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	1415	98	91	191	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3418	237	225	510	0			
Arrive On Green				0.00	0.23	0.23	0.07	0.07	0.00			
Sat Flow, veh/h				0	5044	338	1100	2586	0			
Grp Volume(v), veh/h				0	988	525	150	132	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1810	1815	1777	0			
Q Serve(g_s), s				0.0	27.1	27.1	8.7	7.8	0.0			
Cycle Q Clear(g_c), s				0.0	27.1	27.1	8.7	7.8	0.0			
Prop In Lane				0.00		0.19	0.61		0.00			
Lane Grp Cap(c), veh/h				0	2386	1268	371	363	0			
V/C Ratio(X)				0.00	0.41	0.41	0.40	0.36	0.00			
Avail Cap(c_a), veh/h				0	2386	1268	371	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	23.1	23.1	44.9	44.4	0.0			
Incr Delay (d2), s/veh				0.0	0.5	1.0	3.3	2.8	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	12.5	13.4	4.6	3.9	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	23.6	24.1	48.1	47.2	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					1513			282				
Approach Delay, s/veh					23.8			47.7				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						29.1		10.7				
Green Ext Time (p_c), s						15.9		1.2				

Intersection Summary	
HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	219	1437	0	0	0	0	0	507	52
Future Volume (veh/h)	0	0	0	219	1437	0	0	0	0	0	507	52
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				233	1529	0				0	539	55
Peak Hour Factor				0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				457	3217	0				0	733	320
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				652	4758	0				0	3647	1553
Grp Volume(v), veh/h				656	1106	0				0	539	55
Grp Sat Flow(s),veh/h/ln				1838	1702	0				0	1777	1553
Q Serve(g_s), s				34.2	30.8	0.0				0.0	15.6	3.2
Cycle Q Clear(g_c), s				34.2	30.8	0.0				0.0	15.6	3.2
Prop In Lane				0.35		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1288	2386	0				0	733	320
V/C Ratio(X)				0.51	0.46	0.00				0.00	0.73	0.17
Avail Cap(c_a), veh/h				1288	2386	0				0	733	320
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				25.8	24.5	0.0				0.0	40.8	35.9
Incr Delay (d2), s/veh				1.4	0.6	0.0				0.0	6.5	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				17.3	14.2	0.0				0.0	7.5	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				27.2	25.1	0.0				0.0	47.3	37.1
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					1762						594	
Approach Delay, s/veh					25.9						46.3	
Approach LOS					C						D	

Timer - Assigned Phs		4		6				
Phs Duration (G+Y+Rc), s		27.6		82.4				
Change Period (Y+Rc), s		4.9		5.3				
Max Green Setting (Gmax), s		22.7		77.1				
Max Q Clear Time (g_c+I1), s		17.6		36.2				
Green Ext Time (p_c), s		1.7		19.0				

Intersection Summary		
HCM 6th Ctrl Delay	31.1	
HCM 6th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1644	74	31	81	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1644	74	31	81	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	1731	78	33	85	0			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3647	164	169	469	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5177	225	953	2740	0			
Grp Volume(v), veh/h				0	1176	633	63	55	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1830	1823	1777	0			
Q Serve(g_s), s				0.0	15.8	15.8	3.2	2.9	0.0			
Cycle Q Clear(g_c), s				0.0	15.8	15.8	3.2	2.9	0.0			
Prop In Lane				0.00		0.12	0.52		0.00			
Lane Grp Cap(c), veh/h				0	2479	1332	323	315	0			
V/C Ratio(X)				0.00	0.47	0.48	0.20	0.17	0.00			
Avail Cap(c_a), veh/h				0	2479	1332	323	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	6.2	6.2	38.6	38.4	0.0			
Incr Delay (d2), s/veh				0.0	0.7	1.2	1.3	1.2	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	5.1	5.7	1.6	1.4	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	6.9	7.4	39.9	39.6	0.0			
LnGrp LOS				A	A	A	D	D	A			
Approach Vol, veh/h					1809			118				
Approach Delay, s/veh					7.1			39.8				
Approach LOS					A			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						17.8		5.2				
Green Ext Time (p_c), s						23.2		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

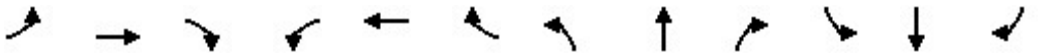
Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	171	603	5	103	0	0	0	25
Future Vol, veh/h	0	0	0	0	171	603	5	103	0	0	0	25
Conflicting Peds, #/hr	0	0	7	7	0	0	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	178	628	5	107	0	0	0	26

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	89	806	-	-	-	403
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	89	806	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	886	314	0	0	0	597
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	908	393	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	847	314	-	-	-	597
Mov Cap-2 Maneuver	-	-	-	847	314	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	868	393	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	22.3	11.3
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	314	-	-	597
HCM Lane V/C Ratio	0.342	-	-	0.044
HCM Control Delay (s)	22.3	-	-	11.3
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.5	-	-	0.1



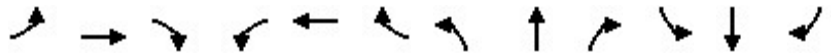
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	575	134	1217	1157	0
Future Volume (veh/h)	0	0	0	0	0	0	0	575	134	1217	1157	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.83	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	587	137	1242	1181	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	909	239	3669	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.18	0.18	0.49	0.64	0.00
Sat Flow, veh/h		0					0	5149	1311	5023	1826	0
Grp Volume(v), veh/h		0.0					0	587	137	1242	1181	0
Grp Sat Flow(s),veh/h/ln							0	1662	1311	1674	1826	0
Q Serve(g_s), s							0.0	12.0	10.5	16.6	45.4	0.0
Cycle Q Clear(g_c), s							0.0	12.0	10.5	16.6	45.4	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	909	239	3669	1740	0
V/C Ratio(X)							0.00	0.65	0.57	0.34	0.68	0.00
Avail Cap(c_a), veh/h							0	1205	317	3669	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	0.67	0.67	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.86	0.86	0.00
Uniform Delay (d), s/veh							0.0	41.7	41.1	11.8	9.2	0.0
Incr Delay (d2), s/veh							0.0	2.0	5.5	0.0	1.9	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	4.9	3.6	6.6	13.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	43.7	46.6	11.9	11.0	0.0
LnGrp LOS							A	D	D	B	B	A
Approach Vol, veh/h								724			2423	
Approach Delay, s/veh								44.2			11.5	
Approach LOS								D			B	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	84.7	25.3				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				40.0						
Max Q Clear Time (g_c+I1), s	18.6	14.0				47.4						
Green Ext Time (p_c), s	5.1	6.1				0.0						

Intersection Summary												
HCM 6th Ctrl Delay			19.0									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



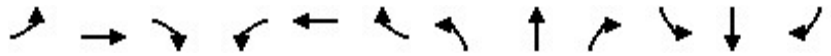
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱					↑↑↑↳		↰	↑↑↑	
Traffic Volume (veh/h)	50	1314	41	0	0	0	0	395	242	192	824	0
Future Volume (veh/h)	50	1314	41	0	0	0	0	395	242	192	824	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.93	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	51	1341	42				0	403	247	196	841	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	97	2714	840				0	706	306	223	1902	0
Arrive On Green	0.18	0.18	0.18				0.00	0.21	0.21	0.25	0.75	0.00
Sat Flow, veh/h	182	5084	1573				0	3572	1477	1781	5274	0
Grp Volume(v), veh/h	522	870	42				0	403	247	196	841	0
Grp Sat Flow(s),veh/h/ln	1861	1702	1573				0	1702	1477	1781	1702	0
Q Serve(g_s), s	28.0	25.3	2.4				0.0	11.7	17.5	11.6	6.9	0.0
Cycle Q Clear(g_c), s	28.0	25.3	2.4				0.0	11.7	17.5	11.6	6.9	0.0
Prop In Lane	0.10		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	994	1817	840				0	706	306	223	1902	0
V/C Ratio(X)	0.53	0.48	0.05				0.00	0.57	0.81	0.88	0.44	0.00
Avail Cap(c_a), veh/h	994	1817	840				0	916	397	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.71	0.71	0.71				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	32.7	31.5	22.1				0.0	39.2	41.5	40.4	9.7	0.0
Incr Delay (d2), s/veh	1.4	0.6	0.1				0.0	0.8	9.5	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	11.7	0.9				0.0	4.9	7.1	4.5	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	32.2	22.2				0.0	40.0	51.0	41.8	9.7	0.0
LnGrp LOS	C	C	C				A	D	D	D	A	A
Approach Vol, veh/h		1434						650			1037	
Approach Delay, s/veh		32.6						44.2			15.8	
Approach LOS		C						D			B	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	63.6	46.4	18.2	28.2
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	30.0	8.9	13.6	19.5
Green Ext Time (p_c), s	11.0	5.2	0.1	3.3

Intersection Summary	
HCM 6th Ctrl Delay	29.4
HCM 6th LOS	C

Notes

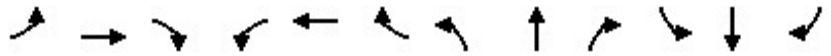
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



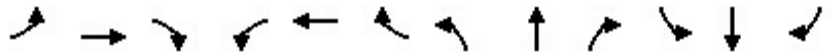
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1729	48	0	0	0	0	0	0	241	491	0
Future Volume (veh/h)	0	1729	48	0	0	0	0	0	0	241	491	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1900	53							265	540	0
Peak Hour Factor	0.91	0.91	0.91							0.91	0.91	0.91
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2973	83							525	1180	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5271	142							1600	3762	0
Grp Volume(v), veh/h	0	1267	686							296	509	0
Grp Sat Flow(s),veh/h/ln	0	1702	1841							1790	1702	0
Q Serve(g_s), s	0.0	37.7	37.8							17.2	15.4	0.0
Cycle Q Clear(g_c), s	0.0	37.7	37.8							17.2	15.4	0.0
Prop In Lane	0.00		0.08							0.89		0.00
Lane Grp Cap(c), veh/h	0	1984	1073							588	1117	0
V/C Ratio(X)	0.00	0.64	0.64							0.50	0.46	0.00
Avail Cap(c_a), veh/h	0	1984	1073							588	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	33.8	33.8							40.6	39.8	0.0
Incr Delay (d2), s/veh	0.0	1.6	2.9							3.1	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.6	19.4							8.8	7.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	35.3	36.7							43.7	41.2	0.0
LnGrp LOS	A	D	D							D	D	A
Approach Vol, veh/h		1953									805	
Approach Delay, s/veh		35.8									42.1	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	39.8	19.2
Green Ext Time (p_c), s	6.5	2.1

Intersection Summary	
HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D



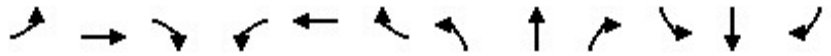
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	2014	0	0	0	0	0	203	209	0	0	0
Future Volume (veh/h)	73	2014	0	0	0	0	0	203	209	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	80	2213	0				0	223	230			
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	99	2921	0				0	599	512			
Arrive On Green	0.19	0.19	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	173	5261	0				0	1870	1517			
Grp Volume(v), veh/h	862	1431	0				0	223	230			
Grp Sat Flow(s),veh/h/ln	1862	1702	0				0	1777	1517			
Q Serve(g_s), s	48.7	43.5	0.0				0.0	10.5	13.0			
Cycle Q Clear(g_c), s	48.7	43.5	0.0				0.0	10.5	13.0			
Prop In Lane	0.09		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1068	1953	0				0	599	512			
V/C Ratio(X)	0.81	0.73	0.00				0.00	0.37	0.45			
Avail Cap(c_a), veh/h	1068	1953	0				0	599	512			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	38.8	36.7	0.0				0.0	27.6	28.5			
Incr Delay (d2), s/veh	6.5	2.5	0.0				0.0	1.8	2.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	26.2	20.5	0.0				0.0	4.8	5.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	39.1	0.0				0.0	29.4	31.3			
LnGrp LOS	D	D	A				A	C	C			
Approach Vol, veh/h		2293						453				
Approach Delay, s/veh		41.5						30.4				
Approach LOS		D						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		68.0						42.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		63.1						37.1				
Max Q Clear Time (g_c+I1), s		50.7						15.0				
Green Ext Time (p_c), s		10.6						3.0				
Intersection Summary												
HCM 6th Ctrl Delay			39.6									
HCM 6th LOS			D									



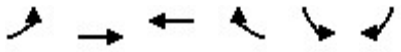
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2298	61	0	0	0	0	0	0	315	399	0
Future Volume (veh/h)	0	2298	61	0	0	0	0	0	0	315	399	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2498	66							342	434	0
Peak Hour Factor	0.92	0.92	0.92							0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3352	88							455	908	0
Arrive On Green	0.00	0.22	0.22							0.08	0.08	0.00
Sat Flow, veh/h	0	5282	134							1781	3647	0
Grp Volume(v), veh/h	0	1658	906							342	434	0
Grp Sat Flow(s),veh/h/ln	0	1702	1844							1781	1777	0
Q Serve(g_s), s	0.0	50.0	50.5							20.6	12.8	0.0
Cycle Q Clear(g_c), s	0.0	50.0	50.5							20.6	12.8	0.0
Prop In Lane	0.00		0.07							1.00		0.00
Lane Grp Cap(c), veh/h	0	2231	1209							455	908	0
V/C Ratio(X)	0.00	0.74	0.75							0.75	0.48	0.00
Avail Cap(c_a), veh/h	0	2231	1209							455	908	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	34.5	34.7							47.0	43.4	0.0
Incr Delay (d2), s/veh	0.0	2.3	4.3							10.9	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	23.4	26.3							11.3	6.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	36.8	38.9							57.9	45.2	0.0
LnGrp LOS	A	D	D							E	D	A
Approach Vol, veh/h		2564									776	
Approach Delay, s/veh		37.5									50.8	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	77.0	33.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	72.1	28.1
Max Q Clear Time (g_c+I1), s	52.5	22.6
Green Ext Time (p_c), s	17.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	40.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	2378	59	0	0	0	0	81	86	0	0	0
Future Volume (veh/h)	31	2378	59	0	0	0	0	81	86	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870			
Adj Flow Rate, veh/h	36	2798	69				0	95	101			
Peak Hour Factor	0.85	0.85	0.85				0.85	0.85	0.85			
Percent Heavy Veh, %	2	2	2				0	2	2			
Cap, veh/h	45	3706	94				0	357	318			
Arrive On Green	0.23	0.23	0.23				0.00	0.20	0.20			
Sat Flow, veh/h	63	5220	132				0	1870	1585			
Grp Volume(v), veh/h	1060	878	965				0	95	101			
Grp Sat Flow(s),veh/h/ln	1867	1702	1847				0	1777	1585			
Q Serve(g_s), s	58.9	52.4	53.2				0.0	5.0	6.0			
Cycle Q Clear(g_c), s	58.9	52.4	53.2				0.0	5.0	6.0			
Prop In Lane	0.03		0.07				0.00		1.00			
Lane Grp Cap(c), veh/h	1326	1208	1311				0	357	318			
V/C Ratio(X)	0.80	0.73	0.74				0.00	0.27	0.32			
Avail Cap(c_a), veh/h	1326	1208	1311				0	357	318			
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	34.7	32.3	32.6				0.0	37.1	37.5			
Incr Delay (d2), s/veh	5.1	3.8	3.7				0.0	1.8	2.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	31.3	25.1	27.6				0.0	2.4	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.9	36.1	36.3				0.0	38.9	40.1			
LnGrp LOS	D	D	D				A	D	D			
Approach Vol, veh/h		2903						196				
Approach Delay, s/veh		37.5						39.5				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		83.0						27.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		78.1						22.1				
Max Q Clear Time (g_c+I1), s		60.9						8.0				
Green Ext Time (p_c), s		16.0						0.9				
Intersection Summary												
HCM 6th Ctrl Delay			37.7									
HCM 6th LOS			D									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	991	868	32	132	125
Future Volume (veh/h)	18	991	868	32	132	125
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	20	1077	943	35	143	136
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	29	4010	3704	137	363	166
Arrive On Green	0.02	0.80	1.00	1.00	0.10	0.10
Sat Flow, veh/h	1781	5149	5098	183	3456	1585
Grp Volume(v), veh/h	20	1077	635	343	143	136
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1793	1728	1585
Q Serve(g_s), s	1.3	6.4	0.0	0.0	4.6	9.9
Cycle Q Clear(g_c), s	1.3	6.4	0.0	0.0	4.6	9.9
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	29	4010	2495	1346	363	166
V/C Ratio(X)	0.69	0.27	0.25	0.25	0.39	0.82
Avail Cap(c_a), veh/h	319	4010	2495	1346	884	406
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.96	0.96	1.00	1.00
Uniform Delay (d), s/veh	57.7	2.9	0.0	0.0	49.3	51.7
Incr Delay (d2), s/veh	9.7	0.2	0.2	0.4	0.3	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.4	0.1	0.2	2.0	8.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.4	3.0	0.2	0.4	49.6	55.4
LnGrp LOS	E	A	A	A	D	E
Approach Vol, veh/h		1097	978		279	
Approach Delay, s/veh		4.2	0.3		52.4	
Approach LOS		A	A		D	

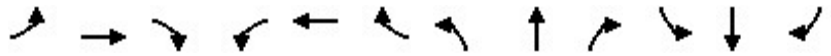
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		100.7		17.3	6.3	94.4
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 77		30.2	21.1	51.6
Max Q Clear Time (g_c+I1), s		8.4		11.9	3.3	2.0
Green Ext Time (p_c), s		26.9		0.5	0.0	18.7

Intersection Summary	
HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	1035	17	18	860	11	0	13	26	91	0	14
Future Volume (veh/h)	64	1035	17	18	860	11	0	13	26	91	0	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	1190	20	21	989	0	0	15	30	105	0	16
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	728	3540	59	60	1567		61	19	38	214	0	98
Arrive On Green	0.82	1.00	1.00	0.03	0.31	0.00	0.00	0.03	0.03	0.06	0.00	0.06
Sat Flow, veh/h	1781	5049	85	1781	4985	1585	1781	553	1106	3456	0	1577
Grp Volume(v), veh/h	74	783	427	21	989	0	0	0	45	105	0	16
Grp Sat Flow(s),veh/h/ln	1781	1662	1811	1781	1662	1585	1781	0	1660	1728	0	1577
Q Serve(g_s), s	1.0	0.0	0.0	1.4	20.0	0.0	0.0	0.0	3.2	3.5	0.0	1.1
Cycle Q Clear(g_c), s	1.0	0.0	0.0	1.4	20.0	0.0	0.0	0.0	3.2	3.5	0.0	1.1
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	728	2330	1270	60	1567		61	0	57	214	0	98
V/C Ratio(X)	0.10	0.34	0.34	0.35	0.63		0.00	0.00	0.79	0.49	0.00	0.16
Avail Cap(c_a), veh/h	728	2330	1270	168	1567		251	0	233	999	0	456
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.5	0.0	0.0	55.7	34.6	0.0	0.0	0.0	56.6	53.5	0.0	52.4
Incr Delay (d2), s/veh	0.0	0.4	0.7	1.3	1.9	0.0	0.0	0.0	8.8	0.6	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.2	0.6	8.0	0.0	0.0	0.0	1.5	1.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.5	0.4	0.7	57.0	36.5	0.0	0.0	0.0	65.3	54.2	0.0	52.7
LnGrp LOS	A	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		1284			1010	A		45			121	
Approach Delay, s/veh		0.8			37.0			65.3			54.0	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	88.4		12.2	53.9	42.9		8.9
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.0	21.6		34.1	10.2	* 37		16.6
Max Q Clear Time (g_c+I1), s	3.4	2.0		5.5	3.0	22.0		5.2
Green Ext Time (p_c), s	0.0	12.1		0.2	0.0	8.5		0.1

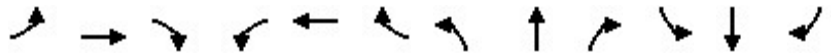
Intersection Summary	
HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	1112	128	278	1466	61	141	25	326	236	26	124
Future Volume (veh/h)	52	1112	128	278	1466	61	141	25	326	236	26	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	1196	138	299	1576	66	152	27	0	254	28	133
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	514	2778	983	310	2179	91	217	117		432	33	157
Arrive On Green	0.29	0.56	0.56	0.09	0.35	0.35	0.06	0.06	0.00	0.12	0.12	0.12
Sat Flow, veh/h	1781	4985	1584	3456	6225	261	3456	1870	1585	3563	272	1294
Grp Volume(v), veh/h	56	1196	138	299	1192	450	152	27	0	254	0	161
Grp Sat Flow(s),veh/h/ln	1781	1662	1584	1728	1570	1775	1728	1870	1585	1781	0	1566
Q Serve(g_s), s	2.7	16.5	4.3	10.2	26.0	26.0	5.1	1.6	0.0	8.0	0.0	11.9
Cycle Q Clear(g_c), s	2.7	16.5	4.3	10.2	26.0	26.0	5.1	1.6	0.0	8.0	0.0	11.9
Prop In Lane	1.00		1.00	1.00		0.15	1.00		1.00	1.00		0.83
Lane Grp Cap(c), veh/h	514	2778	983	310	1649	621	217	117		432	0	190
V/C Ratio(X)	0.11	0.43	0.14	0.96	0.72	0.72	0.70	0.23		0.59	0.00	0.85
Avail Cap(c_a), veh/h	514	2778	983	310	1649	621	1084	586		486	0	214
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.8	15.2	9.3	53.5	33.4	33.4	54.2	52.6	0.0	49.0	0.0	50.8
Incr Delay (d2), s/veh	0.0	0.5	0.3	40.8	2.8	7.2	1.5	0.4	0.0	1.5	0.0	23.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	5.9	1.7	6.1	9.9	11.9	2.2	0.8	0.0	3.6	0.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	15.7	9.6	94.3	36.2	40.6	55.7	52.9	0.0	50.5	0.0	74.6
LnGrp LOS	C	B	A	F	D	D	E	D		D	A	E
Approach Vol, veh/h		1390			1941			179	A		415	
Approach Delay, s/veh		15.7			46.1			55.3			59.9	
Approach LOS		B			D			E			E	

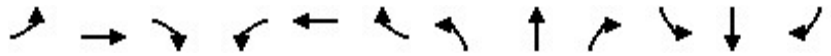
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.0	71.5		19.2	39.8	46.7		12.3
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	10.6	34.4		16.1	4.0	* 41		37.0
Max Q Clear Time (g_c+I1), s	12.2	18.5		13.9	4.7	28.0		7.1
Green Ext Time (p_c), s	0.0	11.3		0.4	0.0	11.8		0.3

Intersection Summary	
HCM 6th Ctrl Delay	37.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



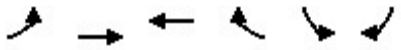
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	0	30	3	0	19	15	347	8	17	367	72
Future Volume (veh/h)	94	0	30	3	0	19	15	347	8	17	367	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.95	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	48	32	0	0	23	16	369	9	18	390	77
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	158	92	61	0	43	69	202	1100	27	205	920	180
Arrive On Green	0.09	0.09	0.09	0.00	0.00	0.02	0.11	0.31	0.31	0.11	0.31	0.31
Sat Flow, veh/h	1781	1032	688	0	1870	3016	1781	3543	86	1781	2952	577
Grp Volume(v), veh/h	66	0	80	0	0	23	16	185	193	18	233	234
Grp Sat Flow(s),veh/h/ln	1781	0	1721	0	1870	1508	1781	1777	1853	1781	1777	1752
Q Serve(g_s), s	1.2	0.0	1.5	0.0	0.0	0.3	0.3	2.8	2.8	0.3	3.6	3.7
Cycle Q Clear(g_c), s	1.2	0.0	1.5	0.0	0.0	0.3	0.3	2.8	2.8	0.3	3.6	3.7
Prop In Lane	1.00		0.40	0.00		1.00	1.00		0.05	1.00		0.33
Lane Grp Cap(c), veh/h	158	0	153	0	43	69	202	551	575	205	554	546
V/C Ratio(X)	0.42	0.00	0.52	0.00	0.00	0.33	0.08	0.34	0.34	0.09	0.42	0.43
Avail Cap(c_a), veh/h	2063	0	1992	0	2166	3493	1289	2572	2682	2063	2572	2536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	15.0	0.0	0.0	16.6	13.7	9.2	9.2	13.7	9.4	9.4
Incr Delay (d2), s/veh	1.3	0.0	2.1	0.0	0.0	1.0	0.1	0.3	0.3	0.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.6	0.0	0.0	0.1	0.1	0.8	0.8	0.1	1.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.2	0.0	17.1	0.0	0.0	17.7	13.8	9.4	9.4	13.7	9.8	9.8
LnGrp LOS	B	A	B	A	A	B	B	A	A	B	A	A
Approach Vol, veh/h		146			23			394			485	
Approach Delay, s/veh		16.7			17.7			9.6			10.0	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	14.7		7.1	7.9	14.8		4.8
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	40.0	50.0		40.0	25.0	50.0		40.0
Max Q Clear Time (g_c+I1), s	2.3	4.8		3.5	2.3	5.7		2.3
Green Ext Time (p_c), s	0.0	1.8		0.5	0.0	2.4		0.0

Intersection Summary	
HCM 6th Ctrl Delay	10.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	240	17	8	124	141	265
Future Volume (veh/h)	240	17	8	124	141	265
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	278	0	9	0	155	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	624	327	995		277	
Arrive On Green	0.18	0.00	0.53	0.00	0.08	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	278	0	9	0	155	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	3.9	0.0	0.1	0.0	2.4	0.0
Cycle Q Clear(g_c), s	3.9	0.0	0.1	0.0	2.4	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	624	327	995		277	
V/C Ratio(X)	0.45	0.00	0.01		0.56	
Avail Cap(c_a), veh/h	3159	1658	995		2451	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	20.8	0.0	6.2	0.0	25.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.0	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	0.0	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.3	0.0	6.2	0.0	26.8	0.0
LnGrp LOS	C	A	A		C	
Approach Vol, veh/h		278	9	A	155	A
Approach Delay, s/veh		21.3	6.2		26.8	
Approach LOS		C	A		C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		13.9		8.5		34.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		50.0		40.0		30.0
Max Q Clear Time (g_c+I1), s		5.9		4.4		2.1
Green Ext Time (p_c), s		1.0		0.5		0.0

Intersection Summary		
HCM 6th Ctrl Delay		22.9
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

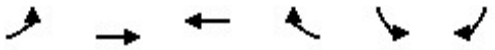
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	151	130	6	1	2
Future Vol, veh/h	13	151	130	6	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	176	151	7	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	158	0	-	0	273	79
Stage 1	-	-	-	-	155	-
Stage 2	-	-	-	-	118	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1419	-	-	-	694	965
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	894	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1419	-	-	-	686	965
Mov Cap-2 Maneuver	-	-	-	-	686	-
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	894	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1419	-	-	-	850
HCM Lane V/C Ratio	0.011	-	-	-	0.004
HCM Control Delay (s)	7.6	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



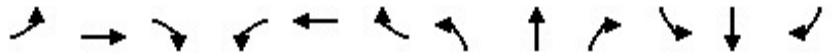
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	55	1573	3028	12	39	93
Future Volume (veh/h)	55	1573	3028	12	39	93
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	59	1673	3221	0	41	99
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	77	4153	5567		278	127
Arrive On Green	0.04	0.83	0.75	0.00	0.08	0.08
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	59	1673	3221	0	41	99
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	3.9	9.9	22.5	0.0	1.3	7.2
Cycle Q Clear(g_c), s	3.9	9.9	22.5	0.0	1.3	7.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	77	4153	5567		278	127
V/C Ratio(X)	0.77	0.40	0.58		0.15	0.78
Avail Cap(c_a), veh/h	319	4153	5567		723	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	2.5	6.4	0.0	50.5	53.2
Incr Delay (d2), s/veh	14.7	0.3	0.4	0.0	0.2	9.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.7	5.3	0.0	0.6	6.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	70.5	2.8	6.8	0.0	50.7	62.9
LnGrp LOS	E	A	A		D	E
Approach Vol, veh/h		1732	3221	A	140	
Approach Delay, s/veh		5.1	6.8		59.4	
Approach LOS		A	A		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		103.6		14.4	9.5	94.1
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		83.1		24.7	21.1	57.6
Max Q Clear Time (g_c+I1), s		11.9		9.2	5.9	24.5
Green Ext Time (p_c), s		48.6		0.4	0.1	33.0

Intersection Summary	
HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



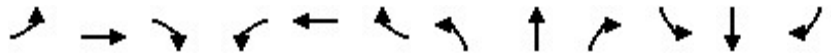
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	3067	14	27	2350	16	13	0	36	182	0	44
Future Volume (veh/h)	41	3067	14	27	2350	16	13	0	36	182	0	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.94		0.93	0.94		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	3298	15	29	2527	17	14	0	39	196	0	47
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	74	4098	1033	72	4098	28	286	0	269	276	0	298
Arrive On Green	0.04	0.65	0.65	0.04	1.00	1.00	0.20	0.00	0.20	0.20	0.00	0.20
Sat Flow, veh/h	1781	6281	1584	3456	6485	44	1107	0	1323	1283	0	1470
Grp Volume(v), veh/h	44	3298	15	29	1835	709	14	0	39	196	0	47
Grp Sat Flow(s),veh/h/ln	1781	1570	1584	1728	1570	1818	1107	0	1323	1283	0	1470
Q Serve(g_s), s	2.9	45.3	0.4	1.0	0.0	0.0	1.1	0.0	2.9	17.7	0.0	3.1
Cycle Q Clear(g_c), s	2.9	45.3	0.4	1.0	0.0	0.0	4.2	0.0	2.9	21.9	0.0	3.1
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	74	4098	1033	72	2977	1149	286	0	269	276	0	298
V/C Ratio(X)	0.60	0.80	0.01	0.40	0.62	0.62	0.05	0.00	0.15	0.71	0.00	0.16
Avail Cap(c_a), veh/h	168	4098	1033	618	2977	1149	294	0	277	284	0	308
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.72	0.72	0.72	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.6	15.0	7.2	55.8	0.0	0.0	40.4	0.0	38.6	48.3	0.0	38.7
Incr Delay (d2), s/veh	2.9	1.8	0.0	1.0	0.7	1.8	0.0	0.0	0.1	6.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	14.1	0.1	0.4	0.2	0.6	0.3	0.0	0.9	6.2	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.5	16.8	7.2	56.8	0.7	1.8	40.5	0.0	38.7	54.8	0.0	38.8
LnGrp LOS	E	B	A	E	A	A	D	A	D	D	A	D
Approach Vol, veh/h		3357			2573			53			243	
Approach Delay, s/veh		17.3			1.6			39.2			51.7	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.9	82.3		28.9	9.3	79.9		28.9
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	21.1	57.6		24.7	11.1	67.6		24.7
Max Q Clear Time (g_c+I1), s	13.0	47.3		23.9	4.9	2.0		6.2
Green Ext Time (p_c), s	0.0	10.3		0.0	0.0	60.5		0.1

Intersection Summary		
HCM 6th Ctrl Delay		12.3
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.



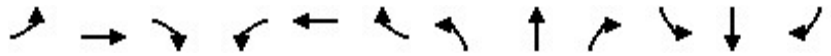
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	3031	0	11	2072	341	0	0	0	113	0	270
Future Volume (veh/h)	114	3031	0	11	2072	341	0	0	0	113	0	270
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	3224	0	12	2204	363	0	0	0	120	0	287
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	146	3179	0	60	3232	528	0	383	0	827	0	323
Arrive On Green	0.11	0.85	0.00	0.03	0.59	0.59	0.00	0.00	0.00	0.20	0.00	0.20
Sat Flow, veh/h	1781	5149	0	1781	5480	896	0	1870	0	3446	0	1580
Grp Volume(v), veh/h	121	3224	0	12	1892	675	0	0	0	120	0	287
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1665	0	1870	0	1723	0	1580
Q Serve(g_s), s	7.9	75.3	0.0	0.8	32.5	33.0	0.0	0.0	0.0	3.4	0.0	20.8
Cycle Q Clear(g_c), s	7.9	75.3	0.0	0.8	32.5	33.0	0.0	0.0	0.0	3.4	0.0	20.8
Prop In Lane	1.00		0.00	1.00		0.54	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	146	3179	0	60	2778	982	0	383	0	827	0	323
V/C Ratio(X)	0.83	1.01	0.00	0.20	0.68	0.69	0.00	0.00	0.00	0.15	0.00	0.89
Avail Cap(c_a), veh/h	168	3179	0	168	2778	982	0	471	0	989	0	398
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	0.00	0.82	0.82	0.82	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.7	8.9	0.0	55.4	16.6	16.7	0.0	0.0	0.0	38.7	0.0	45.6
Incr Delay (d2), s/veh	13.6	15.5	0.0	0.5	1.1	3.2	0.0	0.0	0.0	0.0	0.0	16.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	9.6	0.0	0.3	10.7	12.1	0.0	0.0	0.0	1.5	0.0	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.3	24.4	0.0	55.9	17.7	19.9	0.0	0.0	0.0	38.7	0.0	61.9
LnGrp LOS	E	F	A	E	B	B	A	A	A	D	A	E
Approach Vol, veh/h		3345			2579			0			407	
Approach Delay, s/veh		25.9			18.5			0.0			55.1	
Approach LOS		C			B						E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	80.6		29.0	14.1	74.9		29.0				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.1	62.6		29.7	11.1	62.6		29.7				
Max Q Clear Time (g_c+I1), s	2.8	77.3		22.8	9.9	35.0		0.0				
Green Ext Time (p_c), s	0.0	0.0		0.9	0.0	26.4		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	24.8
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	3125	1	15	2292	0	0	0	18	0	0	0
Future Volume (veh/h)	37	3125	1	15	2292	0	0	0	18	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	39	3255	1	16	2388	0						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	54	4368	1	27	4155	0						
Arrive On Green	0.03	0.85	0.85	0.02	0.83	0.00						
Sat Flow, veh/h	1781	5147	2	1781	5149	0						
Grp Volume(v), veh/h	39	2101	1155	16	2388	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1826	1781	1662	0						
Q Serve(g_s), s	1.5	18.4	18.4	0.6	10.8	0.0						
Cycle Q Clear(g_c), s	1.5	18.4	18.4	0.6	10.8	0.0						
Prop In Lane	1.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	54	2820	1549	27	4155	0						
V/C Ratio(X)	0.72	0.75	0.75	0.59	0.57	0.00						
Avail Cap(c_a), veh/h	758	2828	1553	758	4242	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	33.9	2.2	2.2	34.5	1.9	0.0						
Incr Delay (d2), s/veh	6.6	1.6	2.8	7.3	0.5	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.7	0.6	1.2	0.3	0.2	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.5	3.8	5.0	41.8	2.4	0.0						
LnGrp LOS	D	A	A	D	A	A						
Approach Vol, veh/h		3295			2404							
Approach Delay, s/veh		4.6			2.6							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	5.5	65.0			6.5	64.0						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	30.6	60.0			30.0	60.0						
Max Q Clear Time (g_c+I1), s	12.6	20.4			3.5	12.8						
Green Ext Time (p_c), s	0.0	39.5			0.0	45.1						
Intersection Summary												
HCM 6th Ctrl Delay			3.8									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	41.2

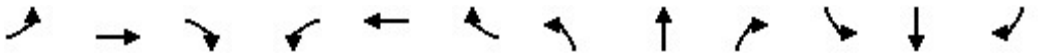
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	261	0	0	1916	236
Future Vol, veh/h	0	261	0	0	1916	236
Conflicting Peds, #/hr	0	3	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	278	0	0	2038	251

Major/Minor	Minor2			Major2	
Conflicting Flow All	2164	1148		-	0
Stage 1	2164	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	76	~ 165		-	-
Stage 1	44	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	76	~ 165		-	-
Mov Cap-2 Maneuver	76	-		-	-
Stage 1	44	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	$ 380.8	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	165	-	-
HCM Lane V/C Ratio	-	1.683	-	-
HCM Control Delay (s)	0	$ 380.8	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	19.4	-	-

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



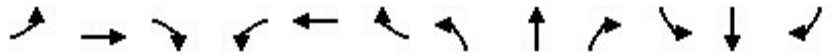
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	647	28	18	665	319	34	57	40	200	29	142
Future Volume (veh/h)	97	647	28	18	665	319	34	57	40	200	29	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.99		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	109	727	31	20	747	358	38	64	45	225	33	160
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	135	1134	348	651	2668	824	192	321	242	357	486	426
Arrive On Green	0.05	0.15	0.15	0.37	0.52	0.52	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1781	5106	1568	1781	5106	1578	534	1175	886	1267	1777	1559
Grp Volume(v), veh/h	109	727	31	20	747	358	70	0	77	225	33	160
Grp Sat Flow(s),veh/h/ln	1781	1702	1568	1781	1702	1578	1084	0	1511	1267	1777	1559
Q Serve(g_s), s	7.3	16.1	2.0	0.9	9.8	16.8	2.7	0.0	4.7	19.8	1.7	10.0
Cycle Q Clear(g_c), s	7.3	16.1	2.0	0.9	9.8	16.8	12.7	0.0	4.7	24.5	1.7	10.0
Prop In Lane	1.00		1.00	1.00		1.00	0.54		0.59	1.00		1.00
Lane Grp Cap(c), veh/h	135	1134	348	651	2668	824	342	0	413	357	486	426
V/C Ratio(X)	0.81	0.64	0.09	0.03	0.28	0.43	0.21	0.00	0.19	0.63	0.07	0.38
Avail Cap(c_a), veh/h	313	1974	606	651	2668	824	561	0	646	553	760	666
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	0.97	0.97	0.97	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.1	46.6	40.6	24.4	16.0	17.7	36.5	0.0	33.4	42.8	32.3	35.3
Incr Delay (d2), s/veh	4.1	2.7	0.5	0.0	0.3	1.6	0.1	0.0	0.1	5.2	0.2	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	7.2	0.8	0.4	3.7	6.1	1.7	0.0	1.7	6.7	0.7	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	49.3	41.1	24.4	16.3	19.3	36.6	0.0	33.5	48.0	32.5	36.9
LnGrp LOS	E	D	D	C	B	B	D	A	C	D	C	D
Approach Vol, veh/h		867			1125			147			418	
Approach Delay, s/veh		50.4			17.4			35.0			42.5	
Approach LOS		D			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	50.0	32.3		37.7	13.5	68.8		37.7				
Change Period (Y+Rc), s	6.1	* 5.7		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	7.3	* 46		51.3	21.1	32.2		51.3				
Max Q Clear Time (g_c+I1), s	2.9	18.1		26.5	9.3	18.8		14.7				
Green Ext Time (p_c), s	0.0	8.6		4.8	0.1	9.2		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		33.7	
HCM 6th LOS		C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	485	1	0	460	385	1	0	0	277	0	31
Future Volume (veh/h)	48	485	1	0	460	385	1	0	0	277	0	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	533	1	0	505	0	1	0	0	336	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	68	956	2	876	2277		19	0	17	478	251	0
Arrive On Green	0.04	0.18	0.18	0.00	0.21	0.00	0.01	0.00	0.00	0.13	0.00	0.00
Sat Flow, veh/h	1781	5263	10	1781	3554	1585	1781	0	1585	3563	1870	0
Grp Volume(v), veh/h	53	345	189	0	505	0	1	0	0	336	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1869	1781	1777	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	3.5	11.1	11.1	0.0	14.1	0.0	0.1	0.0	0.0	10.8	0.0	0.0
Cycle Q Clear(g_c), s	3.5	11.1	11.1	0.0	14.1	0.0	0.1	0.0	0.0	10.8	0.0	0.0
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	68	619	340	876	2277		19	0	17	478	251	0
V/C Ratio(X)	0.77	0.56	0.56	0.00	0.22		0.05	0.00	0.00	0.70	0.00	0.00
Avail Cap(c_a), veh/h	224	1166	640	876	2277		157	0	140	1101	578	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.97	0.00	1.00	0.00	0.00	0.90	0.00	0.00
Uniform Delay (d), s/veh	57.2	44.7	44.7	0.0	22.6	0.0	58.7	0.0	0.0	49.7	0.0	0.0
Incr Delay (d2), s/veh	6.8	3.6	6.5	0.0	0.2	0.0	0.4	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.9	5.6	0.0	6.7	0.0	0.0	0.0	0.0	4.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.9	48.3	51.2	0.0	22.8	0.0	59.1	0.0	0.0	50.3	0.0	0.0
LnGrp LOS	E	D	D	A	C		E	A	A	D	A	A
Approach Vol, veh/h		587			505	A		1			336	
Approach Delay, s/veh		50.6			22.8			59.1			50.3	
Approach LOS		D			C			E			D	

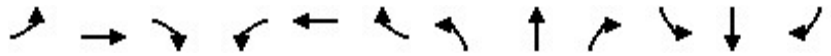
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	26.9		22.0	9.0	82.8		6.2				
Change Period (Y+Rc), s	5.9	* 5.1		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.3	* 41		37.1	15.1	36.1		10.6				
Max Q Clear Time (g_c+I1), s	0.0	13.1		12.8	5.5	16.1		2.1				
Green Ext Time (p_c), s	0.0	8.7		0.6	0.0	5.5		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	40.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	244	133	33	359	160	203	824	26	103	761	163
Future Volume (veh/h)	258	244	133	33	359	160	203	824	26	103	761	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	274	260	141	35	382	170	216	877	28	110	810	173
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	295	647	339	46	517	294	262	1801	57	154	1710	758
Arrive On Green	0.17	0.29	0.29	0.03	0.15	0.15	0.08	0.51	0.51	0.04	0.48	0.48
Sat Flow, veh/h	1781	2241	1174	1781	3554	1536	3456	3514	112	3456	3554	1576
Grp Volume(v), veh/h	274	204	197	35	382	170	216	443	462	110	810	173
Grp Sat Flow(s),veh/h/ln	1781	1777	1637	1781	1777	1536	1728	1777	1849	1728	1777	1576
Q Serve(g_s), s	22.8	13.9	14.6	2.9	15.4	10.2	9.2	24.3	24.3	4.7	23.0	5.2
Cycle Q Clear(g_c), s	22.8	13.9	14.6	2.9	15.4	10.2	9.2	24.3	24.3	4.7	23.0	5.2
Prop In Lane	1.00		0.72	1.00		1.00	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	295	513	473	46	517	294	262	911	948	154	1710	758
V/C Ratio(X)	0.93	0.40	0.42	0.77	0.74	0.58	0.82	0.49	0.49	0.72	0.47	0.23
Avail Cap(c_a), veh/h	387	668	616	82	734	388	544	911	948	258	1710	758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.7	42.9	43.1	72.6	61.4	28.7	68.3	23.8	23.8	70.7	26.2	6.8
Incr Delay (d2), s/veh	21.9	0.2	0.2	9.3	1.1	0.6	2.5	1.9	1.8	2.3	0.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.1	6.2	6.0	1.5	7.1	3.9	4.2	10.8	11.2	2.1	10.1	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.6	43.0	43.3	82.0	62.5	29.3	70.8	25.6	25.5	73.1	27.1	7.5
LnGrp LOS	F	D	D	F	E	C	E	C	C	E	C	A
Approach Vol, veh/h		675			587			1121			1093	
Approach Delay, s/veh		59.6			54.0			34.3			28.6	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	82.2	8.2	48.5	15.8	77.5	30.0	26.7
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	11.3	* 57	6.9	56.4	23.6	43.8	32.6	* 31
Max Q Clear Time (g_c+I1), s	16.7	26.3	4.9	16.6	11.2	25.0	24.8	17.4
Green Ext Time (p_c), s	0.0	2.1	0.0	0.9	0.1	2.3	0.1	0.9

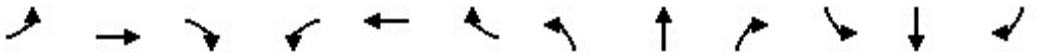
Intersection Summary	
HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

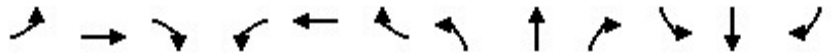
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	201	95	210	175	75	100	127	172	81	109	71
Future Volume (veh/h)	35	201	95	210	175	75	100	127	172	81	109	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	214	101	223	186	80	106	135	183	86	116	76
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	1311	660	309	807	635	136	763	471	112	714	308
Arrive On Green	0.03	0.37	0.37	0.09	0.43	0.43	0.08	0.21	0.21	0.06	0.20	0.20
Sat Flow, veh/h	1781	3554	1461	3456	1870	1471	1781	3554	1536	1781	3554	1534
Grp Volume(v), veh/h	37	214	101	223	186	80	106	135	183	86	116	76
Grp Sat Flow(s),veh/h/ln	1781	1777	1461	1728	1870	1471	1781	1777	1536	1781	1777	1534
Q Serve(g_s), s	1.8	3.6	3.6	5.6	5.6	2.9	5.2	2.7	8.3	4.2	2.4	3.7
Cycle Q Clear(g_c), s	1.8	3.6	3.6	5.6	5.6	2.9	5.2	2.7	8.3	4.2	2.4	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	48	1311	660	309	807	635	136	763	471	112	714	308
V/C Ratio(X)	0.77	0.16	0.15	0.72	0.23	0.13	0.78	0.18	0.39	0.77	0.16	0.25
Avail Cap(c_a), veh/h	604	1605	781	1171	845	664	604	1605	836	604	1605	693
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	18.8	14.6	39.2	15.9	15.1	40.2	28.4	24.3	40.9	29.2	29.7
Incr Delay (d2), s/veh	9.2	0.1	0.1	1.2	0.1	0.0	3.6	0.1	0.5	4.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.5	1.2	2.4	2.3	0.9	2.4	1.2	3.0	2.0	1.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.0	18.8	14.8	40.4	16.0	15.2	43.8	28.5	24.9	45.1	29.3	29.9
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		352			489			424			278	
Approach Delay, s/veh		21.1			27.0			30.8			34.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	38.6	12.2	24.5	7.8	44.1	10.9	25.7
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	7.6	5.6	7.2	5.7	3.8	7.6	6.2	10.3
Green Ext Time (p_c), s	0.4	2.2	0.1	0.6	0.0	0.9	0.1	1.5

Intersection Summary	
HCM 6th Ctrl Delay	28.0
HCM 6th LOS	C



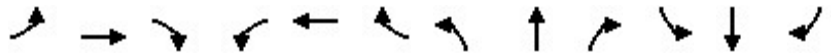
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	8	22	0	37	77	308	26	70	300	32
Future Volume (veh/h)	9	0	8	22	0	37	77	308	26	70	300	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	0	9	24	0	40	84	335	28	76	326	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	261	43	125	461	0	368	116	1542	126	108	1484	156
Arrive On Green	0.18	0.00	0.18	0.18	0.00	0.18	0.06	0.32	0.32	0.06	0.32	0.32
Sat Flow, veh/h	546	245	712	1393	0	1547	1781	4794	393	1781	4677	490
Grp Volume(v), veh/h	19	0	0	24	0	40	84	236	127	76	235	126
Grp Sat Flow(s),veh/h/ln	1504	0	0	1393	0	1547	1781	1702	1783	1781	1702	1763
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	0.7	1.5	1.7	1.7	1.4	1.7	1.7
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.4	0.0	0.7	1.5	1.7	1.7	1.4	1.7	1.7
Prop In Lane	0.53		0.47	1.00		1.00	1.00		0.22	1.00		0.28
Lane Grp Cap(c), veh/h	429	0	0	461	0	368	116	1095	574	108	1080	560
V/C Ratio(X)	0.04	0.00	0.00	0.05	0.00	0.11	0.73	0.22	0.22	0.70	0.22	0.22
Avail Cap(c_a), veh/h	1898	0	0	1873	0	1958	1608	6145	3219	1608	6145	3183
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.4	0.0	0.0	11.5	0.0	10.0	15.2	8.2	8.2	15.3	8.3	8.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.1	0.3	3.1	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.2	0.6	0.4	0.5	0.6	0.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.4	0.0	0.0	11.5	0.0	10.0	18.5	8.3	8.5	18.4	8.4	8.6
LnGrp LOS	B	A	A	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		19			64			447			437	
Approach Delay, s/veh		11.4			10.6			10.3			10.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.4	16.1		10.7	6.6	15.9		10.7
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.4	3.7		2.3	3.5	3.7		2.7
Green Ext Time (p_c), s	0.1	3.5		0.0	0.1	3.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	10	27	40	49	13	334	628	110	41	433	190
Future Volume (veh/h)	18	10	27	40	49	13	334	628	110	41	433	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.75	1.00		0.75	1.00		0.94	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	11	29	43	53	14	359	675	118	44	466	204
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	488	311	55	484	308	394	1684	704	57	686	297
Arrive On Green	0.03	0.26	0.26	0.03	0.26	0.26	0.22	0.47	0.47	0.03	0.29	0.29
Sat Flow, veh/h	1781	1870	1191	1781	1870	1188	1781	3554	1486	1781	2339	1012
Grp Volume(v), veh/h	19	11	29	43	53	14	359	675	118	44	353	317
Grp Sat Flow(s),veh/h/ln	1781	1870	1191	1781	1870	1188	1781	1777	1486	1781	1777	1574
Q Serve(g_s), s	1.2	0.5	2.1	2.8	2.5	1.0	22.8	14.3	5.3	2.8	20.3	20.7
Cycle Q Clear(g_c), s	1.2	0.5	2.1	2.8	2.5	1.0	22.8	14.3	5.3	2.8	20.3	20.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.64
Lane Grp Cap(c), veh/h	59	488	311	55	484	308	394	1684	704	57	521	462
V/C Ratio(X)	0.32	0.02	0.09	0.77	0.11	0.05	0.91	0.40	0.17	0.77	0.68	0.69
Avail Cap(c_a), veh/h	461	488	311	461	485	308	461	1841	770	461	921	815
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.7	31.8	32.4	55.7	32.7	32.2	44.0	19.8	17.4	55.6	36.1	36.2
Incr Delay (d2), s/veh	1.1	0.0	0.0	8.3	0.0	0.0	21.3	0.2	0.1	8.1	4.2	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.2	0.6	1.4	1.1	0.3	12.3	5.9	1.8	1.4	9.3	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.8	31.8	32.5	64.0	32.8	32.2	65.3	20.0	17.5	63.7	40.3	41.2
LnGrp LOS	E	C	C	E	C	C	E	B	B	E	D	D
Approach Vol, veh/h		59			110			1152			714	
Approach Delay, s/veh		39.9			44.9			33.8			42.1	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	63.6	8.0	35.1	30.0	42.7	8.2	34.9
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	4.8	16.3	4.8	4.1	24.8	22.7	3.2	4.5
Green Ext Time (p_c), s	0.0	7.6	0.0	0.1	0.8	11.2	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	37.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

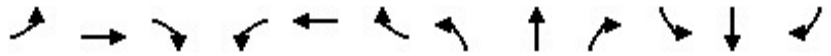
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	236	18	146	133	0	0	0	0	192	24	35
Future Volume (veh/h)	0	236	18	146	133	0	0	0	0	192	24	35
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	259	20	160	146	0				230	0	38
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	273	544	240	338	646	0				942	0	654
Arrive On Green	0.00	0.15	0.15	0.19	0.19	0.00				0.26	0.00	0.26
Sat Flow, veh/h	1781	3554	1564	1781	3572	0				3563	0	1557
Grp Volume(v), veh/h	0	259	20	160	146	0				230	0	38
Grp Sat Flow(s),veh/h/ln	1781	1777	1564	1781	1702	0				1781	0	1557
Q Serve(g_s), s	0.0	2.5	0.4	3.0	1.3	0.0				1.9	0.0	0.5
Cycle Q Clear(g_c), s	0.0	2.5	0.4	3.0	1.3	0.0				1.9	0.0	0.5
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	273	544	240	338	646	0				942	0	654
V/C Ratio(X)	0.00	0.48	0.08	0.47	0.23	0.00				0.24	0.00	0.06
Avail Cap(c_a), veh/h	2894	5773	2541	2894	5530	0				3376	0	1718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.3	13.4	13.3	12.7	0.0				10.7	0.0	6.4
Incr Delay (d2), s/veh	0.0	0.2	0.1	1.2	0.2	0.0				0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.1	0.9	0.4	0.0				0.6	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.5	13.5	14.5	12.9	0.0				10.7	0.0	6.4
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		279			306						268	
Approach Delay, s/veh		14.5			13.7						10.1	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		9.7		16.0		11.3
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		4.5		3.9		5.0
Green Ext Time (p_c), s		1.0		0.5		2.1

Intersection Summary	
HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	289	0	0	262	324	32	6	72	21	0	283
Future Volume (veh/h)	87	289	0	0	262	324	32	6	72	21	0	283
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	97	321	0	0	291	360	36	7	80	23	0	314
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	130	1612	0	0	567	501	166	12	134	27	0	370
Arrive On Green	0.07	0.45	0.00	0.00	0.32	0.32	0.09	0.09	0.09	0.25	0.00	0.25
Sat Flow, veh/h	1781	3647	0	0	1870	1570	1781	125	1434	108	0	1480
Grp Volume(v), veh/h	97	321	0	0	291	360	36	0	87	337	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1570	1781	0	1560	1588	0	0
Q Serve(g_s), s	3.9	4.0	0.0	0.0	9.7	14.8	1.4	0.0	3.9	14.7	0.0	0.0
Cycle Q Clear(g_c), s	3.9	4.0	0.0	0.0	9.7	14.8	1.4	0.0	3.9	14.7	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.92	0.07		0.93
Lane Grp Cap(c), veh/h	130	1612	0	0	567	501	166	0	145	397	0	0
V/C Ratio(X)	0.75	0.20	0.00	0.00	0.51	0.72	0.22	0.00	0.60	0.85	0.00	0.00
Avail Cap(c_a), veh/h	734	2927	0	0	1464	1293	978	0	856	872	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	33.1	12.0	0.0	0.0	20.2	21.9	30.6	0.0	31.7	26.0	0.0	0.0
Incr Delay (d2), s/veh	9.9	0.0	0.0	0.0	0.9	2.4	0.2	0.0	1.5	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	1.3	0.0	0.0	3.7	5.1	0.6	0.0	1.5	5.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.0	12.0	0.0	0.0	21.1	24.3	30.8	0.0	33.2	28.0	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	C	C	A	A
Approach Vol, veh/h		418			651			123			337	
Approach Delay, s/veh		19.2			22.8			32.5			28.0	
Approach LOS		B			C			C			C	

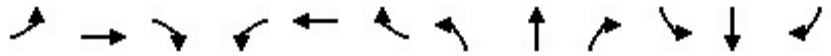
Timer - Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		37.4		22.2	9.8	27.6		13.2
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s		6.0		16.7	5.9	16.8		5.9
Green Ext Time (p_c), s		1.3		1.5	0.3	5.3		0.4

Intersection Summary		
HCM 6th Ctrl Delay		23.7
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



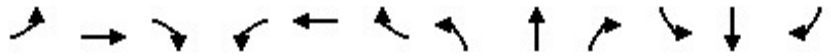
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	314	145	302	407	0	0	0	0	384	242	190
Future Volume (veh/h)	0	314	145	302	407	0	0	0	0	384	242	190
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	320	148	308	415	0				392	247	194
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1904	846	388	2489	0				652	342	283
Arrive On Green	0.00	0.54	0.54	0.22	1.00	0.00				0.18	0.18	0.18
Sat Flow, veh/h	0	3647	1579	3456	3647	0				3563	1870	1546
Grp Volume(v), veh/h	0	320	148	308	415	0				392	247	194
Grp Sat Flow(s),veh/h/ln	0	1777	1579	1728	1777	0				1781	1870	1546
Q Serve(g_s), s	0.0	3.9	4.0	7.1	0.0	0.0				8.5	10.4	9.8
Cycle Q Clear(g_c), s	0.0	3.9	4.0	7.1	0.0	0.0				8.5	10.4	9.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1904	846	388	2489	0				652	342	283
V/C Ratio(X)	0.00	0.17	0.17	0.79	0.17	0.00				0.60	0.72	0.69
Avail Cap(c_a), veh/h	0	1904	846	703	2489	0				1361	715	591
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.99	0.99	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.9	10.0	31.7	0.0	0.0				31.5	32.3	32.1
Incr Delay (d2), s/veh	0.0	0.2	0.4	1.4	0.1	0.0				0.3	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.3	1.3	2.6	0.0	0.0				3.6	4.7	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.1	10.4	33.0	0.1	0.0				31.8	33.4	33.2
LnGrp LOS	A	B	B	C	A	A				C	C	C
Approach Vol, veh/h		468			723						833	
Approach Delay, s/veh		10.2			14.1						32.6	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.8	49.9		20.3		63.7
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	9.1	6.0		12.4		2.0
Green Ext Time (p_c), s	0.4	2.4		2.0		3.0

Intersection Summary	
HCM 6th Ctrl Delay	20.8
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

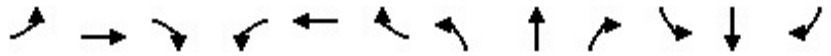


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	522	0	0	573	555	128	268	22	0	0	0
Future Volume (veh/h)	187	522	0	0	573	555	128	268	22	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	189	527	0	0	579	561	129	271	22			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1234	2665	0	0	1189	519	202	468	38			
Arrive On Green	0.71	1.00	0.00	0.00	0.33	0.33	0.13	0.13	0.13			
Sat Flow, veh/h	3456	3647	0	0	3647	1553	1514	3508	285			
Grp Volume(v), veh/h	189	527	0	0	579	561	153	129	140			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1553	1795	1702	1809			
Q Serve(g_s), s	1.5	0.0	0.0	0.0	10.9	28.1	6.8	6.0	6.1			
Cycle Q Clear(g_c), s	1.5	0.0	0.0	0.0	10.9	28.1	6.8	6.0	6.1			
Prop In Lane	1.00		0.00	0.00		1.00	0.84		0.16			
Lane Grp Cap(c), veh/h	1234	2665	0	0	1189	519	240	227	241			
V/C Ratio(X)	0.15	0.20	0.00	0.00	0.49	1.08	0.64	0.57	0.58			
Avail Cap(c_a), veh/h	1234	2665	0	0	1189	519	600	569	605			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	7.9	0.0	0.0	0.0	22.2	28.0	34.5	34.1	34.2			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.4	62.8	1.1	0.8	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.0	0.0	4.4	18.4	3.0	2.5	2.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.0	0.2	0.0	0.0	23.6	90.8	35.5	35.0	35.0			
LnGrp LOS	A	A	A	A	C	F	D	C	C			
Approach Vol, veh/h		716			1140			422				
Approach Delay, s/veh		2.2			56.7			35.2				
Approach LOS		A			E			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		67.9			34.9	33.0		16.1				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			3.5	30.1		8.8				
Green Ext Time (p_c), s		4.3			0.4	0.0		1.5				

Intersection Summary	
HCM 6th Ctrl Delay	35.6
HCM 6th LOS	D

Notes

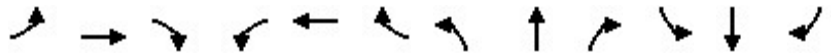
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	17	44	13	867	19	0	0	0
Future Volume (veh/h)	0	0	0	0	17	44	13	867	19	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	22	56	17	1112	24			
Peak Hour Factor				0.78	0.78	0.78	0.78	0.78	0.78			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	30	78	122	3046	65			
Arrive On Green				0.00	0.07	0.07	0.61	0.61	0.61			
Sat Flow, veh/h				0	465	1185	23	4963	106			
Grp Volume(v), veh/h				0	0	78	423	350	380			
Grp Sat Flow(s),veh/h/ln				0	0	1650	1863	1549	1680			
Q Serve(g_s), s				0.0	0.0	1.6	0.0	3.9	3.9			
Cycle Q Clear(g_c), s				0.0	0.0	1.6	3.9	3.9	3.9			
Prop In Lane				0.00		0.72	0.04		0.06			
Lane Grp Cap(c), veh/h				0	0	108	1252	951	1031			
V/C Ratio(X)				0.00	0.00	0.72	0.34	0.37	0.37			
Avail Cap(c_a), veh/h				0	0	1907	3320	2685	2912			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	15.9	3.3	3.3	3.3			
Incr Delay (d2), s/veh				0.0	0.0	3.4	0.2	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.6	0.5	0.5	0.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	19.2	3.6	3.7	3.7			
LnGrp LOS				A	A	B	A	A	A			
Approach Vol, veh/h					78			1153				
Approach Delay, s/veh					19.2			3.6				
Approach LOS					B			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	26.8							7.8				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	5.9							3.6				
Green Ext Time (p_c), s	15.3							0.3				

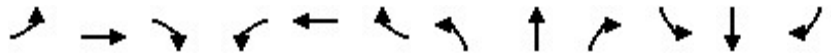
Intersection Summary												
HCM 6th Ctrl Delay			4.6									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	135	69	338	464	60	222	235	61	60	257	94
Future Volume (veh/h)	61	135	69	338	464	60	222	235	61	60	257	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	145	74	363	499	65	239	253	66	65	276	101
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	86	344	289	410	593	77	284	1165	286	84	650	220
Arrive On Green	0.05	0.18	0.18	0.23	0.37	0.37	0.16	0.29	0.29	0.05	0.17	0.17
Sat Flow, veh/h	1781	1870	1572	1781	1620	211	1781	4064	999	1781	3734	1266
Grp Volume(v), veh/h	66	145	74	363	0	564	239	209	110	65	250	127
Grp Sat Flow(s),veh/h/ln	1781	1870	1572	1781	0	1831	1781	1702	1659	1781	1702	1595
Q Serve(g_s), s	2.8	5.2	3.0	14.8	0.0	21.3	9.8	3.5	3.8	2.7	4.9	5.4
Cycle Q Clear(g_c), s	2.8	5.2	3.0	14.8	0.0	21.3	9.8	3.5	3.8	2.7	4.9	5.4
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.60	1.00		0.79
Lane Grp Cap(c), veh/h	86	344	289	410	0	670	284	976	475	84	593	278
V/C Ratio(X)	0.77	0.42	0.26	0.89	0.00	0.84	0.84	0.21	0.23	0.77	0.42	0.46
Avail Cap(c_a), veh/h	710	993	835	710	0	973	710	2712	1321	710	2712	1271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	27.2	26.3	28.0	0.0	21.9	30.7	20.4	20.5	35.5	27.7	27.9
Incr Delay (d2), s/veh	5.4	0.3	0.2	3.3	0.0	4.6	2.6	0.2	0.5	5.5	0.9	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.3	1.1	6.5	0.0	9.5	4.2	1.3	1.4	1.3	2.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.9	27.5	26.5	31.3	0.0	26.5	33.3	20.6	21.0	41.0	28.6	30.0
LnGrp LOS	D	C	C	C	A	C	C	C	C	D	C	C
Approach Vol, veh/h		285			927			558			442	
Approach Delay, s/veh		30.3			28.4			26.1			30.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	26.9	21.7	18.7	16.4	18.4	8.0	32.4
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	4.7	5.8	16.8	7.2	11.8	7.4	4.8	23.3
Green Ext Time (p_c), s	0.1	3.9	0.5	0.7	0.3	4.6	0.1	3.7

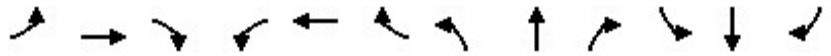
Intersection Summary	
HCM 6th Ctrl Delay	28.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	92	180	136	269	0	0	0	0	87	1424	580
Future Volume (veh/h)	0	92	180	136	269	0	0	0	0	87	1424	580
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	105	205	155	306	0				99	1618	659
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	472	400	244	486	0				1089	2198	856
Arrive On Green	0.00	0.25	0.25	0.25	0.25	0.00				0.61	0.61	0.61
Sat Flow, veh/h	0	1870	1585	711	2008	0				1781	3597	1401
Grp Volume(v), veh/h	0	105	205	220	241	0				99	1527	750
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1018	1617	0				1781	1702	1594
Q Serve(g_s), s	0.0	4.2	10.6	16.3	12.5	0.0				2.2	30.2	32.9
Cycle Q Clear(g_c), s	0.0	4.2	10.6	20.5	12.5	0.0				2.2	30.2	32.9
Prop In Lane	0.00		1.00	0.71		0.00				1.00		0.88
Lane Grp Cap(c), veh/h	0	472	400	322	408	0				1089	2080	974
V/C Ratio(X)	0.00	0.22	0.51	0.68	0.59	0.00				0.09	0.73	0.77
Avail Cap(c_a), veh/h	0	588	499	397	509	0				1121	2141	1003
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	28.2	30.6	36.2	31.3	0.0				7.6	13.1	13.6
Incr Delay (d2), s/veh	0.0	0.1	0.4	2.9	1.0	0.0				0.1	1.5	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.9	4.1	5.1	5.0	0.0				0.8	10.7	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.3	31.0	39.2	32.3	0.0				7.7	14.6	17.7
LnGrp LOS	A	C	C	D	C	A				A	B	B
Approach Vol, veh/h		310			461						2376	
Approach Delay, s/veh		30.1			35.6						15.3	
Approach LOS		C			D						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		30.8		64.6		30.8
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		12.6		34.9		22.5
Green Ext Time (p_c), s		0.7		23.3		1.6

Intersection Summary		
HCM 6th Ctrl Delay		19.7
HCM 6th LOS		B



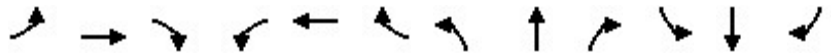
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	17	82	0	33	22	367	934	21	0	0	0
Future Volume (veh/h)	81	17	82	0	33	22	367	934	21	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	85	18	86	0	35	23	386	983	22			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	347	52	1046	0	159	105	907	1808	40			
Arrive On Green	0.15	0.15	0.15	0.00	0.15	0.15	0.51	0.51	0.51			
Sat Flow, veh/h	938	342	1569	0	1045	686	1781	3551	79			
Grp Volume(v), veh/h	103	0	86	0	0	58	386	492	513			
Grp Sat Flow(s),veh/h/ln	1280	0	1569	0	0	1731	1781	1777	1853			
Q Serve(g_s), s	1.7	0.0	0.0	0.0	0.0	0.9	4.4	6.0	6.0			
Cycle Q Clear(g_c), s	2.6	0.0	0.0	0.0	0.0	0.9	4.4	6.0	6.0			
Prop In Lane	0.83		1.00	0.00		0.40	1.00		0.04			
Lane Grp Cap(c), veh/h	399	0	1046	0	0	264	907	905	943			
V/C Ratio(X)	0.26	0.00	0.08	0.00	0.00	0.22	0.43	0.54	0.54			
Avail Cap(c_a), veh/h	1497	0	2270	0	0	1613	1633	1628	1698			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	12.8	0.0	2.0	0.0	0.0	12.0	5.0	5.4	5.4			
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.0	0.2	0.3	0.5	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.8	0.0	0.0	0.3	0.8	1.2	1.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	0.0	2.0	0.0	0.0	12.1	5.3	5.9	5.9			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		189			58			1391				
Approach Delay, s/veh		8.1			12.1			5.7				
Approach LOS		A			B			A				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	20.9	11.3	11.3
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	8.0	4.6	2.9
Green Ext Time (p_c), s	8.3	0.9	0.2

Intersection Summary	
HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	12	22	133	7	7	26	490	124	101	608	5
Future Volume (veh/h)	5	12	22	133	7	7	26	490	124	101	608	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	13	24	146	8	8	29	538	136	111	668	5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	470	142	262	450	207	207	47	2035	621	217	2273	17
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.03	0.40	0.40	0.06	0.43	0.43
Sat Flow, veh/h	1392	587	1084	1366	856	856	1781	5106	1557	3456	5227	39
Grp Volume(v), veh/h	5	0	37	146	0	16	29	538	136	111	435	238
Grp Sat Flow(s),veh/h/ln	1392	0	1671	1366	0	1712	1781	1702	1557	1728	1702	1862
Q Serve(g_s), s	0.1	0.0	0.9	4.7	0.0	0.4	0.8	3.6	2.9	1.6	4.2	4.2
Cycle Q Clear(g_c), s	0.5	0.0	0.9	5.5	0.0	0.4	0.8	3.6	2.9	1.6	4.2	4.2
Prop In Lane	1.00		0.65	1.00		0.50	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	470	0	404	450	0	414	47	2035	621	217	1480	810
V/C Ratio(X)	0.01	0.00	0.09	0.32	0.00	0.04	0.61	0.26	0.22	0.51	0.29	0.29
Avail Cap(c_a), veh/h	1243	0	1332	1209	0	1365	1065	6106	1862	2066	4071	2227
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	0.0	14.8	16.9	0.0	14.6	24.2	10.1	9.9	22.8	9.2	9.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	4.7	0.1	0.3	0.7	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	1.4	0.0	0.1	0.4	1.1	0.8	0.6	1.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.8	0.0	14.8	17.0	0.0	14.6	28.9	10.3	10.3	23.5	9.3	9.4
LnGrp LOS	B	A	B	B	A	B	C	B	B	C	A	A
Approach Vol, veh/h		42			162			703			784	
Approach Delay, s/veh		14.8			16.8			11.0			11.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.5	25.7		16.9	5.7	27.5		16.9
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	3.6	5.6		2.9	2.8	6.2		7.5
Green Ext Time (p_c), s	0.2	8.4		0.1	0.0	4.8		0.3

Intersection Summary	
HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

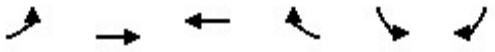
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2159	10	0	2456	0	0	0	3	0	0	0
Future Vol, veh/h	0	2159	10	0	2456	0	0	0	3	0	0	0
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	2373	11	0	2699	0	0	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1192	-	-	1351
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	0	0	0	154	0	0	120
Stage 1	0	-	-	0	-	0	0	0	-	0	0	-
Stage 2	0	-	-	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	154	-	-	120
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	28.9	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	154	-	-	-	-
HCM Lane V/C Ratio	0.021	-	-	-	-
HCM Control Delay (s)	28.9	-	-	-	0
HCM Lane LOS	D	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	859	1439	2142	56	28	53
Future Volume (veh/h)	859	1439	2142	56	28	53
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	976	1635	2434	0	32	60
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	814	4279	2919		94	83
Arrive On Green	0.24	0.86	0.59	0.00	0.05	0.05
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	976	1635	2434	0	32	60
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	27.8	8.1	46.7	0.0	2.0	4.4
Cycle Q Clear(g_c), s	27.8	8.1	46.7	0.0	2.0	4.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	814	4279	2919		94	83
V/C Ratio(X)	1.20	0.38	0.83		0.34	0.72
Avail Cap(c_a), veh/h	814	4279	2919		479	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.42	0.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	1.8	19.8	0.0	53.9	55.1
Incr Delay (d2), s/veh	101.2	0.3	1.3	0.0	0.8	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.9	1.0	16.2	0.0	0.9	3.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	146.3	2.0	21.1	0.0	54.7	59.4
LnGrp LOS	F	A	C		D	E
Approach Vol, veh/h		2611	2434	A	92	
Approach Delay, s/veh		56.0	21.1		57.8	
Approach LOS		E	C		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		106.6		11.4	32.2	74.4
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		75.8		31.7	27.8	* 44
Max Q Clear Time (g_c+I1), s		10.1		6.4	29.8	48.7
Green Ext Time (p_c), s		49.9		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	39.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	293	682	61	48	1015	50	133	245	68	42	139	523
Future Volume (veh/h)	293	682	61	48	1015	50	133	245	68	42	139	523
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.94	1.00		0.88
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	315	733	66	52	1091	54	143	263	73	45	149	562
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	340	1543	139	195	1354	67	167	972	251	58	934	558
Arrive On Green	0.19	0.47	0.47	0.15	0.52	0.52	0.09	0.24	0.24	0.03	0.18	0.18
Sat Flow, veh/h	1781	3292	296	1781	3445	170	1781	3987	1030	1781	5106	1398
Grp Volume(v), veh/h	315	395	404	52	563	583	143	222	114	45	149	562
Grp Sat Flow(s),veh/h/ln	1781	1777	1812	1781	1777	1839	1781	1702	1613	1781	1702	1398
Q Serve(g_s), s	24.3	21.3	21.3	3.6	36.5	36.6	11.1	7.4	8.1	3.5	3.4	25.6
Cycle Q Clear(g_c), s	24.3	21.3	21.3	3.6	36.5	36.6	11.1	7.4	8.1	3.5	3.4	25.6
Prop In Lane	1.00		0.16	1.00		0.09	1.00		0.64	1.00		1.00
Lane Grp Cap(c), veh/h	340	833	849	195	698	723	167	830	393	58	934	558
V/C Ratio(X)	0.93	0.47	0.48	0.27	0.81	0.81	0.86	0.27	0.29	0.77	0.16	1.01
Avail Cap(c_a), veh/h	382	833	849	195	698	723	244	830	393	244	934	558
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.85	0.85	0.85	0.98	0.98	0.98	0.96	0.96	0.96
Uniform Delay (d), s/veh	55.7	25.4	25.4	54.9	29.0	29.0	62.5	42.8	43.1	67.2	48.1	44.7
Incr Delay (d2), s/veh	27.0	1.9	1.9	2.8	8.3	8.1	12.6	0.2	0.4	7.6	0.1	39.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.3	9.2	9.4	1.8	15.3	15.8	5.6	3.1	3.3	1.7	1.5	24.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.7	27.4	27.3	57.7	37.3	37.1	75.1	43.0	43.5	74.8	48.3	84.0
LnGrp LOS	F	C	C	E	D	D	E	D	D	E	D	F
Approach Vol, veh/h		1114			1197			479			756	
Approach Delay, s/veh		43.0			38.1			52.7			76.4	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	39.1	21.1	70.8	17.5	30.6	31.1	60.8
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	15.5	10.1	5.6	23.3	13.1	27.6	26.3	38.6
Green Ext Time (p_c), s	0.0	2.0	0.0	7.9	0.1	0.0	0.3	3.5

Intersection Summary	
HCM 6th Ctrl Delay	49.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	689	72	28	180	0	0	0	0	179	212	954
Future Volume (veh/h)	0	689	72	28	180	0	0	0	0	179	212	954
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	774	81	31	202	0				201	238	1072
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1639	171	56	2021	0				616	1293	537
Arrive On Green	0.00	1.00	1.00	0.03	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3335	339	1781	3647	0				1781	3741	1553
Grp Volume(v), veh/h	0	424	431	31	202	0				201	238	1072
Grp Sat Flow(s),veh/h/ln	0	1777	1803	1781	1777	0				1781	1870	1553
Q Serve(g_s), s	0.0	0.0	0.0	2.4	3.6	0.0				11.7	6.2	48.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.4	3.6	0.0				11.7	6.2	48.4
Prop In Lane	0.00		0.19	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	898	912	56	2021	0				616	1293	537
V/C Ratio(X)	0.00	0.47	0.47	0.55	0.10	0.00				0.33	0.18	2.00
Avail Cap(c_a), veh/h	0	898	912	313	2021	0				616	1293	537
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.92	0.92	0.83	0.83	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	66.8	13.8	0.0				33.8	32.0	45.8
Incr Delay (d2), s/veh	0.0	1.6	1.6	2.6	0.1	0.0				1.4	0.3	455.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.4	1.1	1.5	0.0				5.4	2.9	86.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.6	1.6	69.4	13.9	0.0				35.2	32.3	500.8
LnGrp LOS	A	A	A	E	B	A				D	C	F
Approach Vol, veh/h		855			233						1511	
Approach Delay, s/veh		1.6			21.3						365.1	
Approach LOS		A			C						F	

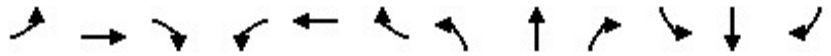
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.8	77.4		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	14.4	2.0		50.4		5.6
Green Ext Time (p_c), s	0.0	1.6		0.0		0.4

Intersection Summary		
HCM 6th Ctrl Delay		214.7
HCM 6th LOS		F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	615	342	0	0	182	138	45	104	35	0	0	0
Future Volume (veh/h)	615	342	0	0	182	138	45	104	35	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	654	364	0	0	194	147	48	111	37			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1529	1487	0	0	573	410	85	212	127			
Arrive On Green	0.44	0.80	0.00	0.00	0.29	0.29	0.08	0.08	0.08			
Sat Flow, veh/h	3456	1870	0	0	2059	1406	1029	2567	1537			
Grp Volume(v), veh/h	654	364	0	0	174	167	85	74	37			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1595	1819	1777	1537			
Q Serve(g_s), s	10.4	4.0	0.0	0.0	6.2	6.6	3.6	3.2	1.8			
Cycle Q Clear(g_c), s	10.4	4.0	0.0	0.0	6.2	6.6	3.6	3.2	1.8			
Prop In Lane	1.00		0.00	0.00		0.88	0.57		1.00			
Lane Grp Cap(c), veh/h	1529	1487	0	0	518	465	150	147	127			
V/C Ratio(X)	0.43	0.24	0.00	0.00	0.34	0.36	0.57	0.51	0.29			
Avail Cap(c_a), veh/h	1529	1487	0	0	580	520	389	380	329			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.88	0.88	0.00	0.00	1.00	1.00	0.98	0.98	0.98			
Uniform Delay (d), s/veh	15.3	2.1	0.0	0.0	22.3	22.4	35.3	35.1	34.5			
Incr Delay (d2), s/veh	0.2	0.3	0.0	0.0	0.1	0.2	1.2	1.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.7	0.7	0.0	0.0	2.4	2.3	1.6	1.4	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	2.4	0.0	0.0	22.4	22.6	36.5	36.1	35.0			
LnGrp LOS	B	A	A	A	C	C	D	D	C			
Approach Vol, veh/h		1018			341			196				
Approach Delay, s/veh		10.8			22.5			36.1				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.5			40.3	28.2		11.5				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		6.0			12.4	8.6		5.6				
Green Ext Time (p_c), s		1.3			1.8	1.1		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

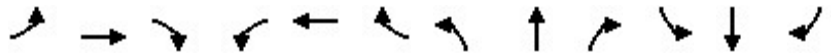
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	99	1721	518	0	0	1436
Future Volume (veh/h)	99	1721	518	0	0	1436
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	106	0	557	0	0	1544
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	156		2044	0	665	5173
Arrive On Green	0.09	0.00	0.41	0.00	0.00	0.82
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	106	0	557	0	0	1544
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	6.4	0.0	8.2	0.0	0.0	6.3
Cycle Q Clear(g_c), s	6.4	0.0	8.2	0.0	0.0	6.3
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	156		2044	0	665	5173
V/C Ratio(X)	0.68		0.27	0.00	0.00	0.30
Avail Cap(c_a), veh/h	487		2044	0	730	5173
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.00	0.87	0.00	0.00	0.93
Uniform Delay (d), s/veh	48.7	0.0	21.6	0.0	0.0	2.3
Incr Delay (d2), s/veh	1.3	0.0	0.1	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	3.0	0.0	0.0	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.0	0.0	21.6	0.0	0.0	2.4
LnGrp LOS	D		C	A	A	A
Approach Vol, veh/h	106	A	557			1544
Approach Delay, s/veh	50.0		21.6			2.4
Approach LOS	D		C			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	45.5	50.0				95.5	14.5
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	45.1	20.6				45.1	30.1
Max Q Clear Time (g_c+I1), s	10.3	10.2				8.3	8.4
Green Ext Time (p_c), s	0.0	3.3				18.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



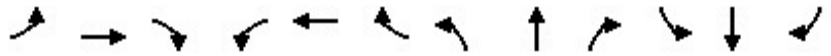
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	241	1717	131	111	284	0	0	176	25
Future Volume (veh/h)	0	0	0	241	1717	131	111	284	0	0	176	25
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.88
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				256	1827	139	118	302	0	0	187	27
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				333	2536	197	146	1439	0	0	632	86
Arrive On Green				0.19	0.19	0.19	0.16	0.56	0.00	0.00	0.14	0.14
Sat Flow, veh/h				580	4420	344	1781	5274	0	0	4631	605
Grp Volume(v), veh/h				813	681	728	118	302	0	0	140	74
Grp Sat Flow(s),veh/h/ln				1841	1702	1801	1781	1702	0	0	1702	1664
Q Serve(g_s), s				46.1	41.1	41.6	7.0	3.2	0.0	0.0	4.0	4.4
Cycle Q Clear(g_c), s				46.1	41.1	41.6	7.0	3.2	0.0	0.0	4.0	4.4
Prop In Lane				0.31		0.19	1.00		0.00	0.00		0.36
Lane Grp Cap(c), veh/h				1056	976	1033	146	1439	0	0	482	236
V/C Ratio(X)				0.77	0.70	0.70	0.81	0.21	0.00	0.00	0.29	0.32
Avail Cap(c_a), veh/h				1056	976	1033	155	1629	0	0	591	289
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.65	0.65	0.65	0.68	0.68	0.00	0.00	0.95	0.95
Uniform Delay (d), s/veh				37.7	35.7	35.9	45.1	17.9	0.0	0.0	42.3	42.4
Incr Delay (d2), s/veh				3.6	2.7	2.7	16.4	0.1	0.0	0.0	0.2	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				23.7	19.4	20.8	3.5	1.2	0.0	0.0	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				41.3	38.4	38.5	61.5	18.0	0.0	0.0	42.5	42.9
LnGrp LOS				D	D	D	E	B	A	A	D	D
Approach Vol, veh/h					2222			420			214	
Approach Delay, s/veh					39.5			30.2			42.6	
Approach LOS					D			C			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	14.9	22.0	69.0	36.9
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	9.6	* 19	63.1	35.1
Max Q Clear Time (g_c+I1), s	9.0	6.4	48.1	5.2
Green Ext Time (p_c), s	0.0	0.7	10.8	2.3

Intersection Summary	
HCM 6th Ctrl Delay	38.4
HCM 6th LOS	D

Notes

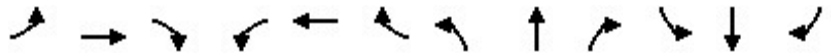
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	273	2055	0	0	0	0	0	172	57
Future Volume (veh/h)	0	0	0	273	2055	0	0	0	0	0	172	57
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				287	2163	0				0	181	60
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				409	3315	0				0	761	229
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				576	4838	0				0	4008	1155
Grp Volume(v), veh/h				918	1532	0				0	158	83
Grp Sat Flow(s),veh/h/ln				1842	1702	0				0	1702	1591
Q Serve(g_s), s				50.2	44.5	0.0				0.0	4.3	4.8
Cycle Q Clear(g_c), s				50.2	44.5	0.0				0.0	4.3	4.8
Prop In Lane				0.31		0.00				0.00		0.73
Lane Grp Cap(c), veh/h				1308	2417	0				0	675	315
V/C Ratio(X)				0.70	0.63	0.00				0.00	0.23	0.26
Avail Cap(c_a), veh/h				1308	2417	0				0	675	315
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				31.4	29.3	0.0				0.0	37.1	37.3
Incr Delay (d2), s/veh				3.2	1.3	0.0				0.0	0.8	2.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				25.8	20.6	0.0				0.0	1.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				34.6	30.5	0.0				0.0	37.9	39.3
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2450						241	
Approach Delay, s/veh					32.1						38.4	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.7		83.3						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.8		78.1						
Max Q Clear Time (g_c+I1), s				6.8		52.2						
Green Ext Time (p_c), s				0.3		4.5						

Intersection Summary												
HCM 6th Ctrl Delay			32.6									
HCM 6th LOS			C									



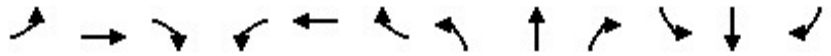
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2254	122	71	95	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2254	122	71	95	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2398	130	76	101	0			
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3473	186	296	435	0			
Arrive On Green				0.00	0.23	0.23	0.20	0.20	0.00			
Sat Flow, veh/h				0	5123	266	1448	2220	0			
Grp Volume(v), veh/h				0	1639	889	94	83	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1816	1798	1777	0			
Q Serve(g_s), s				0.0	48.4	49.3	4.8	4.3	0.0			
Cycle Q Clear(g_c), s				0.0	48.4	49.3	4.8	4.3	0.0			
Prop In Lane				0.00		0.15	0.81		0.00			
Lane Grp Cap(c), veh/h				0	2386	1273	368	363	0			
V/C Ratio(X)				0.00	0.69	0.70	0.26	0.23	0.00			
Avail Cap(c_a), veh/h				0	2386	1273	368	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	31.3	31.6	36.7	36.5	0.0			
Incr Delay (d2), s/veh				0.0	1.6	3.2	1.7	1.5	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	22.5	25.0	2.3	2.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	32.9	34.8	38.4	38.0	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2528			177				
Approach Delay, s/veh					33.6			38.2				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						51.3		6.8				
Green Ext Time (p_c), s						21.4		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	33.9
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	334	2405	0	0	0	0	0	218	39
Future Volume (veh/h)	0	0	0	334	2405	0	0	0	0	0	218	39
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				341	2454	0				0	222	40
Peak Hour Factor				0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				419	3257	0				0	733	312
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				597	4815	0				0	3647	1514
Grp Volume(v), veh/h				1051	1744	0				0	222	40
Grp Sat Flow(s),veh/h/ln				1840	1702	0				0	1777	1514
Q Serve(g_s), s				59.5	52.2	0.0				0.0	5.8	2.4
Cycle Q Clear(g_c), s				59.5	52.2	0.0				0.0	5.8	2.4
Prop In Lane				0.32		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1290	2386	0				0	733	312
V/C Ratio(X)				0.81	0.73	0.00				0.00	0.30	0.13
Avail Cap(c_a), veh/h				1290	2386	0				0	733	312
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				35.5	32.7	0.0				0.0	37.0	35.6
Incr Delay (d2), s/veh				5.7	2.0	0.0				0.0	1.1	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				31.2	24.3	0.0				0.0	2.7	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				41.2	34.7	0.0				0.0	38.0	36.4
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					2795						262	
Approach Delay, s/veh					37.2						37.8	
Approach LOS					D						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				27.6		82.4						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				22.7		77.1						
Max Q Clear Time (g_c+I1), s				7.8		61.5						
Green Ext Time (p_c), s				1.3		14.5						

Intersection Summary												
HCM 6th Ctrl Delay			37.2									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2694	83	49	47	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2694	83	49	47	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2777	86	51	48	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3704	113	305	326	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5255	156	1721	1933	0			
Grp Volume(v), veh/h				0	1849	1014	53	46	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1838	1784	1777	0			
Q Serve(g_s), s				0.0	35.5	36.8	2.8	2.4	0.0			
Cycle Q Clear(g_c), s				0.0	35.5	36.8	2.8	2.4	0.0			
Prop In Lane				0.00		0.08	0.96		0.00			
Lane Grp Cap(c), veh/h				0	2479	1339	316	315	0			
V/C Ratio(X)				0.00	0.75	0.76	0.17	0.15	0.00			
Avail Cap(c_a), veh/h				0	2479	1339	316	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	8.9	9.1	38.4	38.2	0.0			
Incr Delay (d2), s/veh				0.0	2.1	4.1	1.1	1.0	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	11.7	13.8	1.3	1.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	11.0	13.1	39.5	39.2	0.0			
LnGrp LOS				A	B	B	D	D	A			
Approach Vol, veh/h					2863			99				
Approach Delay, s/veh					11.7			39.4				
Approach LOS					B			D				

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						38.8		4.8				
Green Ext Time (p_c), s						35.1		0.4				

Intersection Summary		
HCM 6th Ctrl Delay	12.7	
HCM 6th LOS	B	

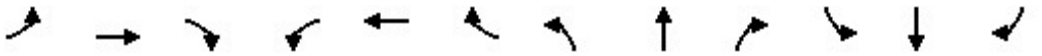
Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	133	476	41	99	0	0	0	17
Future Vol, veh/h	0	0	0	0	133	476	41	99	0	0	0	17
Conflicting Peds, #/hr	5	0	2	2	0	5	21	0	0	0	0	21
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	137	491	42	102	0	0	0	18

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	90	633	-	-	-	340
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	90	633	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	885	395	0	0	0	656
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	907	472	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	861	393	-	-	-	653
Mov Cap-2 Maneuver	-	-	-	861	393	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	883	470	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	17.3	10.7
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	393	-	-	653
HCM Lane V/C Ratio	0.26	-	-	0.027
HCM Control Delay (s)	17.3	-	-	10.7
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1	-	-	0.1



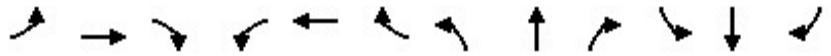
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	512	83	1004	600	0
Future Volume (veh/h)	0	0	0	0	0	0	0	512	83	1004	600	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	582	94	1141	682	0
Peak Hour Factor	0.88	0.88	0.88				0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1149	357	3427	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.23	0.23	0.91	1.00	0.00
Sat Flow, veh/h		0					0	5149	1547	5023	1826	0
Grp Volume(v), veh/h		0.0					0	582	94	1141	682	0
Grp Sat Flow(s),veh/h/ln							0	1662	1547	1674	1826	0
Q Serve(g_s), s							0.0	11.2	5.5	3.3	0.0	0.0
Cycle Q Clear(g_c), s							0.0	11.2	5.5	3.3	0.0	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1149	357	3427	1740	0
V/C Ratio(X)							0.00	0.51	0.26	0.33	0.39	0.00
Avail Cap(c_a), veh/h							0	1205	374	3427	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.95	0.95	0.00
Uniform Delay (d), s/veh							0.0	36.9	34.7	1.8	0.0	0.0
Incr Delay (d2), s/veh							0.0	0.9	1.0	0.1	0.6	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	4.5	2.1	0.7	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	37.8	35.7	1.8	0.6	0.0
LnGrp LOS							A	D	D	A	A	A
Approach Vol, veh/h								676			1823	
Approach Delay, s/veh								37.5			1.4	
Approach LOS								D			A	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	79.4	30.6				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				40.0						
Max Q Clear Time (g_c+I1), s	5.3	13.2				2.0						
Green Ext Time (p_c), s	4.9	5.9				6.5						

Intersection Summary		
HCM 6th Ctrl Delay		11.1
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



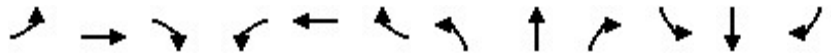
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	962	61	0	0	0	0	335	194	89	313	0
Future Volume (veh/h)	54	962	61	0	0	0	0	335	194	89	313	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	59	1057	67				0	368	213	98	344	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	160	3063	949				0	619	277	128	1500	0
Arrive On Green	0.20	0.20	0.20				0.00	0.18	0.18	0.14	0.59	0.00
Sat Flow, veh/h	262	4999	1549				0	3572	1521	1781	5274	0
Grp Volume(v), veh/h	418	698	67				0	368	213	98	344	0
Grp Sat Flow(s),veh/h/ln	1857	1702	1549				0	1702	1521	1781	1702	0
Q Serve(g_s), s	21.4	19.3	3.9				0.0	10.9	14.7	5.8	3.5	0.0
Cycle Q Clear(g_c), s	21.4	19.3	3.9				0.0	10.9	14.7	5.8	3.5	0.0
Prop In Lane	0.14		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1138	2086	949				0	619	277	128	1500	0
V/C Ratio(X)	0.37	0.33	0.07				0.00	0.59	0.77	0.77	0.23	0.00
Avail Cap(c_a), veh/h	1138	2086	949				0	916	409	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.77	0.77	0.77				0.00	1.00	1.00	0.92	0.92	0.00
Uniform Delay (d), s/veh	25.5	24.7	18.5				0.0	41.3	42.8	46.2	16.8	0.0
Incr Delay (d2), s/veh	0.7	0.3	0.1				0.0	1.0	5.7	3.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	8.9	1.4				0.0	4.6	5.9	2.5	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.2	25.0	18.6				0.0	42.3	48.5	49.5	16.8	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1183						581			442	
Approach Delay, s/veh		25.1						44.6			24.1	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	72.3	37.7	12.3	25.4
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	23.4	5.5	7.8	16.7
Green Ext Time (p_c), s	11.6	1.9	0.1	3.3

Intersection Summary	
HCM 6th Ctrl Delay	30.0
HCM 6th LOS	C

Notes

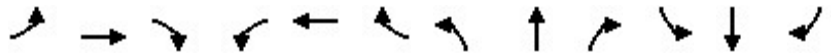
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



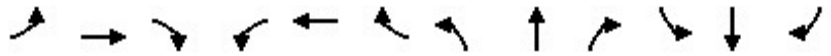
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1218	32	0	0	0	0	0	0	144	312	0
Future Volume (veh/h)	0	1218	32	0	0	0	0	0	0	144	312	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1310	34							155	335	0
Peak Hour Factor	0.93	0.93	0.93							0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2981	77							502	1204	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5284	133							1530	3837	0
Grp Volume(v), veh/h	0	872	472							182	308	0
Grp Sat Flow(s),veh/h/ln	0	1702	1845							1794	1702	0
Q Serve(g_s), s	0.0	24.8	24.9							10.3	9.2	0.0
Cycle Q Clear(g_c), s	0.0	24.8	24.9							10.3	9.2	0.0
Prop In Lane	0.00		0.07							0.85		0.00
Lane Grp Cap(c), veh/h	0	1984	1075							589	1117	0
V/C Ratio(X)	0.00	0.44	0.44							0.31	0.28	0.00
Avail Cap(c_a), veh/h	0	1984	1075							589	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	28.6	28.6							37.5	37.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	1.3							1.4	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.5	12.6							5.2	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.3	29.9							38.9	37.6	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1344									490	
Approach Delay, s/veh		29.5									38.1	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	26.9	12.3
Green Ext Time (p_c), s	3.9	1.3

Intersection Summary	
HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C



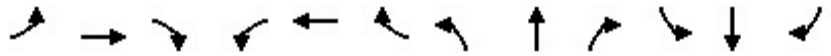
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1525	0	0	0	0	0	97	200	0	0	0
Future Volume (veh/h)	50	1525	0	0	0	0	0	97	200	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.94			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	54	1640	0				0	104	215			
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	91	2930	0				0	599	505			
Arrive On Green	0.19	0.19	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	158	5277	0				0	1870	1496			
Grp Volume(v), veh/h	636	1058	0				0	104	215			
Grp Sat Flow(s),veh/h/ln	1862	1702	0				0	1777	1496			
Q Serve(g_s), s	34.3	30.9	0.0				0.0	4.5	12.2			
Cycle Q Clear(g_c), s	34.3	30.9	0.0				0.0	4.5	12.2			
Prop In Lane	0.08		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1068	1953	0				0	599	505			
V/C Ratio(X)	0.60	0.54	0.00				0.00	0.17	0.43			
Avail Cap(c_a), veh/h	1068	1953	0				0	599	505			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	32.9	31.5	0.0				0.0	25.7	28.2			
Incr Delay (d2), s/veh	2.4	1.1	0.0				0.0	0.6	2.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.8	14.3	0.0				0.0	2.0	4.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.4	32.6	0.0				0.0	26.3	30.8			
LnGrp LOS	D	C	A				A	C	C			
Approach Vol, veh/h		1694						319				
Approach Delay, s/veh		33.6						29.4				
Approach LOS		C						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		68.0						42.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		63.1						37.1				
Max Q Clear Time (g_c+I1), s		36.3						14.2				
Green Ext Time (p_c), s		14.6						2.1				
Intersection Summary												
HCM 6th Ctrl Delay			33.0									
HCM 6th LOS			C									



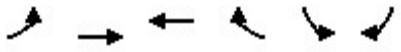
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1816	67	0	0	0	0	0	0	205	347	0
Future Volume (veh/h)	0	1816	67	0	0	0	0	0	0	205	347	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1853	68							209	354	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3267	120							471	940	0
Arrive On Green	0.00	0.21	0.21							0.09	0.09	0.00
Sat Flow, veh/h	0	5223	185							1781	3647	0
Grp Volume(v), veh/h	0	1247	674							209	354	0
Grp Sat Flow(s),veh/h/ln	0	1702	1836							1781	1777	0
Q Serve(g_s), s	0.0	36.1	36.1							12.3	10.3	0.0
Cycle Q Clear(g_c), s	0.0	36.1	36.1							12.3	10.3	0.0
Prop In Lane	0.00		0.10							1.00		0.00
Lane Grp Cap(c), veh/h	0	2200	1187							471	940	0
V/C Ratio(X)	0.00	0.57	0.57							0.44	0.38	0.00
Avail Cap(c_a), veh/h	0	2200	1187							471	940	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	29.5	29.5							42.5	41.6	0.0
Incr Delay (d2), s/veh	0.0	1.1	2.0							3.0	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	16.7	18.3							6.3	5.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	30.6	31.5							45.5	42.8	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1921									563	
Approach Delay, s/veh		30.9									43.8	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	76.0	34.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	71.1	29.1
Max Q Clear Time (g_c+I1), s	38.1	14.3
Green Ext Time (p_c), s	19.2	2.7

Intersection Summary	
HCM 6th Ctrl Delay	33.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	1721	1	0	0	0	0	59	63	0	0	0
Future Volume (veh/h)	61	1721	1	0	0	0	0	59	63	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870			
Adj Flow Rate, veh/h	66	1871	1				0	64	68			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2				0	2	2			
Cap, veh/h	124	3732	2				0	357	318			
Arrive On Green	0.23	0.23	0.23				0.00	0.20	0.20			
Sat Flow, veh/h	174	5257	3				0	1870	1585			
Grp Volume(v), veh/h	706	587	645				0	64	68			
Grp Sat Flow(s),veh/h/ln	1862	1702	1870				0	1777	1585			
Q Serve(g_s), s	36.5	32.8	32.8				0.0	3.3	3.9			
Cycle Q Clear(g_c), s	36.5	32.8	32.8				0.0	3.3	3.9			
Prop In Lane	0.09		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1322	1208	1328				0	357	318			
V/C Ratio(X)	0.53	0.49	0.49				0.00	0.18	0.21			
Avail Cap(c_a), veh/h	1322	1208	1328				0	357	318			
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	26.2	24.8	24.8				0.0	36.4	36.7			
Incr Delay (d2), s/veh	1.5	1.4	1.3				0.0	1.1	1.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.7	15.4	16.9				0.0	1.6	1.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.7	26.2	26.0				0.0	37.5	38.2			
LnGrp LOS	C	C	C				A	D	D			
Approach Vol, veh/h		1938						132				
Approach Delay, s/veh		26.7						37.9				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		83.0						27.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		78.1						22.1				
Max Q Clear Time (g_c+I1), s		38.5						5.9				
Green Ext Time (p_c), s		20.3						0.6				
Intersection Summary												
HCM 6th Ctrl Delay			27.4									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	42	763	929	15	63	147
Future Volume (veh/h)	42	763	929	15	63	147
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	44	795	968	16	66	153
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	57	3962	3664	61	395	181
Arrive On Green	0.01	0.26	1.00	1.00	0.11	0.11
Sat Flow, veh/h	1781	5149	5213	83	3456	1585
Grp Volume(v), veh/h	44	795	637	347	66	153
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1809	1728	1585
Q Serve(g_s), s	2.9	14.7	0.0	0.0	2.0	11.2
Cycle Q Clear(g_c), s	2.9	14.7	0.0	0.0	2.0	11.2
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	57	3962	2412	1313	395	181
V/C Ratio(X)	0.77	0.20	0.26	0.26	0.17	0.84
Avail Cap(c_a), veh/h	319	3962	2412	1313	884	406
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.96	0.96	1.00	1.00
Uniform Delay (d), s/veh	58.0	14.3	0.0	0.0	47.2	51.2
Incr Delay (d2), s/veh	7.7	0.1	0.3	0.5	0.1	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	6.5	0.1	0.2	0.9	9.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	65.6	14.4	0.3	0.5	47.2	55.3
LnGrp LOS	E	B	A	A	D	E
Approach Vol, veh/h		839	984		219	
Approach Delay, s/veh		17.1	0.3		52.9	
Approach LOS		B	A		D	

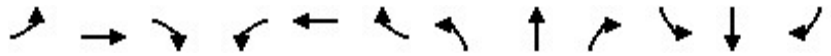
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		99.6		18.4	8.2	91.4
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 77		30.2	21.1	51.6
Max Q Clear Time (g_c+I1), s		16.7		13.2	4.9	2.0
Green Ext Time (p_c), s		16.8		0.3	0.0	18.8

Intersection Summary		
HCM 6th Ctrl Delay		12.9
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	732	12	13	933	5	0	13	14	44	0	13
Future Volume (veh/h)	130	732	12	13	933	5	0	13	14	44	0	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	134	755	12	13	962	0	0	13	14	45	0	13
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	747	3596	57	60	1567		35	16	17	227	0	102
Arrive On Green	0.84	1.00	1.00	0.03	0.31	0.00	0.00	0.02	0.02	0.07	0.00	0.07
Sat Flow, veh/h	1781	5052	80	1781	4985	1585	1781	807	869	3456	0	1556
Grp Volume(v), veh/h	134	496	271	13	962	0	0	0	27	45	0	13
Grp Sat Flow(s),veh/h/ln	1781	1662	1809	1781	1662	1585	1781	0	1676	1728	0	1556
Q Serve(g_s), s	1.7	0.0	0.0	0.8	19.3	0.0	0.0	0.0	1.9	1.5	0.0	0.9
Cycle Q Clear(g_c), s	1.7	0.0	0.0	0.8	19.3	0.0	0.0	0.0	1.9	1.5	0.0	0.9
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	747	2365	1288	60	1567		35	0	33	227	0	102
V/C Ratio(X)	0.18	0.21	0.21	0.22	0.61		0.00	0.00	0.81	0.20	0.00	0.13
Avail Cap(c_a), veh/h	747	2365	1288	168	1567		251	0	236	999	0	450
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.7	0.0	0.0	55.5	34.4	0.0	0.0	0.0	57.6	52.2	0.0	51.9
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.7	1.8	0.0	0.0	0.0	15.5	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.1	0.4	7.8	0.0	0.0	0.0	1.0	0.6	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.7	0.2	0.4	56.1	36.2	0.0	0.0	0.0	73.1	52.3	0.0	52.1
LnGrp LOS	A	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		901			975	A		27			58	
Approach Delay, s/veh		1.1			36.4			73.1			52.3	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	89.7		12.7	55.2	42.9		7.2
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.1	21.6		34.1	10.2	* 37		16.6
Max Q Clear Time (g_c+I1), s	2.8	2.0		3.5	3.7	21.3		3.9
Green Ext Time (p_c), s	0.0	7.7		0.1	0.1	8.6		0.0

Intersection Summary	
HCM 6th Ctrl Delay	21.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	817	89	265	1308	0	96	33	156	0	22	128
Future Volume (veh/h)	168	817	89	265	1308	0	96	33	156	0	22	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	173	842	92	273	1348	0	99	34	0	0	23	132
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	500	2750	1030	331	2252	0	398	215		0	129	179
Arrive On Green	0.28	0.55	0.55	0.10	0.36	0.00	0.12	0.12	0.00	0.00	0.07	0.07
Sat Flow, veh/h	1781	4985	1537	3456	6537	0	3456	1870	1585	0	1870	2607
Grp Volume(v), veh/h	173	842	92	273	1348	0	99	34	0	0	23	132
Grp Sat Flow(s),veh/h/ln	1781	1662	1537	1728	1570	0	1728	1870	1585	0	1870	1304
Q Serve(g_s), s	9.1	10.8	2.5	9.2	20.7	0.0	3.1	1.9	0.0	0.0	1.4	5.9
Cycle Q Clear(g_c), s	9.1	10.8	2.5	9.2	20.7	0.0	3.1	1.9	0.0	0.0	1.4	5.9
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	500	2750	1030	331	2252	0	398	215		0	129	179
V/C Ratio(X)	0.35	0.31	0.09	0.82	0.60	0.00	0.25	0.16		0.00	0.18	0.74
Avail Cap(c_a), veh/h	500	2750	1030	410	2252	0	1084	586		0	239	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	14.3	7.0	52.4	30.9	0.0	47.6	47.1	0.0	0.0	51.8	53.9
Incr Delay (d2), s/veh	0.2	0.3	0.2	8.9	1.2	0.0	0.1	0.1	0.0	0.0	0.7	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	3.8	1.1	4.3	7.7	0.0	1.3	0.9	0.0	0.0	0.7	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.0	14.6	7.1	61.3	32.1	0.0	47.7	47.2	0.0	0.0	52.5	59.7
LnGrp LOS	C	B	A	E	C	A	D	D		A	D	E
Approach Vol, veh/h		1107			1621			133	A		155	
Approach Delay, s/veh		17.0			37.0			47.6			58.6	
Approach LOS		B			D			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.7	70.8		13.0	38.8	47.7		18.5
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	11.3	32.0		15.1	4.0	* 42		37.0
Max Q Clear Time (g_c+I1), s	11.2	12.8		7.9	11.1	22.7		5.1
Green Ext Time (p_c), s	0.1	9.5		0.3	0.0	15.3		0.3

Intersection Summary	
HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

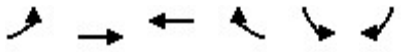
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	5	16	4	6	12	13	188	9	21	293	62
Future Volume (veh/h)	36	5	16	4	6	12	13	188	9	21	293	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	16	17	4	8	12	14	200	10	22	312	66
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	44	46	32	63	80	193	1002	50	211	875	182
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.11	0.29	0.29	0.12	0.30	0.30
Sat Flow, veh/h	1781	822	873	613	1226	1558	1781	3436	171	1781	2902	603
Grp Volume(v), veh/h	30	0	33	12	0	12	14	103	107	22	189	189
Grp Sat Flow(s),veh/h/ln	1781	0	1695	1840	0	1558	1781	1777	1830	1781	1777	1728
Q Serve(g_s), s	0.5	0.0	0.6	0.2	0.0	0.2	0.2	1.4	1.5	0.4	2.7	2.8
Cycle Q Clear(g_c), s	0.5	0.0	0.6	0.2	0.0	0.2	0.2	1.4	1.5	0.4	2.7	2.8
Prop In Lane	1.00		0.52	0.33		1.00	1.00		0.09	1.00		0.35
Lane Grp Cap(c), veh/h	95	0	90	95	0	80	193	518	533	211	536	521
V/C Ratio(X)	0.32	0.00	0.37	0.13	0.00	0.15	0.07	0.20	0.20	0.10	0.35	0.36
Avail Cap(c_a), veh/h	2161	0	2056	2232	0	1890	1351	2694	2775	2161	2694	2621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	15.1	14.9	0.0	14.9	13.2	8.8	8.8	13.0	9.0	9.0
Incr Delay (d2), s/veh	1.4	0.0	1.8	0.2	0.0	0.3	0.1	0.1	0.1	0.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	0.1	0.0	0.1	0.1	0.4	0.4	0.1	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	16.9	15.2	0.0	15.3	13.3	8.9	8.9	13.0	9.3	9.3
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		63			24			224			400	
Approach Delay, s/veh		16.7			15.2			9.2			9.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	13.6		5.8	7.6	13.9		5.7
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	40.0	50.0		40.0	25.0	50.0		40.0
Max Q Clear Time (g_c+I1), s	2.4	3.5		2.6	2.2	4.8		2.2
Green Ext Time (p_c), s	0.0	1.0		0.2	0.0	1.9		0.0

Intersection Summary	
HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	145	2	4	61	115	191
Future Volume (veh/h)	145	2	4	61	115	191
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	150	0	4	0	119	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	586	308	1030		223	
Arrive On Green	0.16	0.00	0.55	0.00	0.06	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	150	0	4	0	119	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	2.0	0.0	0.1	0.0	1.8	0.0
Cycle Q Clear(g_c), s	2.0	0.0	0.1	0.0	1.8	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	586	308	1030		223	
V/C Ratio(X)	0.26	0.00	0.00		0.53	
Avail Cap(c_a), veh/h	3270	1717	1030		2537	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	19.8	0.0	5.5	0.0	24.7	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.0	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.1	0.0	5.5	0.0	26.7	0.0
LnGrp LOS	C	A	A		C	
Approach Vol, veh/h		150	4	A	119	A
Approach Delay, s/veh		20.1	5.5		26.7	
Approach LOS		C	A		C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		13.0		7.5		34.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		50.0		40.0		30.0
Max Q Clear Time (g_c+I1), s		4.0		3.8		2.1
Green Ext Time (p_c), s		0.5		0.4		0.0

Intersection Summary		
HCM 6th Ctrl Delay		22.7
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

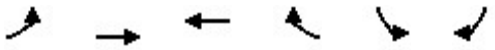
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	110	53	0	0	2
Future Vol, veh/h	9	110	53	0	0	2
Conflicting Peds, #/hr	7	0	0	7	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	128	62	0	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	69	0	-	0	154	40
Stage 1	-	-	-	-	69	-
Stage 2	-	-	-	-	85	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1530	-	-	-	822	1022
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	929	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1520	-	-	-	805	1013
Mov Cap-2 Maneuver	-	-	-	-	805	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	922	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1520	-	-	-	1013
HCM Lane V/C Ratio	0.007	-	-	-	0.002
HCM Control Delay (s)	7.4	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



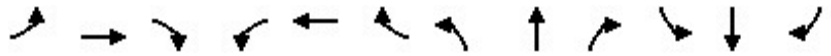
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1975	2751	0	0	0
Future Volume (veh/h)	0	1975	2751	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	0	2079	2896	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	2	4761	7063		3	1
Arrive On Green	0.00	0.96	0.96	0.00	0.00	0.00
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	0	2079	2896	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	0.0	3.8	3.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	3.8	3.4	0.0	0.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	2	4761	7063		3	1
V/C Ratio(X)	0.00	0.44	0.41		0.00	0.00
Avail Cap(c_a), veh/h	319	4761	7063		723	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.2	0.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.5	0.4	0.0	0.0	0.0
LnGrp LOS	A	A	A		A	A
Approach Vol, veh/h		2079	2896	A	0	
Approach Delay, s/veh		0.5	0.4		0.0	
Approach LOS		A	A			

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		118.0		0.0	0.0	118.0
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		83.1		24.7	21.1	57.6
Max Q Clear Time (g_c+I1), s		5.8		0.0	0.0	5.4
Green Ext Time (p_c), s		64.8		0.0	0.0	51.4

Intersection Summary	
HCM 6th Ctrl Delay	0.4
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



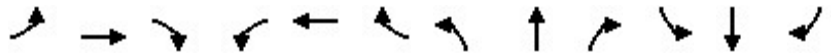
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	2243	18	62	1083	102	6	0	85	3	0	0
Future Volume (veh/h)	15	2243	18	62	1083	102	6	0	85	3	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	2386	19	66	1152	109	6	0	90	3	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	60	4792	1178	110	4468	420	176	0	116	162	152	0
Arrive On Green	0.03	0.76	0.76	0.06	1.00	1.00	0.08	0.00	0.08	0.08	0.00	0.00
Sat Flow, veh/h	1781	6281	1543	3456	5870	552	1412	0	1421	1303	1870	0
Grp Volume(v), veh/h	16	2386	19	66	923	338	6	0	90	3	0	0
Grp Sat Flow(s),veh/h/ln	1781	1570	1543	1728	1570	1711	1412	0	1421	1303	1870	0
Q Serve(g_s), s	1.0	17.1	0.3	2.2	0.0	0.0	0.5	0.0	7.3	0.3	0.0	0.0
Cycle Q Clear(g_c), s	1.0	17.1	0.3	2.2	0.0	0.0	0.5	0.0	7.3	0.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.32	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	60	4792	1178	110	3585	1302	176	0	116	162	152	0
V/C Ratio(X)	0.26	0.50	0.02	0.60	0.26	0.26	0.03	0.00	0.78	0.02	0.00	0.00
Avail Cap(c_a), veh/h	168	4792	1178	618	3585	1302	357	0	298	329	392	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	55.6	5.3	3.4	54.5	0.0	0.0	50.0	0.0	53.2	50.3	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.4	0.0	1.9	0.2	0.5	0.0	0.0	4.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	4.2	0.1	0.9	0.1	0.2	0.2	0.0	2.8	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.4	5.7	3.4	56.4	0.2	0.5	50.0	0.0	57.4	50.4	0.0	0.0
LnGrp LOS	E	A	A	E	A	A	D	A	E	D	A	A
Approach Vol, veh/h		2421			1327			96			3	
Approach Delay, s/veh		6.0			3.0			56.9			50.4	
Approach LOS		A			A			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.2	95.3		14.5	8.4	95.1		14.5
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	21.1	57.6		24.7	11.1	67.6		24.7
Max Q Clear Time (g_c+I1), s	4.2	19.1		2.7	3.0	2.0		9.3
Green Ext Time (p_c), s	0.1	36.5		0.0	0.0	28.7		0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.3
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.



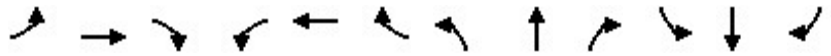
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	2167	0	6	1072	72	0	0	0	5	0	5
Future Volume (veh/h)	11	2167	0	6	1072	72	0	0	0	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	0.98		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	2281	0	6	1128	76	0	0	0	5	0	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	20	4112	0	60	5131	344	0	33	0	181	0	27
Arrive On Green	0.01	1.00	0.00	0.03	0.85	0.85	0.00	0.00	0.00	0.02	0.00	0.02
Sat Flow, veh/h	1781	5149	0	1781	6052	406	0	1870	0	3396	0	1571
Grp Volume(v), veh/h	12	2281	0	6	877	327	0	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1747	0	1870	0	1698	0	1571
Q Serve(g_s), s	0.8	0.0	0.0	0.4	4.1	4.1	0.0	0.0	0.0	0.2	0.0	0.4
Cycle Q Clear(g_c), s	0.8	0.0	0.0	0.4	4.1	4.1	0.0	0.0	0.0	0.2	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.23	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	20	4112	0	60	3994	1481	0	33	0	181	0	27
V/C Ratio(X)	0.61	0.55	0.00	0.10	0.22	0.22	0.00	0.00	0.00	0.03	0.00	0.18
Avail Cap(c_a), veh/h	168	4112	0	168	3994	1481	0	471	0	977	0	395
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.00	0.97	0.97	0.97	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.9	0.0	0.0	55.3	1.7	1.7	0.0	0.0	0.0	57.0	0.0	57.1
Incr Delay (d2), s/veh	9.4	0.5	0.0	0.3	0.1	0.3	0.0	0.0	0.0	0.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.2	0.0	0.2	0.5	0.7	0.0	0.0	0.0	0.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.3	0.5	0.0	55.5	1.8	2.0	0.0	0.0	0.0	57.1	0.0	58.3
LnGrp LOS	E	A	A	E	A	A	A	A	A	E	A	E
Approach Vol, veh/h		2293			1210			0			10	
Approach Delay, s/veh		0.8			2.1			0.0			57.7	
Approach LOS		A			A						E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	102.6		7.0	5.7	105.3		7.0				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.1	62.6		29.7	11.1	62.6		29.7				
Max Q Clear Time (g_c+I1), s	2.4	2.0		2.4	2.8	6.1		0.0				
Green Ext Time (p_c), s	0.0	53.4		0.0	0.0	23.3		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	1.4
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2133	2	31	1259	0	0	0	19	0	0	0
Future Volume (veh/h)	0	2133	2	31	1259	0	0	0	19	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	0	2294	2	33	1354	0						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	3	4276	4	49	4603	0						
Arrive On Green	0.00	0.83	0.83	0.03	0.92	0.00						
Sat Flow, veh/h	1781	5143	4	1781	5149	0						
Grp Volume(v), veh/h	0	1482	814	33	1354	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1825	1781	1662	0						
Q Serve(g_s), s	0.0	9.2	9.2	1.2	1.9	0.0						
Cycle Q Clear(g_c), s	0.0	9.2	9.2	1.2	1.9	0.0						
Prop In Lane	1.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	3	2763	1517	49	4603	0						
V/C Ratio(X)	0.00	0.54	0.54	0.68	0.29	0.00						
Avail Cap(c_a), veh/h	787	2936	1612	787	4603	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	1.7	1.7	32.7	0.3	0.0						
Incr Delay (d2), s/veh	0.0	0.5	1.0	6.0	0.1	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.4	0.6	0.1	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	2.3	2.7	38.8	0.4	0.0						
LnGrp LOS	A	A	A	D	A	A						
Approach Vol, veh/h		2296			1387							
Approach Delay, s/veh		2.4			1.3							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	6.3	61.7			0.0	67.9						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	30.0	60.0			30.0	60.0						
Max Q Clear Time (g_c+I1), s	3.2	11.2			0.0	3.9						
Green Ext Time (p_c), s	0.0	45.2			0.0	33.5						
Intersection Summary												
HCM 6th Ctrl Delay			2.0									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	13.2

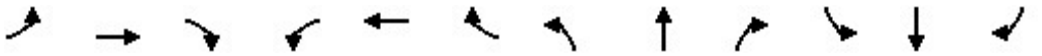
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	164	0	0	1418	688
Future Vol, veh/h	0	164	0	0	1418	688
Conflicting Peds, #/hr	0	0	10	0	0	10
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	182	0	0	1576	764

Major/Minor	Minor2			Major2	
Conflicting Flow All	1968	1180		-	0
Stage 1	1968	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	97	~ 157		-	-
Stage 1	60	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	95	~ 156		-	-
Mov Cap-2 Maneuver	95	-		-	-
Stage 1	59	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	182.3	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	156	-	-
HCM Lane V/C Ratio	-	1.168	-	-
HCM Control Delay (s)	0	182.3	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	10.1	-	-

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



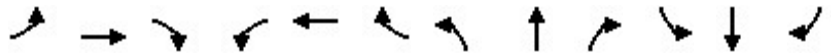
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	583	132	71	688	306	51	35	27	177	90	127
Future Volume (veh/h)	127	583	132	71	688	306	51	35	27	177	90	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	143	655	148	80	773	344	57	39	30	199	101	143
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	168	2907	879	101	2714	823	243	218	171	337	433	376
Arrive On Green	0.19	1.00	1.00	0.11	1.00	1.00	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	5106	1545	1781	5106	1548	753	896	702	1318	1777	1545
Grp Volume(v), veh/h	143	655	148	80	773	344	59	0	67	199	101	143
Grp Sat Flow(s),veh/h/ln	1781	1702	1545	1781	1702	1548	786	0	1565	1318	1777	1545
Q Serve(g_s), s	9.2	0.0	0.0	5.2	0.0	0.0	5.2	0.0	4.0	16.6	5.4	9.1
Cycle Q Clear(g_c), s	9.2	0.0	0.0	5.2	0.0	0.0	14.3	0.0	4.0	20.6	5.4	9.1
Prop In Lane	1.00		1.00	1.00		1.00	0.96		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	168	2907	879	101	2714	823	251	0	381	337	433	376
V/C Ratio(X)	0.85	0.23	0.17	0.79	0.28	0.42	0.24	0.00	0.18	0.59	0.23	0.38
Avail Cap(c_a), veh/h	319	2907	879	319	2714	823	315	0	468	411	532	462
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	0.0	0.0	51.6	0.0	0.0	43.0	0.0	35.3	43.4	35.8	37.2
Incr Delay (d2), s/veh	4.2	0.2	0.4	4.9	0.3	1.5	0.2	0.0	0.1	4.7	0.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	0.1	2.3	0.1	0.3	1.5	0.0	1.5	5.8	2.4	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	0.2	0.4	56.6	0.3	1.5	43.1	0.0	35.4	48.1	36.6	39.0
LnGrp LOS	D	A	A	E	A	A	D	A	D	D	D	D
Approach Vol, veh/h		946			1197			126			443	
Approach Delay, s/veh		7.9			4.4			39.0			42.6	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	73.3		33.6	15.6	68.8		33.6				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	21.1	* 47		35.3	21.1	46.2		35.3				
Max Q Clear Time (g_c+I1), s	7.2	2.0		22.6	11.2	2.0		16.3				
Green Ext Time (p_c), s	0.1	9.7		3.7	0.1	20.0		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		13.5
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	427	0	0	558	265	0	0	0	391	0	25
Future Volume (veh/h)	15	427	0	0	558	265	0	0	0	391	0	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	502	0	0	656	0	0	0	0	487	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	27	2628	0	2	2442		0	2	1	571	300	0
Arrive On Green	0.02	0.74	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3556	1870	0
Grp Volume(v), veh/h	18	502	0	0	656	0	0	0	0	487	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1778	1870	0
Q Serve(g_s), s	1.2	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.7	0.0	0.0
Cycle Q Clear(g_c), s	1.2	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.7	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	27	2628	0	2	2442		0	2	1	571	300	0
V/C Ratio(X)	0.67	0.19	0.00	0.00	0.27		0.00	0.00	0.00	0.85	0.00	0.00
Avail Cap(c_a), veh/h	152	2628	0	152	2442		0	157	133	1118	588	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.80	0.00	0.00
Uniform Delay (d), s/veh	57.8	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.2	0.0	0.0
Incr Delay (d2), s/veh	10.1	0.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.5	0.0	0.0	0.1	0.0	0.0	0.0	0.0	7.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.0	4.8	0.0	0.0	0.3	0.0	0.0	0.0	0.0	49.3	0.0	0.0
LnGrp LOS	E	A	A	A	A		A	A	A	D	A	A
Approach Vol, veh/h		520			656	A		0			487	
Approach Delay, s/veh		7.0			0.3			0.0			49.3	
Approach LOS		A			A						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	93.2		24.8	6.2	87.0		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.1	* 41		37.1	10.1	39.8		9.9				
Max Q Clear Time (g_c+I1), s	10.0	7.1		17.7	3.2	2.0		0.0				
Green Ext Time (p_c), s	0.0	9.2		0.9	0.0	9.3		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	16.7
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

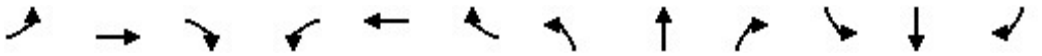
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	327	357	176	72	197	101	114	642	83	130	853	103
Future Volume (veh/h)	327	357	176	72	197	101	114	642	83	130	853	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	344	376	185	76	207	106	120	676	87	137	898	108
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	369	627	303	97	411	266	175	1426	183	192	1620	708
Arrive On Green	0.21	0.27	0.27	0.05	0.12	0.12	0.05	0.45	0.45	0.06	0.46	0.46
Sat Flow, veh/h	1781	2299	1111	1781	3554	1536	3456	3163	407	3456	3554	1552
Grp Volume(v), veh/h	344	289	272	76	207	106	120	379	384	137	898	108
Grp Sat Flow(s),veh/h/ln	1781	1777	1633	1781	1777	1536	1728	1777	1793	1728	1777	1552
Q Serve(g_s), s	22.0	16.4	16.8	4.9	6.3	4.3	4.0	17.3	17.3	4.5	21.3	2.1
Cycle Q Clear(g_c), s	22.0	16.4	16.8	4.9	6.3	4.3	4.0	17.3	17.3	4.5	21.3	2.1
Prop In Lane	1.00		0.68	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	369	485	446	97	411	266	175	801	808	192	1620	708
V/C Ratio(X)	0.93	0.60	0.61	0.79	0.50	0.40	0.69	0.47	0.47	0.71	0.55	0.15
Avail Cap(c_a), veh/h	393	685	629	147	888	472	286	801	808	209	1620	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.2	36.6	36.8	54.2	48.2	19.3	54.2	22.2	22.2	53.9	23.0	3.8
Incr Delay (d2), s/veh	27.1	0.4	0.5	6.8	0.4	0.4	1.8	2.0	2.0	8.1	1.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.4	7.1	6.8	2.4	2.8	1.8	1.8	7.6	7.7	2.2	9.1	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.3	37.1	37.3	61.0	48.5	19.7	56.0	24.2	24.2	62.0	24.3	4.2
LnGrp LOS	E	D	D	E	D	B	E	C	C	E	C	A
Approach Vol, veh/h		905			389			883			1143	
Approach Delay, s/veh		50.5			43.1			28.6			27.0	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	57.6	10.7	36.8	10.3	58.2	29.2	18.3
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	7.6	* 36	9.6	44.7	9.6	32.8	25.6	* 29
Max Q Clear Time (g_c+I1), s	6.3	19.3	6.9	18.8	6.0	23.3	24.0	8.3
Green Ext Time (p_c), s	0.0	1.6	0.0	1.3	0.0	2.1	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	35.7
HCM 6th LOS	D

Notes

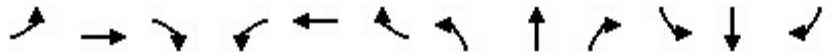
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	525	150	228	222	72	171	175	560	118	232	82
Future Volume (veh/h)	74	525	150	228	222	72	171	175	560	118	232	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.92	1.00		0.83
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	565	161	245	239	77	184	188	602	127	249	88
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	942	593	313	557	454	214	1255	658	155	1137	421
Arrive On Green	0.06	0.26	0.26	0.09	0.30	0.30	0.12	0.35	0.35	0.09	0.32	0.32
Sat Flow, veh/h	1781	3554	1520	3456	1870	1526	1781	3554	1458	1781	3554	1314
Grp Volume(v), veh/h	80	565	161	245	239	77	184	188	602	127	249	88
Grp Sat Flow(s),veh/h/ln	1781	1777	1520	1728	1870	1526	1781	1777	1458	1781	1777	1314
Q Serve(g_s), s	5.1	15.9	8.3	8.0	11.8	4.3	11.6	4.1	40.5	8.0	5.9	5.6
Cycle Q Clear(g_c), s	5.1	15.9	8.3	8.0	11.8	4.3	11.6	4.1	40.5	8.0	5.9	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	942	593	313	557	454	214	1255	658	155	1137	421
V/C Ratio(X)	0.78	0.60	0.27	0.78	0.43	0.17	0.86	0.15	0.91	0.82	0.22	0.21
Avail Cap(c_a), veh/h	466	1240	721	905	653	533	466	1255	658	466	1240	459
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.3	36.8	24.2	51.0	32.4	29.8	49.4	25.3	30.2	51.4	28.5	28.4
Incr Delay (d2), s/veh	4.7	0.7	0.3	1.6	0.3	0.1	3.8	0.1	17.4	4.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	7.0	3.1	3.5	5.4	1.6	5.4	1.8	18.4	3.8	2.5	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.0	37.6	24.5	52.7	32.7	29.8	53.3	25.4	47.6	55.4	28.5	28.5
LnGrp LOS	E	D	C	D	C	C	D	C	D	E	C	C
Approach Vol, veh/h		806			561			974			464	
Approach Delay, s/veh		37.0			41.0			44.4			35.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	36.3	19.2	43.4	12.0	40.0	15.4	47.2
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	10.0	17.9	13.6	7.9	7.1	13.8	10.0	42.5
Green Ext Time (p_c), s	0.4	5.4	0.2	1.3	0.1	1.1	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	40.2
HCM 6th LOS	D



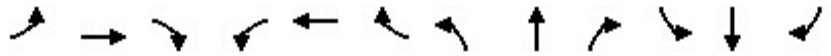
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	0	123	65	0	73	26	646	26	68	535	16
Future Volume (veh/h)	75	0	123	65	0	73	26	646	26	68	535	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	0.99		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	0	140	74	0	83	30	734	30	77	608	18
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	42	267	523	0	531	49	1712	70	98	1875	55
Arrive On Green	0.29	0.00	0.29	0.29	0.00	0.29	0.03	0.34	0.34	0.06	0.37	0.37
Sat Flow, veh/h	414	145	921	1272	0	1531	1781	5030	205	1781	5095	150
Grp Volume(v), veh/h	225	0	0	74	0	83	30	496	268	77	406	220
Grp Sat Flow(s),veh/h/ln	1480	0	0	1272	0	1531	1781	1702	1831	1781	1702	1842
Q Serve(g_s), s	2.5	0.0	0.0	0.0	0.0	1.8	0.8	5.3	5.3	2.0	4.0	4.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	2.0	0.0	1.8	0.8	5.3	5.3	2.0	4.0	4.0
Prop In Lane	0.38		0.62	1.00		1.00	1.00		0.11	1.00		0.08
Lane Grp Cap(c), veh/h	535	0	0	523	0	531	49	1158	623	98	1252	678
V/C Ratio(X)	0.42	0.00	0.00	0.14	0.00	0.16	0.61	0.43	0.43	0.78	0.32	0.33
Avail Cap(c_a), veh/h	1346	0	0	1220	0	1398	1144	4372	2351	1144	4372	2365
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	0.0	12.5	0.0	10.6	22.5	11.9	11.9	21.8	10.6	10.6
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.1	4.5	0.3	0.6	5.0	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.5	0.0	0.5	0.4	1.7	1.9	0.9	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.9	0.0	0.0	12.5	0.0	10.6	26.9	12.2	12.5	26.8	10.8	10.9
LnGrp LOS	B	A	A	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		225			157			794			703	
Approach Delay, s/veh		13.9			11.5			12.9			12.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.0	21.3		18.4	5.7	22.6		18.4
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	4.0	7.3		7.6	2.8	6.0		4.0
Green Ext Time (p_c), s	0.1	8.2		1.0	0.0	5.5		0.4

Intersection Summary	
HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	20	188	242	59	200	200	586	23	35	1261	71
Future Volume (veh/h)	154	20	188	242	59	200	200	586	23	35	1261	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.83	1.00		0.86	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	162	21	198	255	62	211	211	617	24	37	1327	75
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	185	306	215	277	403	293	239	1771	771	48	1361	77
Arrive On Green	0.10	0.16	0.16	0.16	0.22	0.22	0.13	0.50	0.50	0.03	0.40	0.40
Sat Flow, veh/h	1781	1870	1312	1781	1870	1361	1781	3554	1548	1781	3419	193
Grp Volume(v), veh/h	162	21	198	255	62	211	211	617	24	37	688	714
Grp Sat Flow(s),veh/h/ln	1781	1870	1312	1781	1870	1361	1781	1777	1548	1781	1777	1835
Q Serve(g_s), s	13.5	1.4	22.4	21.3	4.1	21.7	17.5	15.9	1.2	3.1	57.4	57.8
Cycle Q Clear(g_c), s	13.5	1.4	22.4	21.3	4.1	21.7	17.5	15.9	1.2	3.1	57.4	57.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	185	306	215	277	403	293	239	1771	771	48	707	730
V/C Ratio(X)	0.87	0.07	0.92	0.92	0.15	0.72	0.88	0.35	0.03	0.77	0.97	0.98
Avail Cap(c_a), veh/h	355	372	261	355	403	293	355	1771	771	355	707	730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.5	53.3	62.1	62.7	48.0	54.9	64.1	22.9	19.3	72.9	44.6	44.7
Incr Delay (d2), s/veh	5.0	0.0	29.8	22.1	0.1	7.2	18.6	0.1	0.0	9.4	27.6	27.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.7	9.3	11.4	1.9	8.1	9.2	6.8	0.4	1.6	30.5	31.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.5	53.4	91.9	84.8	48.1	62.1	82.7	23.1	19.3	82.3	72.2	72.6
LnGrp LOS	E	D	F	F	D	E	F	C	B	F	E	E
Approach Vol, veh/h		381			528			852			1439	
Approach Delay, s/veh		81.1			71.5			37.7			72.7	
Approach LOS		F			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	83.8	27.9	29.6	24.6	68.7	20.1	37.4
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	15.1	17.9	23.3	24.4	19.5	59.8	15.5	23.7
Green Ext Time (p_c), s	0.0	6.3	0.2	0.3	0.7	0.2	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	64.2
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

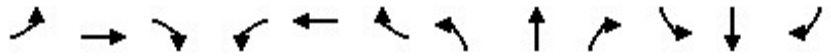
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	364	33	212	82	0	0	0	0	533	89	38
Future Volume (veh/h)	0	364	33	212	82	0	0	0	0	533	89	38
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	391	35	228	88	0				642	0	41
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	333	665	293	382	731	0				886	0	690
Arrive On Green	0.00	0.19	0.19	0.21	0.21	0.00				0.25	0.00	0.25
Sat Flow, veh/h	1781	3554	1568	1781	3572	0				3563	0	1583
Grp Volume(v), veh/h	0	391	35	228	88	0				642	0	41
Grp Sat Flow(s),veh/h/ln	1781	1777	1568	1781	1702	0				1781	0	1583
Q Serve(g_s), s	0.0	4.2	0.8	4.8	0.9	0.0				6.8	0.0	0.6
Cycle Q Clear(g_c), s	0.0	4.2	0.8	4.8	0.9	0.0				6.8	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	333	665	293	382	731	0				886	0	690
V/C Ratio(X)	0.00	0.59	0.12	0.60	0.12	0.00				0.72	0.00	0.06
Avail Cap(c_a), veh/h	2577	5141	2269	2577	4925	0				3006	0	1632
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.4	14.0	14.7	13.1	0.0				14.3	0.0	6.8
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.7	0.1	0.0				0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.3	0.2	1.6	0.3	0.0				2.3	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.7	14.1	16.3	13.2	0.0				14.7	0.0	6.8
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		426			316						683	
Approach Delay, s/veh		15.6			15.5						14.2	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		11.8		16.5		13.2
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		6.2		8.8		6.8
Green Ext Time (p_c), s		1.6		1.4		2.1

Intersection Summary	
HCM 6th Ctrl Delay	14.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	860	0	0	267	267	24	15	79	37	0	248
Future Volume (veh/h)	91	860	0	0	267	267	24	15	79	37	0	248
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	945	0	0	293	293	26	16	87	41	0	273
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	135	1487	0	0	482	430	185	26	141	50	0	332
Arrive On Green	0.08	0.42	0.00	0.00	0.27	0.27	0.10	0.10	0.10	0.24	0.00	0.24
Sat Flow, veh/h	1781	3647	0	0	1870	1585	1781	249	1354	206	0	1375
Grp Volume(v), veh/h	100	945	0	0	293	293	26	0	103	314	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1603	1581	0	0
Q Serve(g_s), s	3.4	13.2	0.0	0.0	9.0	10.4	0.8	0.0	3.9	11.8	0.0	0.0
Cycle Q Clear(g_c), s	3.4	13.2	0.0	0.0	9.0	10.4	0.8	0.0	3.9	11.8	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.84	0.13		0.87
Lane Grp Cap(c), veh/h	135	1487	0	0	482	430	185	0	167	382	0	0
V/C Ratio(X)	0.74	0.64	0.00	0.00	0.61	0.68	0.14	0.00	0.62	0.82	0.00	0.00
Avail Cap(c_a), veh/h	852	3400	0	0	1700	1516	1136	0	1022	1008	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.4	14.5	0.0	0.0	20.0	20.4	25.6	0.0	26.9	22.5	0.0	0.0
Incr Delay (d2), s/veh	9.3	0.2	0.0	0.0	1.5	2.3	0.1	0.0	1.4	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.2	0.0	0.0	3.4	3.6	0.3	0.0	1.5	4.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	14.6	0.0	0.0	21.5	22.7	25.7	0.0	28.3	24.2	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	C	C	A	A
Approach Vol, veh/h		1045			586			129			314	
Approach Delay, s/veh		16.8			22.1			27.8			24.2	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	30.6		19.2	9.2	21.4		12.9					
Change Period (Y+Rc), s	* 4.4		4.0	4.5	4.4		6.4					
Max Green Setting (Gmax), s	* 60		40.0	30.0	60.0		40.0					
Max Q Clear Time (g_c+I1), s	15.2		13.8	5.4	12.4		5.9					
Green Ext Time (p_c), s	4.4		1.4	0.3	4.6		0.4					

Intersection Summary		
HCM 6th Ctrl Delay	20.1	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

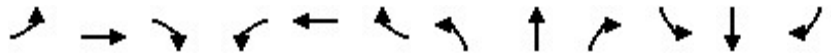
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	791	193	257	382	0	0	0	0	889	413	174
Future Volume (veh/h)	0	791	193	257	382	0	0	0	0	889	413	174
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	833	203	271	402	0				936	435	183
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1488	650	356	2040	0				1102	579	487
Arrive On Green	0.00	0.42	0.42	0.14	0.76	0.00				0.31	0.31	0.31
Sat Flow, veh/h	0	3647	1553	3456	3647	0				3563	1870	1576
Grp Volume(v), veh/h	0	833	203	271	402	0				936	435	183
Grp Sat Flow(s),veh/h/ln	0	1777	1553	1728	1777	0				1781	1870	1576
Q Serve(g_s), s	0.0	15.0	7.3	6.3	2.6	0.0				20.7	17.6	7.6
Cycle Q Clear(g_c), s	0.0	15.0	7.3	6.3	2.6	0.0				20.7	17.6	7.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1488	650	356	2040	0				1102	579	487
V/C Ratio(X)	0.00	0.56	0.31	0.76	0.20	0.00				0.85	0.75	0.38
Avail Cap(c_a), veh/h	0	1488	650	703	2040	0				1361	715	602
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.82	0.82	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	18.5	16.3	35.2	4.5	0.0				27.2	26.1	22.7
Incr Delay (d2), s/veh	0.0	1.3	1.0	1.2	0.2	0.0				3.7	2.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.7	2.5	2.5	0.8	0.0				9.0	7.9	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.8	17.4	36.5	4.8	0.0				30.9	28.7	22.8
LnGrp LOS	A	B	B	D	A	A				C	C	C
Approach Vol, veh/h		1036			673						1554	
Approach Delay, s/veh		19.3			17.5						29.3	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.1	40.1		30.9		53.1
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	17.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.3	17.0		22.7		4.6
Green Ext Time (p_c), s	0.3	2.2		3.3		2.9

Intersection Summary	
HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

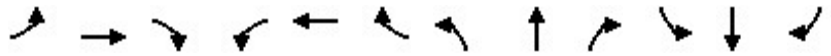


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	299	1368	0	0	512	471	119	247	40	0	0	0
Future Volume (veh/h)	299	1368	0	0	512	471	119	247	40	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	315	1440	0	0	539	496	125	260	42			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1203	2633	0	0	1189	530	206	468	75			
Arrive On Green	0.70	1.00	0.00	0.00	0.33	0.33	0.14	0.14	0.14			
Sat Flow, veh/h	3456	3647	0	0	3647	1585	1444	3284	527			
Grp Volume(v), veh/h	315	1440	0	0	539	496	156	131	140			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	1798	1702	1755			
Q Serve(g_s), s	2.8	0.0	0.0	0.0	10.0	25.5	6.8	6.0	6.2			
Cycle Q Clear(g_c), s	2.8	0.0	0.0	0.0	10.0	25.5	6.8	6.0	6.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.80		0.30			
Lane Grp Cap(c), veh/h	1203	2633	0	0	1189	530	256	243	250			
V/C Ratio(X)	0.26	0.55	0.00	0.00	0.45	0.94	0.61	0.54	0.56			
Avail Cap(c_a), veh/h	1203	2633	0	0	1189	530	602	569	587			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.60	0.60	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	8.8	0.0	0.0	0.0	21.9	27.1	33.8	33.5	33.6			
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.0	1.2	26.0	0.9	0.7	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.9	0.2	0.0	0.0	4.0	12.4	3.0	2.5	2.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.8	0.5	0.0	0.0	23.2	53.0	34.7	34.2	34.3			
LnGrp LOS	A	A	A	A	C	D	C	C	C			
Approach Vol, veh/h		1755			1035			427				
Approach Delay, s/veh		2.0			37.5			34.4				
Approach LOS		A			D			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		67.1			34.1	33.0		16.9				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			4.8	27.5		8.8				
Green Ext Time (p_c), s		17.3			0.7	0.4		1.6				

Intersection Summary	
HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Notes

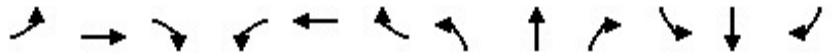
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	24	44	21	1281	25	0	0	0
Future Volume (veh/h)	0	0	0	0	24	44	21	1281	25	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.99			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	25	46	22	1348	26			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	32	59	110	3355	64			
Arrive On Green				0.00	0.05	0.05	0.67	0.67	0.67			
Sat Flow, veh/h				0	590	1085	28	4971	95			
Grp Volume(v), veh/h				0	0	71	511	424	461			
Grp Sat Flow(s),veh/h/ln				0	0	1675	1861	1549	1683			
Q Serve(g_s), s				0.0	0.0	1.7	0.0	5.0	5.0			
Cycle Q Clear(g_c), s				0.0	0.0	1.7	5.0	5.0	5.0			
Prop In Lane				0.00		0.65	0.04		0.06			
Lane Grp Cap(c), veh/h				0	0	91	1348	1045	1136			
V/C Ratio(X)				0.00	0.00	0.78	0.38	0.41	0.41			
Avail Cap(c_a), veh/h				0	0	1635	2805	2268	2465			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	19.1	3.0	3.0	3.0			
Incr Delay (d2), s/veh				0.0	0.0	5.5	0.3	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.7	0.7	0.6	0.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	24.6	3.2	3.4	3.3			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					71			1396				
Approach Delay, s/veh					24.6			3.3				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	33.3							7.7				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	7.0							3.7				
Green Ext Time (p_c), s	20.6							0.3				

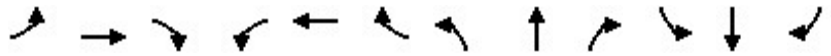
Intersection Summary												
HCM 6th Ctrl Delay			4.3									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	234	116	275	349	84	194	380	71	157	1012	66
Future Volume (veh/h)	83	234	116	275	349	84	194	380	71	157	1012	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	88	249	123	293	371	89	206	404	76	167	1077	70
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	112	309	261	324	414	99	237	1607	294	198	1707	111
Arrive On Green	0.06	0.17	0.17	0.18	0.28	0.28	0.13	0.37	0.37	0.11	0.35	0.35
Sat Flow, veh/h	1781	1870	1579	1781	1457	350	1781	4334	793	1781	4897	318
Grp Volume(v), veh/h	88	249	123	293	0	460	206	315	165	167	748	399
Grp Sat Flow(s),veh/h/ln	1781	1870	1579	1781	0	1807	1781	1702	1723	1781	1702	1811
Q Serve(g_s), s	5.4	14.3	7.8	17.9	0.0	27.2	12.6	7.1	7.4	10.2	20.4	20.5
Cycle Q Clear(g_c), s	5.4	14.3	7.8	17.9	0.0	27.2	12.6	7.1	7.4	10.2	20.4	20.5
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.46	1.00		0.18
Lane Grp Cap(c), veh/h	112	309	261	324	0	514	237	1262	639	198	1186	631
V/C Ratio(X)	0.78	0.80	0.47	0.90	0.00	0.90	0.87	0.25	0.26	0.84	0.63	0.63
Avail Cap(c_a), veh/h	480	673	568	480	0	650	480	1836	929	480	1836	977
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.4	44.7	42.0	44.5	0.0	38.2	47.3	24.3	24.4	48.5	30.3	30.3
Incr Delay (d2), s/veh	4.4	1.9	0.5	11.6	0.0	12.8	3.8	0.2	0.4	3.8	1.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	6.8	3.1	9.0	0.0	13.8	5.8	2.9	3.1	4.7	8.3	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.8	46.6	42.5	56.1	0.0	51.0	51.0	24.5	24.8	52.3	31.3	32.1
LnGrp LOS	E	D	D	E	A	D	D	C	C	D	C	C
Approach Vol, veh/h		460			753			686			1314	
Approach Delay, s/veh		47.3			53.0			32.5			34.2	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.8	46.5	24.7	23.3	19.2	44.1	11.4	36.5
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	12.2	9.4	19.9	16.3	14.6	22.5	7.4	29.2
Green Ext Time (p_c), s	0.2	6.1	0.3	1.2	0.2	16.3	0.1	2.3

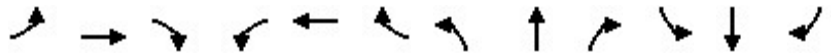
Intersection Summary	
HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	253	297	82	189	0	0	0	0	223	2094	355
Future Volume (veh/h)	0	253	297	82	189	0	0	0	0	223	2094	355
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	272	319	88	203	0				240	2252	382
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	487	411	157	474	0				1082	2685	440
Arrive On Green	0.00	0.26	0.26	0.26	0.26	0.00				0.61	0.61	0.61
Sat Flow, veh/h	0	1870	1581	362	1905	0				1781	4420	724
Grp Volume(v), veh/h	0	272	319	123	168	0				240	1716	918
Grp Sat Flow(s),veh/h/ln	0	1870	1581	565	1617	0				1781	1702	1740
Q Serve(g_s), s	0.0	12.4	18.4	10.5	8.4	0.0				6.0	39.2	43.1
Cycle Q Clear(g_c), s	0.0	12.4	18.4	22.8	8.4	0.0				6.0	39.2	43.1
Prop In Lane	0.00		1.00	0.71		0.00				1.00		0.42
Lane Grp Cap(c), veh/h	0	487	411	210	421	0				1082	2068	1057
V/C Ratio(X)	0.00	0.56	0.78	0.59	0.40	0.00				0.22	0.83	0.87
Avail Cap(c_a), veh/h	0	571	483	254	493	0				1087	2078	1062
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	31.5	33.7	39.2	30.0	0.0				8.7	15.3	16.0
Incr Delay (d2), s/veh	0.0	0.4	5.4	1.9	0.5	0.0				0.2	3.2	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.6	7.6	3.0	3.3	0.0				2.2	14.5	17.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.9	39.1	41.2	30.5	0.0				8.9	18.5	24.3
LnGrp LOS	A	C	D	D	C	A				A	B	C
Approach Vol, veh/h		591			291						2874	
Approach Delay, s/veh		35.8			35.0						19.5	
Approach LOS		D			D						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		32.3		66.0		32.3
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		20.4		45.1		24.8
Green Ext Time (p_c), s		1.3		14.6		0.7

Intersection Summary		
HCM 6th Ctrl Delay		23.3
HCM 6th LOS		C



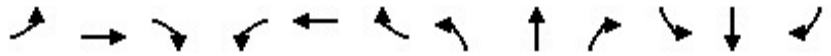
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	47	248	0	22	13	251	1336	47	0	0	0
Future Volume (veh/h)	193	47	248	0	22	13	251	1336	47	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	203	49	261	0	23	14	264	1406	49			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	417	71	1235	0	285	174	925	1818	63			
Arrive On Green	0.26	0.26	0.26	0.00	0.26	0.26	0.52	0.52	0.52			
Sat Flow, veh/h	1094	272	1570	0	1089	663	1781	3502	122			
Grp Volume(v), veh/h	252	0	261	0	0	37	264	712	743			
Grp Sat Flow(s),veh/h/ln	1366	0	1570	0	0	1751	1781	1777	1847			
Q Serve(g_s), s	7.8	0.0	0.0	0.0	0.0	0.8	4.2	16.0	16.1			
Cycle Q Clear(g_c), s	8.6	0.0	0.0	0.0	0.0	0.8	4.2	16.0	16.1			
Prop In Lane	0.81		1.00	0.00		0.38	1.00		0.07			
Lane Grp Cap(c), veh/h	488	0	1235	0	0	459	925	923	959			
V/C Ratio(X)	0.52	0.00	0.21	0.00	0.00	0.08	0.29	0.77	0.77			
Avail Cap(c_a), veh/h	979	0	1767	0	0	1053	1054	1051	1092			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	17.1	0.0	1.4	0.0	0.0	13.9	6.8	9.6	9.6			
Incr Delay (d2), s/veh	0.8	0.0	0.1	0.0	0.0	0.0	0.2	3.2	3.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.5	0.0	3.6	0.0	0.0	0.3	1.2	5.3	5.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.9	0.0	1.5	0.0	0.0	13.9	6.9	12.8	12.8			
LnGrp LOS	B	A	A	A	A	B	A	B	B			
Approach Vol, veh/h		513			37			1719				
Approach Delay, s/veh		9.6			13.9			11.9				
Approach LOS		A			B			B				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	30.4	19.5	19.5
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	18.1	10.6	2.8
Green Ext Time (p_c), s	7.8	2.4	0.1

Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	6	28	126	3	10	4	575	198	212	1313	9
Future Volume (veh/h)	5	6	28	126	3	10	4	575	198	212	1313	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	7	33	147	3	12	5	669	230	247	1527	10
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	446	68	320	423	78	311	10	2023	624	374	2612	17
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.01	0.40	0.40	0.11	0.50	0.50
Sat Flow, veh/h	1385	283	1332	1355	324	1297	1781	5106	1574	3456	5234	34
Grp Volume(v), veh/h	6	0	40	147	0	15	5	669	230	247	993	544
Grp Sat Flow(s),veh/h/ln	1385	0	1615	1355	0	1621	1781	1702	1574	1728	1702	1864
Q Serve(g_s), s	0.2	0.0	1.1	5.5	0.0	0.4	0.2	5.3	6.0	4.0	12.0	12.0
Cycle Q Clear(g_c), s	0.6	0.0	1.1	6.7	0.0	0.4	0.2	5.3	6.0	4.0	12.0	12.0
Prop In Lane	1.00		0.82	1.00		0.80	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	446	0	388	423	0	389	10	2023	624	374	1699	930
V/C Ratio(X)	0.01	0.00	0.10	0.35	0.00	0.04	0.53	0.33	0.37	0.66	0.58	0.58
Avail Cap(c_a), veh/h	1064	0	1108	1027	0	1113	917	5256	1620	1779	3504	1919
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.2	0.0	17.3	19.9	0.0	17.0	28.9	12.2	12.4	25.0	10.3	10.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	15.7	0.2	0.7	0.7	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.4	1.7	0.0	0.1	0.1	1.7	1.9	1.5	3.6	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	0.0	17.3	20.0	0.0	17.0	44.6	12.4	13.1	25.7	10.6	10.9
LnGrp LOS	B	A	B	C	A	B	D	B	B	C	B	B
Approach Vol, veh/h		46			162			904			1784	
Approach Delay, s/veh		17.3			19.8			12.8			12.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.7	28.8		18.8	4.7	34.8		18.8
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	6.0	8.0		3.1	2.2	14.0		8.7
Green Ext Time (p_c), s	0.4	11.8		0.1	0.0	15.1		0.3

Intersection Summary	
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

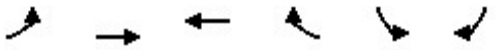
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3299	12	0	1557	0	0	0	1	0	0	0
Future Vol, veh/h	0	3299	12	0	1557	0	0	0	1	0	0	0
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	3366	12	0	1589	0	0	0	1	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1690	-	-	795
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	0	0	0	70	0	0	284
Stage 1	0	-	-	0	-	0	0	0	-	0	0	-
Stage 2	0	-	-	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	70	-	-	284
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	57.2	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	70	-	-	-	-
HCM Lane V/C Ratio	0.015	-	-	-	-
HCM Control Delay (s)	57.2	-	-	-	0
HCM Lane LOS	F	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1242	2103	1673	136	86	17
Future Volume (veh/h)	1242	2103	1673	136	86	17
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1294	2191	1743	0	90	18
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	1130	4214	2397		117	104
Arrive On Green	0.33	0.85	0.48	0.00	0.07	0.07
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1294	2191	1743	0	90	18
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	38.6	14.3	32.9	0.0	5.9	1.3
Cycle Q Clear(g_c), s	38.6	14.3	32.9	0.0	5.9	1.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1130	4214	2397		117	104
V/C Ratio(X)	1.14	0.52	0.73		0.77	0.17
Avail Cap(c_a), veh/h	1130	4214	2397		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.75	0.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	2.5	24.4	0.0	54.2	52.1
Incr Delay (d2), s/veh	75.9	0.5	1.5	0.0	4.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.4	2.2	12.3	0.0	2.7	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	115.6	3.0	25.9	0.0	58.2	52.4
LnGrp LOS	F	A	C		E	D
Approach Vol, veh/h		3485	1743	A	108	
Approach Delay, s/veh		44.8	25.9		57.2	
Approach LOS		D	C		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		105.0		13.0	43.0	62.0
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	38.6	* 35
Max Q Clear Time (g_c+I1), s		16.3		7.9	40.6	34.9
Green Ext Time (p_c), s		57.1		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	38.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	286	1333	96	102	734	112	97	301	144	203	763	568
Future Volume (veh/h)	286	1333	96	102	734	112	97	301	144	203	763	568
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	333	1550	112	119	853	130	113	350	167	236	887	660
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	356	1574	113	196	1187	181	136	477	213	244	1018	629
Arrive On Green	0.20	0.47	0.47	0.04	0.13	0.13	0.08	0.14	0.14	0.14	0.20	0.20
Sat Flow, veh/h	1781	3359	241	1781	3091	471	1781	3443	1535	1781	5106	1565
Grp Volume(v), veh/h	333	815	847	119	490	493	113	346	171	236	887	660
Grp Sat Flow(s),veh/h/ln	1781	1777	1823	1781	1777	1785	1781	1702	1574	1781	1702	1565
Q Serve(g_s), s	25.8	63.0	64.6	9.2	37.1	37.1	8.8	13.6	14.7	18.4	23.6	27.9
Cycle Q Clear(g_c), s	25.8	63.0	64.6	9.2	37.1	37.1	8.8	13.6	14.7	18.4	23.6	27.9
Prop In Lane	1.00		0.13	1.00		0.26	1.00		0.98	1.00		1.00
Lane Grp Cap(c), veh/h	356	833	854	196	683	686	136	472	218	244	1018	629
V/C Ratio(X)	0.93	0.98	0.99	0.61	0.72	0.72	0.83	0.73	0.78	0.97	0.87	1.05
Avail Cap(c_a), veh/h	382	833	854	196	683	686	244	625	289	244	1018	629
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	0.97	0.97	0.97	0.84	0.84	0.84
Uniform Delay (d), s/veh	55.1	36.5	36.9	64.5	53.8	53.8	63.8	57.8	58.3	60.1	54.3	42.1
Incr Delay (d2), s/veh	29.1	26.5	28.8	12.1	5.9	5.8	4.7	3.2	10.1	43.2	7.4	46.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.3	32.2	34.2	5.0	18.9	18.9	4.1	6.1	6.4	11.2	10.7	29.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.2	63.0	65.8	76.6	59.7	59.7	68.5	61.0	68.4	103.2	61.7	88.7
LnGrp LOS	F	E	E	E	E	E	E	E	E	F	E	F
Approach Vol, veh/h		1995			1102			630			1783	
Approach Delay, s/veh		67.7			61.5			64.3			77.2	
Approach LOS		E			E			E			E	

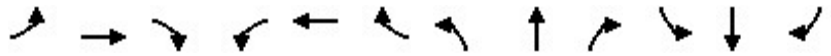
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.6	24.4	21.2	70.8	15.1	32.9	32.4	59.6
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	20.4	16.7	11.2	66.6	10.8	29.9	27.8	39.1
Green Ext Time (p_c), s	0.0	2.4	0.0	0.0	0.1	0.0	0.2	2.9

Intersection Summary	
HCM 6th Ctrl Delay	69.1
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1448	153	37	191	0	0	0	0	294	655	785
Future Volume (veh/h)	0	1448	153	37	191	0	0	0	0	294	655	785
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1540	163	39	203	0				313	697	835
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1626	170	64	2021	0				555	1357	543
Arrive On Green	0.00	0.17	0.17	0.04	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3338	340	1781	3647	0				1606	3924	1570
Grp Volume(v), veh/h	0	836	867	39	203	0				349	661	835
Grp Sat Flow(s),veh/h/ln	0	1777	1808	1781	1777	0				1790	1870	1570
Q Serve(g_s), s	0.0	65.1	66.6	3.0	3.7	0.0				22.2	19.7	48.4
Cycle Q Clear(g_c), s	0.0	65.1	66.6	3.0	3.7	0.0				22.2	19.7	48.4
Prop In Lane	0.00		0.19	1.00		0.00				0.90		1.00
Lane Grp Cap(c), veh/h	0	890	906	64	2021	0				619	1293	543
V/C Ratio(X)	0.00	0.94	0.96	0.61	0.10	0.00				0.56	0.51	1.54
Avail Cap(c_a), veh/h	0	890	906	313	2021	0				619	1293	543
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.12	0.12	0.75	0.75	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	56.3	56.9	66.5	13.8	0.0				37.2	36.4	45.8
Incr Delay (d2), s/veh	0.0	3.3	4.3	2.6	0.1	0.0				3.7	1.4	251.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	31.9	33.4	1.4	1.5	0.0				10.5	9.4	56.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	59.6	61.3	69.1	13.9	0.0				40.9	37.8	297.2
LnGrp LOS	A	E	E	E	B	A				D	D	F
Approach Vol, veh/h		1703			242						1845	
Approach Delay, s/veh		60.5			22.8						155.8	
Approach LOS		E			C						F	

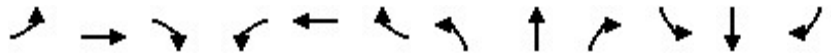
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.4	76.8		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	5.0	68.6		50.4		5.7
Green Ext Time (p_c), s	0.0	0.0		0.0		0.4

Intersection Summary	
HCM 6th Ctrl Delay	104.5
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	802	908	0	0	195	158	42	244	122	0	0	0
Future Volume (veh/h)	802	908	0	0	195	158	42	244	122	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	862	976	0	0	210	170	45	262	131			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1590	1383	0	0	417	321	70	430	201			
Arrive On Green	0.46	0.74	0.00	0.00	0.22	0.22	0.14	0.14	0.14			
Sat Flow, veh/h	3456	1870	0	0	2005	1471	506	3115	1455			
Grp Volume(v), veh/h	862	976	0	0	194	186	164	143	131			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1606	1845	1777	1455			
Q Serve(g_s), s	14.4	22.7	0.0	0.0	7.7	8.2	6.7	6.0	6.8			
Cycle Q Clear(g_c), s	14.4	22.7	0.0	0.0	7.7	8.2	6.7	6.0	6.8			
Prop In Lane	1.00		0.00	0.00		0.92	0.27		1.00			
Lane Grp Cap(c), veh/h	1590	1383	0	0	388	350	255	245	201			
V/C Ratio(X)	0.54	0.71	0.00	0.00	0.50	0.53	0.64	0.58	0.65			
Avail Cap(c_a), veh/h	1590	1383	0	0	580	524	394	380	311			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.18	0.18	0.00	0.00	1.00	1.00	0.93	0.93	0.93			
Uniform Delay (d), s/veh	15.5	5.7	0.0	0.0	27.5	27.6	32.6	32.3	32.7			
Incr Delay (d2), s/veh	0.1	0.6	0.0	0.0	0.4	0.5	0.9	0.8	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.0	5.2	0.0	0.0	3.1	3.0	3.0	2.6	2.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	6.2	0.0	0.0	27.8	28.1	33.6	33.1	33.9			
LnGrp LOS	B	A	A	A	C	C	C	C	C			
Approach Vol, veh/h		1838			380			438				
Approach Delay, s/veh		10.6			28.0			33.5				
Approach LOS		B			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		64.1			41.7	22.3		15.9				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		24.7			16.4	10.2		8.8				
Green Ext Time (p_c), s		5.1			1.8	1.2		1.0				

Intersection Summary	
HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

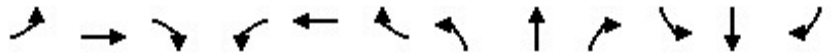
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	185	1136	643	0	0	2288
Future Volume (veh/h)	185	1136	643	0	0	2288
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	193	0	670	0	0	2383
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	225		2044	0	596	4929
Arrive On Green	0.13	0.00	0.41	0.00	0.00	0.78
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	193	0	670	0	0	2383
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	11.7	0.0	10.1	0.0	0.0	14.5
Cycle Q Clear(g_c), s	11.7	0.0	10.1	0.0	0.0	14.5
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	225		2044	0	596	4929
V/C Ratio(X)	0.86		0.33	0.00	0.00	0.48
Avail Cap(c_a), veh/h	487		2044	0	730	4929
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.00	0.82	0.00	0.00	0.81
Uniform Delay (d), s/veh	47.1	0.0	22.1	0.0	0.0	4.1
Incr Delay (d2), s/veh	3.0	0.0	0.1	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	3.7	0.0	0.0	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.1	0.0	22.2	0.0	0.0	4.4
LnGrp LOS	D		C	A	A	A
Approach Vol, veh/h	193	A	670			2383
Approach Delay, s/veh	50.1		22.2			4.4
Approach LOS	D		C			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	41.2	50.0				91.2	18.8
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	45.1	20.6				45.1	30.1
Max Q Clear Time (g_c+I1), s	10.0	12.1				16.5	13.7
Green Ext Time (p_c), s	0.0	3.5				24.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	10.8
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



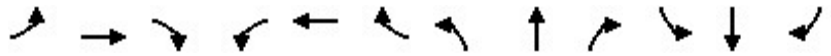
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	176	1171	102	135	423	0	0	885	55
Future Volume (veh/h)	0	0	0	176	1171	102	135	423	0	0	885	55
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				185	1233	107	142	445	0	0	932	58
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				349	2490	222	155	1629	0	0	851	53
Arrive On Green				0.19	0.19	0.19	0.17	0.64	0.00	0.00	0.17	0.17
Sat Flow, veh/h				609	4340	387	1781	5274	0	0	5070	304
Grp Volume(v), veh/h				559	470	496	142	445	0	0	647	343
Grp Sat Flow(s),veh/h/ln				1840	1702	1795	1781	1702	0	0	1702	1801
Q Serve(g_s), s				30.1	27.1	27.1	8.6	4.2	0.0	0.0	19.1	19.1
Cycle Q Clear(g_c), s				30.1	27.1	27.1	8.6	4.2	0.0	0.0	19.1	19.1
Prop In Lane				0.33		0.22	1.00		0.00	0.00		0.17
Lane Grp Cap(c), veh/h				1055	976	1030	155	1629	0	0	591	313
V/C Ratio(X)				0.53	0.48	0.48	0.91	0.27	0.00	0.00	1.09	1.10
Avail Cap(c_a), veh/h				1055	976	1030	155	1629	0	0	591	313
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.86	0.86	0.86	0.64	0.64	0.00	0.00	0.46	0.46
Uniform Delay (d), s/veh				31.2	30.0	30.0	45.0	14.3	0.0	0.0	45.5	45.5
Incr Delay (d2), s/veh				1.6	1.5	1.4	34.7	0.1	0.0	0.0	54.8	64.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				15.3	12.7	13.4	4.9	1.5	0.0	0.0	12.4	14.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.8	31.5	31.4	79.7	14.4	0.0	0.0	100.3	109.9
LnGrp LOS				C	C	C	E	B	A	A	F	F
Approach Vol, veh/h					1525			587			990	
Approach Delay, s/veh					31.9			30.2			103.6	
Approach LOS					C			C			F	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	15.5	25.5	69.0	41.0
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	9.6	* 19	63.1	35.1
Max Q Clear Time (g_c+I1), s	10.6	21.1	32.1	6.2
Green Ext Time (p_c), s	0.0	0.0	9.9	3.4

Intersection Summary	
HCM 6th Ctrl Delay	54.5
HCM 6th LOS	D

Notes

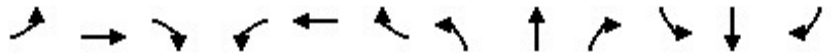
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	259	1402	0	0	0	0	0	498	72
Future Volume (veh/h)	0	0	0	259	1402	0	0	0	0	0	498	72
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				270	1460	0				0	519	75
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				546	3172	0				0	891	126
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				769	4635	0				0	4664	637
Grp Volume(v), veh/h				643	1087	0				0	390	204
Grp Sat Flow(s),veh/h/ln				1832	1702	0				0	1702	1729
Q Serve(g_s), s				33.4	30.1	0.0				0.0	11.4	11.8
Cycle Q Clear(g_c), s				33.4	30.1	0.0				0.0	11.4	11.8
Prop In Lane				0.42		0.00				0.00		0.37
Lane Grp Cap(c), veh/h				1301	2417	0				0	675	343
V/C Ratio(X)				0.49	0.45	0.00				0.00	0.58	0.59
Avail Cap(c_a), veh/h				1301	2417	0				0	675	343
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				25.0	23.7	0.0				0.0	39.9	40.1
Incr Delay (d2), s/veh				1.3	0.6	0.0				0.0	3.6	7.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				16.8	13.8	0.0				0.0	5.1	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				26.4	24.3	0.0				0.0	43.5	47.5
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					1730						594	
Approach Delay, s/veh					25.1						44.9	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.7		83.3						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.8		78.1						
Max Q Clear Time (g_c+I1), s				13.8		35.4						
Green Ext Time (p_c), s				0.7		2.7						

Intersection Summary												
HCM 6th Ctrl Delay			30.1									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1579	100	91	191	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1579	100	91	191	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	1628	103	94	197	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3440	218	225	510	0			
Arrive On Green				0.00	0.23	0.23	0.07	0.07	0.00			
Sat Flow, veh/h				0	5077	310	1101	2585	0			
Grp Volume(v), veh/h				0	1129	602	155	136	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1815	1815	1777	0			
Q Serve(g_s), s				0.0	31.5	31.5	9.0	8.1	0.0			
Cycle Q Clear(g_c), s				0.0	31.5	31.5	9.0	8.1	0.0			
Prop In Lane				0.00		0.17	0.61		0.00			
Lane Grp Cap(c), veh/h				0	2386	1272	371	363	0			
V/C Ratio(X)				0.00	0.47	0.47	0.42	0.37	0.00			
Avail Cap(c_a), veh/h				0	2386	1272	371	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	24.7	24.8	45.0	44.6	0.0			
Incr Delay (d2), s/veh				0.0	0.7	1.3	3.4	2.9	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	14.5	15.7	4.7	4.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	25.4	26.0	48.4	47.5	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					1731			291				
Approach Delay, s/veh					25.6			48.0				
Approach LOS					C			D				

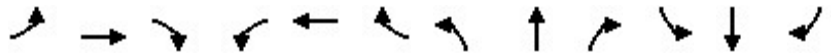
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						33.5		11.0				
Green Ext Time (p_c), s						19.1		1.3				

Intersection Summary		
HCM 6th Ctrl Delay	28.8	
HCM 6th LOS	C	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	238	1668	0	0	0	0	0	520	53
Future Volume (veh/h)	0	0	0	238	1668	0	0	0	0	0	520	53
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				253	1774	0				0	553	56
Peak Hour Factor				0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				431	3244	0				0	733	320
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				615	4797	0				0	3647	1553
Grp Volume(v), veh/h				756	1271	0				0	553	56
Grp Sat Flow(s),veh/h/ln				1840	1702	0				0	1777	1553
Q Serve(g_s), s				40.2	36.0	0.0				0.0	16.1	3.3
Cycle Q Clear(g_c), s				40.2	36.0	0.0				0.0	16.1	3.3
Prop In Lane				0.33		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1289	2386	0				0	733	320
V/C Ratio(X)				0.59	0.53	0.00				0.00	0.75	0.17
Avail Cap(c_a), veh/h				1289	2386	0				0	733	320
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				28.1	26.5	0.0				0.0	41.0	35.9
Incr Delay (d2), s/veh				2.0	0.9	0.0				0.0	7.1	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				20.4	16.6	0.0				0.0	7.8	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				30.1	27.3	0.0				0.0	48.1	37.1
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2027						609	
Approach Delay, s/veh					28.4						47.1	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				27.6		82.4						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				22.7		77.1						
Max Q Clear Time (g_c+I1), s				18.1		42.2						
Green Ext Time (p_c), s				1.7		21.4						

Intersection Summary												
HCM 6th Ctrl Delay			32.7									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1881	66	42	95	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1881	66	42	95	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	1980	69	44	100	0			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3689	128	184	453	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5235	176	1040	2649	0			
Grp Volume(v), veh/h				0	1329	720	77	67	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1839	1818	1777	0			
Q Serve(g_s), s				0.0	19.2	19.2	4.0	3.5	0.0			
Cycle Q Clear(g_c), s				0.0	19.2	19.2	4.0	3.5	0.0			
Prop In Lane				0.00		0.10	0.57		0.00			
Lane Grp Cap(c), veh/h				0	2479	1339	322	315	0			
V/C Ratio(X)				0.00	0.54	0.54	0.24	0.21	0.00			
Avail Cap(c_a), veh/h				0	2479	1339	322	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	6.7	6.7	38.9	38.7	0.0			
Incr Delay (d2), s/veh				0.0	0.8	1.6	1.7	1.5	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	6.2	7.0	2.0	1.7	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	7.5	8.2	40.6	40.2	0.0			
LnGrp LOS				A	A	A	D	D	A			
Approach Vol, veh/h					2049			144				
Approach Delay, s/veh					7.8			40.4				
Approach LOS					A			D				

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						21.2		6.0				
Green Ext Time (p_c), s						28.5		0.6				

Intersection Summary		
HCM 6th Ctrl Delay	9.9	
HCM 6th LOS	A	

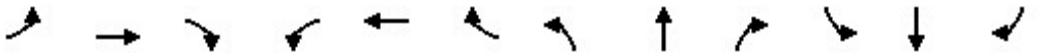
Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	182	650	4	103	0	0	0	25
Future Vol, veh/h	0	0	0	0	182	650	4	103	0	0	0	25
Conflicting Peds, #/hr	0	0	7	7	0	0	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	190	677	4	107	0	0	0	26

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	95	867	-	-	-	434
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	95	867	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	878	289	0	0	0	570
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	901	368	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	838	289	-	-	-	570
Mov Cap-2 Maneuver	-	-	-	838	289	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	860	368	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	24.6	11.6
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	289	-	-	570
HCM Lane V/C Ratio	0.371	-	-	0.046
HCM Control Delay (s)	24.6	-	-	11.6
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1.7	-	-	0.1



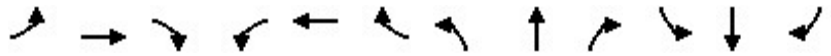
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	633	141	1309	1196	0
Future Volume (veh/h)	0	0	0	0	0	0	0	633	141	1309	1196	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.84	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	646	144	1336	1220	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	965	257	3612	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.19	0.19	0.48	0.64	0.00
Sat Flow, veh/h		0					0	5149	1327	5023	1826	0
Grp Volume(v), veh/h		0.0					0	646	144	1336	1220	0
Grp Sat Flow(s),veh/h/ln							0	1662	1327	1674	1826	0
Q Serve(g_s), s							0.0	13.2	10.8	18.4	48.1	0.0
Cycle Q Clear(g_c), s							0.0	13.2	10.8	18.4	48.1	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	965	257	3612	1740	0
V/C Ratio(X)							0.00	0.67	0.56	0.37	0.70	0.00
Avail Cap(c_a), veh/h							0	1205	321	3612	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	0.67	0.67	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.84	0.84	0.00
Uniform Delay (d), s/veh							0.0	41.1	40.1	12.8	9.6	0.0
Incr Delay (d2), s/veh							0.0	2.2	4.9	0.1	2.0	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	5.4	3.8	7.3	15.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	43.3	45.0	12.8	11.7	0.0
LnGrp LOS							A	D	D	B	B	A
Approach Vol, veh/h								790			2556	
Approach Delay, s/veh								43.6			12.3	
Approach LOS								D			B	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	83.5	26.5				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				40.0						
Max Q Clear Time (g_c+I1), s	20.4	15.2				50.1						
Green Ext Time (p_c), s	5.4	6.1				0.0						

Intersection Summary												
HCM 6th Ctrl Delay			19.7									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



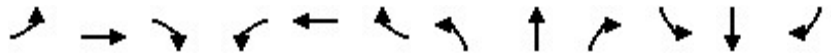
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱					↑↑↑↳		↰	↑↑↑	
Traffic Volume (veh/h)	59	1401	63	0	0	0	0	455	239	214	885	0
Future Volume (veh/h)	59	1401	63	0	0	0	0	455	239	214	885	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.93	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	60	1430	64				0	464	244	218	903	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	104	2640	820				0	708	307	244	1966	0
Arrive On Green	0.17	0.17	0.17				0.00	0.21	0.21	0.27	0.77	0.00
Sat Flow, veh/h	200	5065	1573				0	3572	1477	1781	5274	0
Grp Volume(v), veh/h	559	931	64				0	464	244	218	903	0
Grp Sat Flow(s),veh/h/ln	1860	1702	1573				0	1702	1477	1781	1702	0
Q Serve(g_s), s	30.4	27.4	3.8				0.0	13.7	17.2	12.9	6.9	0.0
Cycle Q Clear(g_c), s	30.4	27.4	3.8				0.0	13.7	17.2	12.9	6.9	0.0
Prop In Lane	0.11		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	970	1774	820				0	708	307	244	1966	0
V/C Ratio(X)	0.58	0.52	0.08				0.00	0.66	0.79	0.89	0.46	0.00
Avail Cap(c_a), veh/h	970	1774	820				0	916	397	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.65	0.65	0.65				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	34.4	33.1	23.4				0.0	39.9	41.3	39.1	8.6	0.0
Incr Delay (d2), s/veh	1.6	0.7	0.1				0.0	1.2	8.6	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.6	12.6	1.4				0.0	5.8	6.9	4.9	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	33.9	23.5				0.0	41.2	49.9	41.2	8.6	0.0
LnGrp LOS	D	C	C				A	D	D	D	A	A
Approach Vol, veh/h		1554						708			1121	
Approach Delay, s/veh		34.2						44.2			14.9	
Approach LOS		C						D			B	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	62.2	47.8	19.5	28.3
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	32.4	8.9	14.9	19.2
Green Ext Time (p_c), s	10.1	5.7	0.1	3.6

Intersection Summary	
HCM 6th Ctrl Delay	29.9
HCM 6th LOS	C

Notes

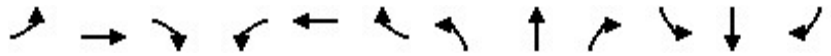
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



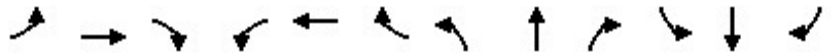
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1865	46	0	0	0	0	0	0	276	499	0
Future Volume (veh/h)	0	1865	46	0	0	0	0	0	0	276	499	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2049	51							303	548	0
Peak Hour Factor	0.91	0.91	0.91							0.91	0.91	0.91
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2984	74							568	1135	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5289	127							1729	3627	0
Grp Volume(v), veh/h	0	1361	739							313	538	0
Grp Sat Flow(s),veh/h/ln	0	1702	1844							1784	1702	0
Q Serve(g_s), s	0.0	40.9	41.0							18.2	16.4	0.0
Cycle Q Clear(g_c), s	0.0	40.9	41.0							18.2	16.4	0.0
Prop In Lane	0.00		0.07							0.97		0.00
Lane Grp Cap(c), veh/h	0	1984	1074							585	1117	0
V/C Ratio(X)	0.00	0.69	0.69							0.53	0.48	0.00
Avail Cap(c_a), veh/h	0	1984	1074							585	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	35.1	35.1							41.1	40.2	0.0
Incr Delay (d2), s/veh	0.0	2.0	3.6							3.5	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.1	21.3							9.3	7.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	37.0	38.7							44.5	41.7	0.0
LnGrp LOS	A	D	D							D	D	A
Approach Vol, veh/h		2100									851	
Approach Delay, s/veh		37.6									42.8	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	43.0	20.2
Green Ext Time (p_c), s	7.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	39.1
HCM 6th LOS	D



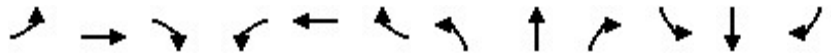
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	2342	0	0	0	0	0	202	244	0	0	0
Future Volume (veh/h)	72	2342	0	0	0	0	0	202	244	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	79	2574	0				0	222	268			
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	85	2937	0				0	599	512			
Arrive On Green	0.19	0.19	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	147	5288	0				0	1870	1517			
Grp Volume(v), veh/h	998	1655	0				0	222	268			
Grp Sat Flow(s),veh/h/ln	1863	1702	0				0	1777	1517			
Q Serve(g_s), s	58.0	51.6	0.0				0.0	10.4	15.6			
Cycle Q Clear(g_c), s	58.0	51.6	0.0				0.0	10.4	15.6			
Prop In Lane	0.08		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1069	1953	0				0	599	512			
V/C Ratio(X)	0.93	0.85	0.00				0.00	0.37	0.52			
Avail Cap(c_a), veh/h	1069	1953	0				0	599	512			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	42.5	39.9	0.0				0.0	27.6	29.3			
Incr Delay (d2), s/veh	15.6	4.8	0.0				0.0	1.8	3.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	33.5	24.8	0.0				0.0	4.8	6.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.1	44.7	0.0				0.0	29.4	33.1			
LnGrp LOS	E	D	A				A	C	C			
Approach Vol, veh/h		2653						490				
Approach Delay, s/veh		49.8						31.4				
Approach LOS		D						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		68.0						42.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		63.1						37.1				
Max Q Clear Time (g_c+I1), s		60.0						17.6				
Green Ext Time (p_c), s		3.0						3.2				
Intersection Summary												
HCM 6th Ctrl Delay			46.9									
HCM 6th LOS			D									



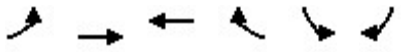
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2819	70	0	0	0	0	0	0	347	404	0
Future Volume (veh/h)	0	2819	70	0	0	0	0	0	0	347	404	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	3064	76							377	439	0
Peak Hour Factor	0.92	0.92	0.92							0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3358	83							455	908	0
Arrive On Green	0.00	0.22	0.22							0.08	0.08	0.00
Sat Flow, veh/h	0	5292	126							1781	3647	0
Grp Volume(v), veh/h	0	2027	1113							377	439	0
Grp Sat Flow(s),veh/h/ln	0	1702	1846							1781	1777	0
Q Serve(g_s), s	0.0	63.9	64.9							22.9	13.0	0.0
Cycle Q Clear(g_c), s	0.0	63.9	64.9							22.9	13.0	0.0
Prop In Lane	0.00		0.07							1.00		0.00
Lane Grp Cap(c), veh/h	0	2231	1210							455	908	0
V/C Ratio(X)	0.00	0.91	0.92							0.83	0.48	0.00
Avail Cap(c_a), veh/h	0	2231	1210							455	908	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	39.9	40.3							48.0	43.4	0.0
Incr Delay (d2), s/veh	0.0	6.9	12.7							15.9	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	31.1	36.2							13.0	6.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	46.7	53.0							63.8	45.3	0.0
LnGrp LOS	A	D	D							E	D	A
Approach Vol, veh/h		3140									816	
Approach Delay, s/veh		49.0									53.9	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	77.0	33.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	72.1	28.1
Max Q Clear Time (g_c+I1), s	66.9	24.9
Green Ext Time (p_c), s	5.1	1.4

Intersection Summary	
HCM 6th Ctrl Delay	50.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	2747	40	0	0	0	0	99	77	0	0	0
Future Volume (veh/h)	46	2747	40	0	0	0	0	99	77	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870			
Adj Flow Rate, veh/h	54	3232	47				0	116	91			
Peak Hour Factor	0.85	0.85	0.85				0.85	0.85	0.85			
Percent Heavy Veh, %	2	2	2				0	2	2			
Cap, veh/h	59	3737	56				0	395	286			
Arrive On Green	0.23	0.23	0.23				0.00	0.20	0.20			
Sat Flow, veh/h	83	5263	79				0	2060	1424			
Grp Volume(v), veh/h	1217	1008	1108				0	104	103			
Grp Sat Flow(s),veh/h/ln	1866	1702	1856				0	1777	1614			
Q Serve(g_s), s	70.0	62.0	62.6				0.0	5.5	6.0			
Cycle Q Clear(g_c), s	70.0	62.0	62.6				0.0	5.5	6.0			
Prop In Lane	0.04		0.04				0.00		0.88			
Lane Grp Cap(c), veh/h	1325	1208	1318				0	357	324			
V/C Ratio(X)	0.92	0.83	0.84				0.00	0.29	0.32			
Avail Cap(c_a), veh/h	1325	1208	1318				0	357	324			
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	39.0	35.9	36.2				0.0	37.3	37.5			
Incr Delay (d2), s/veh	11.6	6.9	6.6				0.0	2.1	2.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	39.2	30.5	33.5				0.0	2.6	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.7	42.8	42.8				0.0	39.4	40.1			
LnGrp LOS	D	D	D				A	D	D			
Approach Vol, veh/h		3333						207				
Approach Delay, s/veh		45.7						39.7				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		83.0						27.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		78.1						22.1				
Max Q Clear Time (g_c+I1), s		72.0						8.0				
Green Ext Time (p_c), s		6.0						1.0				
Intersection Summary												
HCM 6th Ctrl Delay			45.3									
HCM 6th LOS			D									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	1087	873	5	107	180
Future Volume (veh/h)	13	1087	873	5	107	180
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	14	1182	949	5	116	196
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	22	3824	3671	19	491	225
Arrive On Green	0.01	0.77	1.00	1.00	0.14	0.14
Sat Flow, veh/h	1781	5149	5282	27	3456	1585
Grp Volume(v), veh/h	14	1182	616	338	116	196
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1821	1728	1585
Q Serve(g_s), s	0.9	8.5	0.0	0.0	3.5	14.3
Cycle Q Clear(g_c), s	0.9	8.5	0.0	0.0	3.5	14.3
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	22	3824	2384	1306	491	225
V/C Ratio(X)	0.63	0.31	0.26	0.26	0.24	0.87
Avail Cap(c_a), veh/h	319	3824	2384	1306	884	406
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.96	0.96	1.00	1.00
Uniform Delay (d), s/veh	58.0	4.2	0.0	0.0	44.9	49.5
Incr Delay (d2), s/veh	9.7	0.2	0.3	0.5	0.1	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.2	0.1	0.2	1.5	12.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.7	4.4	0.3	0.5	45.0	53.5
LnGrp LOS	E	A	A	A	D	D
Approach Vol, veh/h		1196	954		312	
Approach Delay, s/veh		5.1	0.3		50.4	
Approach LOS		A	A		D	

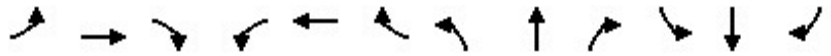
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		96.3		21.7	5.9	90.4
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 77		30.2	21.1	51.6
Max Q Clear Time (g_c+I1), s		10.5		16.3	2.9	2.0
Green Ext Time (p_c), s		30.5		0.5	0.0	18.0

Intersection Summary		
HCM 6th Ctrl Delay		9.0
HCM 6th LOS		A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



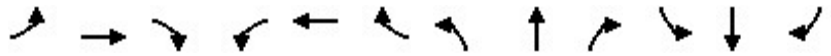
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	1059	18	17	824	11	0	13	27	89	0	16
Future Volume (veh/h)	137	1059	18	17	824	11	0	13	27	89	0	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	157	1217	21	20	947	0	0	15	31	102	0	18
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	727	3534	61	60	1567		63	19	39	214	0	98
Arrive On Green	0.82	1.00	1.00	0.03	0.31	0.00	0.00	0.04	0.04	0.06	0.00	0.06
Sat Flow, veh/h	1781	5046	87	1781	4985	1585	1781	541	1117	3456	0	1577
Grp Volume(v), veh/h	157	801	437	20	947	0	0	0	46	102	0	18
Grp Sat Flow(s),veh/h/ln	1781	1662	1810	1781	1662	1585	1781	0	1658	1728	0	1577
Q Serve(g_s), s	2.3	0.0	0.0	1.3	19.0	0.0	0.0	0.0	3.2	3.4	0.0	1.3
Cycle Q Clear(g_c), s	2.3	0.0	0.0	1.3	19.0	0.0	0.0	0.0	3.2	3.4	0.0	1.3
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	727	2327	1268	60	1567		63	0	58	214	0	98
V/C Ratio(X)	0.22	0.34	0.34	0.33	0.60		0.00	0.00	0.79	0.48	0.00	0.18
Avail Cap(c_a), veh/h	727	2327	1268	168	1567		251	0	233	999	0	456
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.6	0.0	0.0	55.7	34.2	0.0	0.0	0.0	56.5	53.5	0.0	52.5
Incr Delay (d2), s/veh	0.1	0.4	0.7	1.2	1.7	0.0	0.0	0.0	8.6	0.6	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.1	0.3	0.6	7.6	0.0	0.0	0.0	1.5	1.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.7	0.4	0.7	56.9	36.0	0.0	0.0	0.0	65.1	54.1	0.0	52.8
LnGrp LOS	A	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		1395			967	A		46			120	
Approach Delay, s/veh		1.2			36.4			65.1			53.9	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	88.3		12.2	53.8	42.9		9.0
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.1	21.6		34.1	10.2	* 37		16.6
Max Q Clear Time (g_c+I1), s	3.3	2.0		5.4	4.3	21.0		5.2
Green Ext Time (p_c), s	0.0	12.4		0.2	0.1	8.6		0.1

Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	1337	130	284	987	0	144	32	330	0	24	119
Future Volume (veh/h)	158	1337	130	284	987	0	144	32	330	0	24	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	170	1438	140	305	1061	0	155	34	0	0	26	128
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	607	3037	1067	310	2198	0	221	120		0	128	175
Arrive On Green	0.34	0.61	0.61	0.09	0.35	0.00	0.06	0.06	0.00	0.00	0.07	0.07
Sat Flow, veh/h	1781	4985	1584	3456	6537	0	3456	1870	1585	0	1870	2569
Grp Volume(v), veh/h	170	1438	140	305	1061	0	155	34	0	0	26	128
Grp Sat Flow(s),veh/h/ln	1781	1662	1584	1728	1570	0	1728	1870	1585	0	1870	1285
Q Serve(g_s), s	8.2	18.7	3.7	10.4	15.6	0.0	5.2	2.0	0.0	0.0	1.5	5.8
Cycle Q Clear(g_c), s	8.2	18.7	3.7	10.4	15.6	0.0	5.2	2.0	0.0	0.0	1.5	5.8
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	607	3037	1067	310	2198	0	221	120		0	128	175
V/C Ratio(X)	0.28	0.47	0.13	0.98	0.48	0.00	0.70	0.28		0.00	0.20	0.73
Avail Cap(c_a), veh/h	607	3037	1067	310	2198	0	1084	586		0	255	351
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	0.99	0.99	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	12.7	6.9	53.6	30.0	0.0	54.1	52.7	0.0	0.0	51.9	53.9
Incr Delay (d2), s/veh	0.1	0.5	0.3	46.0	0.8	0.0	1.5	0.5	0.0	0.0	0.8	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	6.4	1.5	6.4	5.8	0.0	2.3	1.0	0.0	0.0	0.8	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.4	13.2	7.2	99.6	30.8	0.0	55.6	53.1	0.0	0.0	52.7	59.6
LnGrp LOS	C	B	A	F	C	A	E	D		A	D	E
Approach Vol, veh/h		1748			1366			189	A		154	
Approach Delay, s/veh		14.2			46.1			55.2			58.5	
Approach LOS		B			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.0	77.6		13.0	45.9	46.7		12.4
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	10.6	34.4		16.1	4.0	* 41		37.0
Max Q Clear Time (g_c+I1), s	12.4	20.7		7.8	10.2	17.6		7.2
Green Ext Time (p_c), s	0.0	11.2		0.3	0.0	14.8		0.4

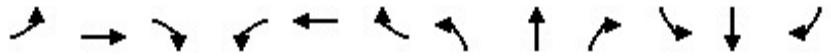
Intersection Summary	
HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



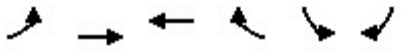
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	0	41	5	0	20	22	377	14	14	400	65
Future Volume (veh/h)	83	0	41	5	0	20	22	377	14	14	400	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	31	44	5	12	13	23	401	15	15	426	69
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	59	84	16	38	44	200	1106	41	202	970	156
Arrive On Green	0.09	0.09	0.09	0.03	0.03	0.03	0.11	0.32	0.32	0.11	0.32	0.32
Sat Flow, veh/h	1781	685	973	542	1301	1538	1781	3490	130	1781	3056	491
Grp Volume(v), veh/h	66	0	75	17	0	13	23	204	212	15	246	249
Grp Sat Flow(s),veh/h/ln	1781	0	1658	1843	0	1538	1781	1777	1844	1781	1777	1770
Q Serve(g_s), s	1.2	0.0	1.5	0.3	0.0	0.3	0.4	3.1	3.1	0.3	3.9	3.9
Cycle Q Clear(g_c), s	1.2	0.0	1.5	0.3	0.0	0.3	0.4	3.1	3.1	0.3	3.9	3.9
Prop In Lane	1.00		0.59	0.29		1.00	1.00		0.07	1.00		0.28
Lane Grp Cap(c), veh/h	153	0	142	53	0	44	200	563	584	202	564	562
V/C Ratio(X)	0.43	0.00	0.53	0.32	0.00	0.29	0.11	0.36	0.36	0.07	0.44	0.44
Avail Cap(c_a), veh/h	2027	0	1887	2098	0	1751	1267	2527	2623	2027	2527	2518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	0.0	15.4	16.7	0.0	16.7	14.0	9.3	9.3	13.9	9.5	9.5
Incr Delay (d2), s/veh	1.4	0.0	2.2	1.3	0.0	1.3	0.1	0.3	0.3	0.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.6	0.1	0.0	0.1	0.1	0.9	0.9	0.1	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.7	0.0	17.6	18.0	0.0	18.1	14.1	9.6	9.6	14.0	9.9	9.9
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		141			30			439			510	
Approach Delay, s/veh		17.2			18.0			9.8			10.0	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	15.1		7.0	8.0	15.2		5.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	40.0	50.0		40.0	25.0	50.0		40.0
Max Q Clear Time (g_c+I1), s	2.3	5.1		3.5	2.4	5.9		2.3
Green Ext Time (p_c), s	0.0	2.0		0.5	0.0	2.5		0.1

Intersection Summary	
HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	255	17	9	151	172	276
Future Volume (veh/h)	255	17	9	151	172	276
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	294	0	10	0	189	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	616	324	980		324	
Arrive On Green	0.17	0.00	0.52	0.00	0.09	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	294	0	10	0	189	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	4.3	0.0	0.1	0.0	3.0	0.0
Cycle Q Clear(g_c), s	4.3	0.0	0.1	0.0	3.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	616	324	980		324	
V/C Ratio(X)	0.48	0.00	0.01		0.58	
Avail Cap(c_a), veh/h	3110	1633	980		2413	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	21.3	0.0	6.5	0.0	24.9	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.0	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.0	1.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.9	0.0	6.5	0.0	26.6	0.0
LnGrp LOS	C	A	A		C	
Approach Vol, veh/h		294	10	A	189	A
Approach Delay, s/veh		21.9	6.5		26.6	
Approach LOS		C	A		C	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	13.9		9.4		34.0
Change Period (Y+Rc), s	4.0		4.0		4.0
Max Green Setting (Gmax), s	50.0		40.0		30.0
Max Q Clear Time (g_c+I1), s	6.3		5.0		2.1
Green Ext Time (p_c), s	1.1		0.6		0.0

Intersection Summary	
HCM 6th Ctrl Delay	23.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

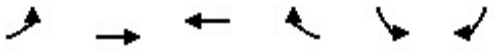
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	191	156	10	1	2
Future Vol, veh/h	9	191	156	10	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	222	181	12	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	193	0	-	0	318	97
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	131	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1378	-	-	-	650	940
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	881	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1378	-	-	-	645	940
Mov Cap-2 Maneuver	-	-	-	-	645	-
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	881	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1378	-	-	-	816
HCM Lane V/C Ratio	0.008	-	-	-	0.004
HCM Control Delay (s)	7.6	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



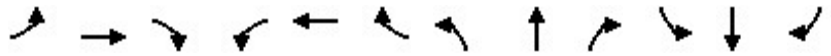
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	2042	2376	0	0	0
Future Volume (veh/h)	0	2042	2376	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	0	2172	2528	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	2	4761	7063		3	1
Arrive On Green	0.00	0.96	0.96	0.00	0.00	0.00
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	0	2172	2528	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	0.0	4.1	2.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	4.1	2.8	0.0	0.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	2	4761	7063		3	1
V/C Ratio(X)	0.00	0.46	0.36		0.00	0.00
Avail Cap(c_a), veh/h	319	4761	7063		723	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.2	0.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.5	0.3	0.0	0.0	0.0
LnGrp LOS	A	A	A		A	A
Approach Vol, veh/h		2172	2528	A	0	
Approach Delay, s/veh		0.5	0.3		0.0	
Approach LOS		A	A			

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		118.0		0.0	0.0	118.0
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		83.1		24.7	21.1	57.6
Max Q Clear Time (g_c+I1), s		6.1		0.0	0.0	4.8
Green Ext Time (p_c), s		66.8		0.0	0.0	50.7

Intersection Summary	
HCM 6th Ctrl Delay	0.4
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



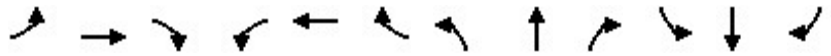
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3353	14	28	822	3	13	0	37	102	0	15
Future Volume (veh/h)	0	3353	14	28	822	3	13	0	37	102	0	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.92		0.92	0.93		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	3605	15	30	884	3	14	0	40	110	0	16
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	2	4258	1074	73	4795	16	277	0	232	262	0	257
Arrive On Green	0.00	0.68	0.68	0.04	1.00	1.00	0.18	0.00	0.18	0.18	0.00	0.18
Sat Flow, veh/h	1781	6281	1584	3456	6511	22	1220	0	1308	1265	0	1453
Grp Volume(v), veh/h	0	3605	15	30	640	247	14	0	40	110	0	16
Grp Sat Flow(s),veh/h/ln	1781	1570	1584	1728	1570	1822	1220	0	1308	1265	0	1453
Q Serve(g_s), s	0.0	51.2	0.4	1.0	0.0	0.0	1.1	0.0	3.1	9.5	0.0	1.1
Cycle Q Clear(g_c), s	0.0	51.2	0.4	1.0	0.0	0.0	2.2	0.0	3.1	11.6	0.0	1.1
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	4258	1074	73	3469	1342	277	0	232	262	0	257
V/C Ratio(X)	0.00	0.85	0.01	0.41	0.18	0.18	0.05	0.00	0.17	0.42	0.00	0.06
Avail Cap(c_a), veh/h	168	4258	1074	618	3469	1342	319	0	274	303	0	304
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.4	6.2	55.8	0.0	0.0	41.3	0.0	41.2	45.7	0.0	40.4
Incr Delay (d2), s/veh	0.0	2.3	0.0	1.4	0.1	0.3	0.0	0.0	0.1	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.5	0.1	0.4	0.0	0.1	0.4	0.0	1.0	3.0	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.6	6.2	57.1	0.1	0.3	41.3	0.0	41.3	46.1	0.0	40.4
LnGrp LOS	A	B	A	E	A	A	D	A	D	D	A	D
Approach Vol, veh/h		3620			917			54			126	
Approach Delay, s/veh		16.6			2.0			41.3			45.4	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.9	85.3		25.8	0.0	92.2		25.8
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	2.1	57.6		24.7	11.1	67.6		24.7
Max Q Clear Time (g_c+I1), s	3.0	53.2		13.6	0.0	2.0		5.1
Green Ext Time (p_c), s	0.0	4.4		0.2	0.0	17.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



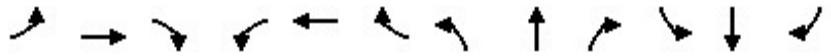
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	3286	0	11	516	60	0	0	0	5	0	5
Future Volume (veh/h)	9	3286	0	11	516	60	0	0	0	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	3496	0	12	549	64	0	0	0	5	0	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	17	4074	0	60	4851	551	0	47	0	207	0	39
Arrive On Green	0.00	0.27	0.00	0.03	0.84	0.84	0.00	0.00	0.00	0.03	0.00	0.03
Sat Flow, veh/h	1781	5149	0	1781	5764	655	0	1870	0	3373	0	1557
Grp Volume(v), veh/h	10	3496	0	12	446	167	0	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1708	0	1870	0	1687	0	1557
Q Serve(g_s), s	0.7	78.6	0.0	0.8	2.0	2.0	0.0	0.0	0.0	0.2	0.0	0.4
Cycle Q Clear(g_c), s	0.7	78.6	0.0	0.8	2.0	2.0	0.0	0.0	0.0	0.2	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.38	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	4074	0	60	3965	1438	0	47	0	207	0	39
V/C Ratio(X)	0.59	0.86	0.00	0.20	0.11	0.12	0.00	0.00	0.00	0.02	0.00	0.13
Avail Cap(c_a), veh/h	168	4074	0	168	3965	1438	0	471	0	971	0	392
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.53	0.53	0.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.6	36.6	0.0	55.4	1.6	1.6	0.0	0.0	0.0	56.2	0.0	56.3
Incr Delay (d2), s/veh	6.4	1.4	0.0	0.6	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	35.1	0.0	0.3	0.3	0.4	0.0	0.0	0.0	0.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.0	38.0	0.0	56.0	1.7	1.8	0.0	0.0	0.0	56.2	0.0	56.8
LnGrp LOS	E	D	A	E	A	A	A	A	A	E	A	E
Approach Vol, veh/h		3506			625			0			10	
Approach Delay, s/veh		38.1			2.8			0.0			56.5	
Approach LOS		D			A						E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	101.7		7.9	5.5	104.6		7.9				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.1	62.6		29.7	11.1	62.6		29.7				
Max Q Clear Time (g_c+I1), s	2.8	80.6		2.4	2.7	4.0		0.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	9.5		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	32.8
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3264	2	14	657	0	0	0	18	0	0	0
Future Volume (veh/h)	0	3264	2	14	657	0	0	0	18	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	0	3400	2	15	684	0						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	3	4371	3	26	4617	0						
Arrive On Green	0.00	0.85	0.85	0.01	0.93	0.00						
Sat Flow, veh/h	1781	5145	3	1781	5149	0						
Grp Volume(v), veh/h	0	2196	1206	15	684	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1825	1781	1662	0						
Q Serve(g_s), s	0.0	20.7	20.7	0.6	0.8	0.0						
Cycle Q Clear(g_c), s	0.0	20.7	20.7	0.6	0.8	0.0						
Prop In Lane	1.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	3	2823	1551	26	4617	0						
V/C Ratio(X)	0.00	0.78	0.78	0.58	0.15	0.00						
Avail Cap(c_a), veh/h	758	2827	1553	758	4617	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	2.4	2.4	34.5	0.2	0.0						
Incr Delay (d2), s/veh	0.0	1.9	3.4	7.5	0.1	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	0.7	1.5	0.3	0.0	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	4.3	5.8	42.1	0.3	0.0						
LnGrp LOS	A	A	A	D	A	A						
Approach Vol, veh/h		3402			699							
Approach Delay, s/veh		4.8			1.2							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	5.4	65.1			0.0	70.5						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	30.6	60.0			30.0	60.0						
Max Q Clear Time (g_c+I1), s	2.6	22.7			0.0	2.8						
Green Ext Time (p_c), s	0.0	37.2			0.0	13.7						
Intersection Summary												
HCM 6th Ctrl Delay			4.2									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	178.6

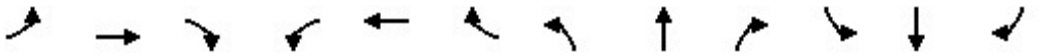
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	415	0	0	2137	391
Future Vol, veh/h	0	415	0	0	2137	391
Conflicting Peds, #/hr	0	3	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	441	0	0	2273	416

Major/Minor	Minor2			Major2	
Conflicting Flow All	2481	1348		-	0
Stage 1	2481	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	51	~ 121		-	-
Stage 1	28	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	51	~ 121		-	-
Mov Cap-2 Maneuver	51	-		-	-
Stage 1	28	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, $	1266.3	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	121	-	-
HCM Lane V/C Ratio	-	3.649	-	-
HCM Control Delay (s)	$	1266.3	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	43.8	-	-

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



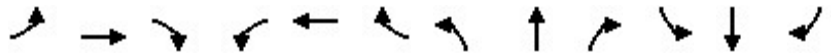
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	667	28	19	684	331	34	58	40	210	28	150
Future Volume (veh/h)	104	667	28	19	684	331	34	58	40	210	28	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.99		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	749	31	21	769	372	38	65	45	236	31	169
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	1163	357	630	2612	807	193	329	245	364	496	436
Arrive On Green	0.05	0.15	0.15	0.35	0.51	0.51	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1781	5106	1568	1781	5106	1578	524	1178	877	1267	1777	1560
Grp Volume(v), veh/h	117	749	31	21	769	372	70	0	78	236	31	169
Grp Sat Flow(s),veh/h/ln	1781	1702	1568	1781	1702	1578	1065	0	1514	1267	1777	1560
Q Serve(g_s), s	7.8	16.5	2.0	0.9	10.4	18.1	2.7	0.0	4.7	20.9	1.5	10.5
Cycle Q Clear(g_c), s	7.8	16.5	2.0	0.9	10.4	18.1	13.2	0.0	4.7	25.6	1.5	10.5
Prop In Lane	1.00		1.00	1.00		1.00	0.54		0.58	1.00		1.00
Lane Grp Cap(c), veh/h	144	1163	357	630	2612	807	344	0	423	364	496	436
V/C Ratio(X)	0.81	0.64	0.09	0.03	0.29	0.46	0.20	0.00	0.18	0.65	0.06	0.39
Avail Cap(c_a), veh/h	313	1974	606	630	2612	807	553	0	647	552	760	667
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	46.3	40.1	25.4	16.9	18.7	36.1	0.0	32.8	42.6	31.7	34.9
Incr Delay (d2), s/veh	4.0	2.7	0.5	0.0	0.3	1.8	0.1	0.0	0.1	5.5	0.2	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	7.4	0.8	0.4	3.9	6.6	1.7	0.0	1.7	7.1	0.7	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.9	48.9	40.6	25.4	17.1	20.5	36.2	0.0	32.9	48.1	31.9	36.6
LnGrp LOS	E	D	D	C	B	C	D	A	C	D	C	D
Approach Vol, veh/h		897			1162			148			436	
Approach Delay, s/veh		50.1			18.4			34.5			42.5	
Approach LOS		D			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	48.5	33.0		38.4	14.1	67.5		38.4				
Change Period (Y+Rc), s	6.1	* 5.7		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	7.3	* 46		51.3	21.1	32.2		51.3				
Max Q Clear Time (g_c+I1), s	2.9	18.5		27.6	9.8	20.1		15.2				
Green Ext Time (p_c), s	0.0	8.8		5.0	0.1	8.6		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		34.0
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	501	1	0	475	397	1	0	0	287	0	33
Future Volume (veh/h)	50	501	1	0	475	397	1	0	0	287	0	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	551	1	0	522	0	1	0	0	349	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	983	2	861	2260		19	0	17	489	257	0
Arrive On Green	0.04	0.19	0.19	0.00	0.21	0.00	0.01	0.00	0.00	0.14	0.00	0.00
Sat Flow, veh/h	1781	5263	10	1781	3554	1585	1781	0	1585	3563	1870	0
Grp Volume(v), veh/h	55	356	196	0	522	0	1	0	0	349	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1869	1781	1777	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	3.7	11.4	11.4	0.0	14.6	0.0	0.1	0.0	0.0	11.2	0.0	0.0
Cycle Q Clear(g_c), s	3.7	11.4	11.4	0.0	14.6	0.0	0.1	0.0	0.0	11.2	0.0	0.0
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	71	636	349	861	2260		19	0	17	489	257	0
V/C Ratio(X)	0.77	0.56	0.56	0.00	0.23		0.05	0.00	0.00	0.71	0.00	0.00
Avail Cap(c_a), veh/h	224	1166	640	861	2260		157	0	140	1101	578	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.96	0.00	1.00	0.00	0.00	0.90	0.00	0.00
Uniform Delay (d), s/veh	57.1	44.3	44.3	0.0	23.0	0.0	58.7	0.0	0.0	49.5	0.0	0.0
Incr Delay (d2), s/veh	6.5	3.5	6.4	0.0	0.2	0.0	0.4	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	5.0	5.8	0.0	7.0	0.0	0.0	0.0	0.0	5.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.6	47.9	50.7	0.0	23.3	0.0	59.1	0.0	0.0	50.2	0.0	0.0
LnGrp LOS	E	D	D	A	C		E	A	A	D	A	A
Approach Vol, veh/h		607			522	A		1			349	
Approach Delay, s/veh		50.2			23.3			59.1			50.2	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	27.5		22.4	9.2	82.2		6.2				
Change Period (Y+Rc), s	5.9	* 5.1		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.3	* 41		37.1	15.1	36.1		10.6				
Max Q Clear Time (g_c+I1), s	10.6	13.4		13.2	5.7	16.6		2.1				
Green Ext Time (p_c), s	0.0	9.0		0.6	0.0	5.6		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	40.7
HCM 6th LOS	D

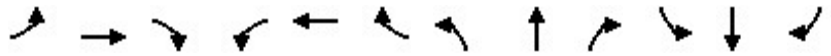
Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	249	127	32	368	179	198	868	27	117	801	183
Future Volume (veh/h)	282	249	127	32	368	179	198	868	27	117	801	183
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	300	265	135	34	391	190	211	923	29	124	852	195
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	701	345	45	524	304	257	1730	54	168	1657	735
Arrive On Green	0.18	0.31	0.31	0.03	0.15	0.15	0.07	0.49	0.49	0.05	0.47	0.47
Sat Flow, veh/h	1781	2293	1131	1781	3554	1537	3456	3516	110	3456	3554	1576
Grp Volume(v), veh/h	300	203	197	34	391	190	211	466	486	124	852	195
Grp Sat Flow(s),veh/h/ln	1781	1777	1647	1781	1777	1537	1728	1777	1850	1728	1777	1576
Q Serve(g_s), s	24.9	13.5	14.1	2.8	15.8	11.2	9.0	27.1	27.1	5.3	25.2	6.0
Cycle Q Clear(g_c), s	24.9	13.5	14.1	2.8	15.8	11.2	9.0	27.1	27.1	5.3	25.2	6.0
Prop In Lane	1.00		0.69	1.00		1.00	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	321	543	503	45	524	304	257	874	910	168	1657	735
V/C Ratio(X)	0.94	0.37	0.39	0.76	0.75	0.63	0.82	0.53	0.53	0.74	0.51	0.27
Avail Cap(c_a), veh/h	387	668	619	82	734	395	544	874	910	258	1657	735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.6	40.8	41.1	72.6	61.3	27.7	68.4	26.3	26.3	70.4	28.1	6.9
Incr Delay (d2), s/veh	25.5	0.2	0.2	8.9	1.4	0.8	2.5	2.3	2.2	2.4	1.1	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.6	6.0	5.8	1.4	7.3	4.2	4.1	12.1	12.6	2.4	11.1	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.1	41.0	41.3	81.5	62.6	28.5	70.9	28.6	28.5	72.8	29.2	7.8
LnGrp LOS	F	D	D	F	E	C	E	C	C	E	C	A
Approach Vol, veh/h		700			615			1163			1171	
Approach Delay, s/veh		60.4			53.1			36.2			30.3	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	79.1	8.2	51.0	15.5	75.2	32.2	27.0
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	11.3	* 57	6.9	56.4	23.6	43.8	32.6	* 31
Max Q Clear Time (g_c+I1), s	7.3	29.1	4.8	16.1	11.0	27.2	26.9	17.8
Green Ext Time (p_c), s	0.0	2.2	0.0	0.9	0.1	2.4	0.1	1.0

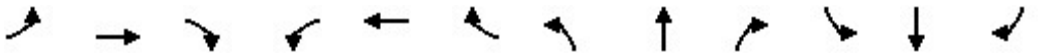
Intersection Summary	
HCM 6th Ctrl Delay	41.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

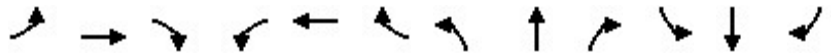
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	207	94	215	180	77	101	132	177	84	112	71
Future Volume (veh/h)	35	207	94	215	180	77	101	132	177	84	112	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	220	100	229	191	82	107	140	188	89	119	76
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	1308	660	315	808	636	137	756	471	115	712	307
Arrive On Green	0.03	0.37	0.37	0.09	0.43	0.43	0.08	0.21	0.21	0.06	0.20	0.20
Sat Flow, veh/h	1781	3554	1460	3456	1870	1471	1781	3554	1536	1781	3554	1534
Grp Volume(v), veh/h	37	220	100	229	191	82	107	140	188	89	119	76
Grp Sat Flow(s),veh/h/ln	1781	1777	1460	1728	1870	1471	1781	1777	1536	1781	1777	1534
Q Serve(g_s), s	1.8	3.7	3.6	5.7	5.7	3.0	5.2	2.9	8.6	4.4	2.5	3.7
Cycle Q Clear(g_c), s	1.8	3.7	3.6	5.7	5.7	3.0	5.2	2.9	8.6	4.4	2.5	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	48	1308	660	315	808	636	137	756	471	115	712	307
V/C Ratio(X)	0.77	0.17	0.15	0.73	0.24	0.13	0.78	0.19	0.40	0.77	0.17	0.25
Avail Cap(c_a), veh/h	601	1600	779	1167	842	662	601	1600	836	601	1600	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	18.9	14.7	39.3	16.0	15.2	40.3	28.7	24.5	40.9	29.4	29.9
Incr Delay (d2), s/veh	9.3	0.1	0.1	1.2	0.1	0.0	3.6	0.1	0.5	4.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.5	1.2	2.4	2.4	1.0	2.4	1.2	3.1	2.0	1.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	19.0	14.8	40.5	16.0	15.2	43.9	28.8	25.1	45.0	29.4	30.0
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		357			502			435			284	
Approach Delay, s/veh		21.3			27.1			30.9			34.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	38.6	12.2	24.5	7.8	44.3	11.2	25.6
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	7.7	5.7	7.2	5.7	3.8	7.7	6.4	10.6
Green Ext Time (p_c), s	0.4	2.3	0.1	0.6	0.0	1.0	0.1	1.6

Intersection Summary	
HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C



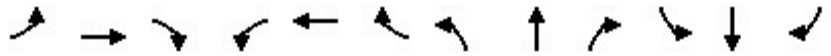
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	0	9	21	0	38	82	315	24	71	306	34
Future Volume (veh/h)	10	0	9	21	0	38	82	315	24	71	306	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	0	10	23	0	41	89	342	26	77	333	37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	260	43	126	461	0	369	120	1558	116	109	1473	160
Arrive On Green	0.18	0.00	0.18	0.18	0.00	0.18	0.07	0.32	0.32	0.06	0.32	0.32
Sat Flow, veh/h	543	244	716	1394	0	1547	1781	4833	361	1781	4659	505
Grp Volume(v), veh/h	21	0	0	23	0	41	89	239	129	77	241	129
Grp Sat Flow(s),veh/h/ln	1504	0	0	1394	0	1547	1781	1702	1790	1781	1702	1760
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.7	1.6	1.7	1.8	1.4	1.7	1.8
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.4	0.0	0.7	1.6	1.7	1.8	1.4	1.7	1.8
Prop In Lane	0.52		0.48	1.00		1.00	1.00		0.20	1.00		0.29
Lane Grp Cap(c), veh/h	429	0	0	461	0	369	120	1097	577	109	1076	556
V/C Ratio(X)	0.05	0.00	0.00	0.05	0.00	0.11	0.74	0.22	0.22	0.71	0.22	0.23
Avail Cap(c_a), veh/h	1890	0	0	1865	0	1951	1601	6119	3219	1601	6119	3164
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.5	0.0	0.0	11.5	0.0	10.0	15.3	8.2	8.3	15.4	8.4	8.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.1	0.3	3.1	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.2	0.7	0.5	0.5	0.6	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	0.0	0.0	11.5	0.0	10.0	18.6	8.4	8.5	18.5	8.5	8.7
LnGrp LOS	B	A	A	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		21			64			457			447	
Approach Delay, s/veh		11.5			10.6			10.4			10.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.4	16.2		10.8	6.6	16.0		10.8
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.4	3.8		2.3	3.6	3.8		2.7
Green Ext Time (p_c), s	0.1	3.5		0.1	0.1	3.1		0.1

Intersection Summary		
HCM 6th Ctrl Delay		10.4
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	11	29	41	51	13	360	636	114	41	443	195
Future Volume (veh/h)	19	11	29	41	51	13	360	636	114	41	443	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.74	1.00		0.74	1.00		0.94	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	12	31	44	55	14	387	684	123	44	476	210
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	470	296	57	469	295	416	1737	727	57	689	301
Arrive On Green	0.03	0.25	0.25	0.03	0.25	0.25	0.23	0.49	0.49	0.03	0.30	0.30
Sat Flow, veh/h	1781	1870	1177	1781	1870	1176	1781	3554	1488	1781	2332	1018
Grp Volume(v), veh/h	20	12	31	44	55	14	387	684	123	44	362	324
Grp Sat Flow(s),veh/h/ln	1781	1870	1177	1781	1870	1176	1781	1777	1488	1781	1777	1573
Q Serve(g_s), s	1.3	0.6	2.4	2.9	2.7	1.1	25.4	14.6	5.5	2.9	21.5	21.9
Cycle Q Clear(g_c), s	1.3	0.6	2.4	2.9	2.7	1.1	25.4	14.6	5.5	2.9	21.5	21.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.65
Lane Grp Cap(c), veh/h	58	470	296	57	469	295	416	1737	727	57	525	465
V/C Ratio(X)	0.35	0.03	0.10	0.77	0.12	0.05	0.93	0.39	0.17	0.77	0.69	0.70
Avail Cap(c_a), veh/h	447	470	296	447	469	295	447	1784	747	447	892	790
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.6	33.7	34.4	57.4	34.6	33.9	44.8	19.3	17.0	57.4	37.2	37.4
Incr Delay (d2), s/veh	1.3	0.0	0.1	8.0	0.0	0.0	25.7	0.2	0.1	8.0	4.4	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.3	0.7	1.4	1.3	0.3	14.1	6.0	1.9	1.4	9.9	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	33.7	34.4	65.5	34.6	34.0	70.5	19.5	17.2	65.5	41.6	42.5
LnGrp LOS	E	C	C	E	C	C	E	B	B	E	D	D
Approach Vol, veh/h		63			113			1194			730	
Approach Delay, s/veh		41.7			46.5			35.8			43.5	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	67.1	8.2	35.0	32.3	44.0	8.3	34.9
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	4.9	16.6	4.9	4.4	27.4	23.9	3.3	4.7
Green Ext Time (p_c), s	0.0	7.8	0.0	0.1	0.5	11.4	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	39.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

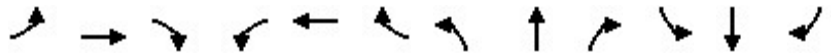
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	257	19	157	141	0	0	0	0	195	24	35
Future Volume (veh/h)	0	257	19	157	141	0	0	0	0	195	24	35
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	282	21	173	155	0				233	0	38
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	284	566	249	352	673	0				926	0	657
Arrive On Green	0.00	0.16	0.16	0.20	0.20	0.00				0.26	0.00	0.26
Sat Flow, veh/h	1781	3554	1565	1781	3572	0				3563	0	1556
Grp Volume(v), veh/h	0	282	21	173	155	0				233	0	38
Grp Sat Flow(s),veh/h/ln	1781	1777	1565	1781	1702	0				1781	0	1556
Q Serve(g_s), s	0.0	2.7	0.4	3.3	1.4	0.0				2.0	0.0	0.6
Cycle Q Clear(g_c), s	0.0	2.7	0.4	3.3	1.4	0.0				2.0	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	284	566	249	352	673	0				926	0	657
V/C Ratio(X)	0.00	0.50	0.08	0.49	0.23	0.00				0.25	0.00	0.06
Avail Cap(c_a), veh/h	2824	5633	2481	2824	5396	0				3294	0	1692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.5	13.6	13.5	12.8	0.0				11.1	0.0	6.5
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.2	0.2	0.0				0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.8	0.1	1.0	0.4	0.0				0.6	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.8	13.6	14.7	13.0	0.0				11.1	0.0	6.6
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		303			328						271	
Approach Delay, s/veh		14.7			13.9						10.5	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		10.0		16.0		11.8
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		4.7		4.0		5.3
Green Ext Time (p_c), s		1.1		0.5		2.2

Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	319	0	0	282	331	33	6	78	22	0	287
Future Volume (veh/h)	88	319	0	0	282	331	33	6	78	22	0	287
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	354	0	0	313	368	37	7	87	24	0	319
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	131	1615	0	0	572	505	174	11	141	28	0	373
Arrive On Green	0.07	0.45	0.00	0.00	0.32	0.32	0.10	0.10	0.10	0.25	0.00	0.25
Sat Flow, veh/h	1781	3647	0	0	1870	1570	1781	116	1443	111	0	1477
Grp Volume(v), veh/h	98	354	0	0	313	368	37	0	94	343	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1570	1781	0	1559	1588	0	0
Q Serve(g_s), s	4.1	4.6	0.0	0.0	11.0	15.7	1.5	0.0	4.4	15.6	0.0	0.0
Cycle Q Clear(g_c), s	4.1	4.6	0.0	0.0	11.0	15.7	1.5	0.0	4.4	15.6	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.93	0.07		0.93
Lane Grp Cap(c), veh/h	131	1615	0	0	572	505	174	0	152	401	0	0
V/C Ratio(X)	0.75	0.22	0.00	0.00	0.55	0.73	0.21	0.00	0.62	0.86	0.00	0.00
Avail Cap(c_a), veh/h	705	2814	0	0	1407	1243	940	0	823	838	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.4	12.5	0.0	0.0	21.2	22.8	31.5	0.0	32.8	27.0	0.0	0.0
Incr Delay (d2), s/veh	9.9	0.0	0.0	0.0	1.0	2.4	0.2	0.0	1.5	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.6	0.0	0.0	4.2	5.5	0.6	0.0	1.7	5.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.3	12.5	0.0	0.0	22.1	25.2	31.7	0.0	34.3	29.1	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	C	C	A	A
Approach Vol, veh/h		452			681			131			343	
Approach Delay, s/veh		19.4			23.8			33.6			29.1	
Approach LOS		B			C			C			C	

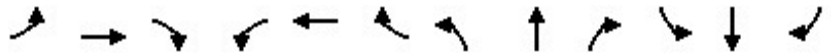
Timer - Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		38.8		23.1	10.1	28.8		13.8
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s		6.6		17.6	6.1	17.7		6.4
Green Ext Time (p_c), s		1.4		1.5	0.3	5.6		0.4

Intersection Summary	
HCM 6th Ctrl Delay	24.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



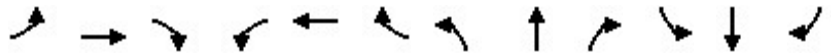
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	338	157	304	428	0	0	0	0	387	244	195
Future Volume (veh/h)	0	338	157	304	428	0	0	0	0	387	244	195
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	345	160	310	437	0				395	249	199
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1898	843	390	2484	0				656	345	285
Arrive On Green	0.00	0.53	0.53	0.23	1.00	0.00				0.18	0.18	0.18
Sat Flow, veh/h	0	3647	1579	3456	3647	0				3563	1870	1546
Grp Volume(v), veh/h	0	345	160	310	437	0				395	249	199
Grp Sat Flow(s),veh/h/ln	0	1777	1579	1728	1777	0				1781	1870	1546
Q Serve(g_s), s	0.0	4.2	4.4	7.1	0.0	0.0				8.5	10.5	10.1
Cycle Q Clear(g_c), s	0.0	4.2	4.4	7.1	0.0	0.0				8.5	10.5	10.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1898	843	390	2484	0				656	345	285
V/C Ratio(X)	0.00	0.18	0.19	0.80	0.18	0.00				0.60	0.72	0.70
Avail Cap(c_a), veh/h	0	1898	843	703	2484	0				1361	715	591
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.99	0.99	0.95	0.95	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.1	10.1	31.6	0.0	0.0				31.4	32.2	32.1
Incr Delay (d2), s/veh	0.0	0.2	0.5	1.4	0.1	0.0				0.3	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	1.4	2.6	0.1	0.0				3.6	4.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.3	10.6	33.0	0.1	0.0				31.8	33.3	33.2
LnGrp LOS	A	B	B	C	A	A				C	C	C
Approach Vol, veh/h		505			747						843	
Approach Delay, s/veh		10.4			13.8						32.6	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.9	49.8		20.4		63.6
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	9.1	6.4		12.5		2.0
Green Ext Time (p_c), s	0.4	2.6		2.0		3.2

Intersection Summary	
HCM 6th Ctrl Delay	20.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

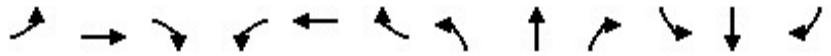


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	540	0	0	594	563	131	275	22	0	0	0
Future Volume (veh/h)	196	540	0	0	594	563	131	275	22	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	198	545	0	0	600	569	132	278	22			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1226	2657	0	0	1189	519	205	477	38			
Arrive On Green	0.71	1.00	0.00	0.00	0.33	0.33	0.14	0.14	0.14			
Sat Flow, veh/h	3456	3647	0	0	3647	1553	1513	3516	278			
Grp Volume(v), veh/h	198	545	0	0	600	569	157	132	143			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1553	1795	1702	1811			
Q Serve(g_s), s	1.6	0.0	0.0	0.0	11.4	28.1	6.9	6.1	6.2			
Cycle Q Clear(g_c), s	1.6	0.0	0.0	0.0	11.4	28.1	6.9	6.1	6.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.84		0.15			
Lane Grp Cap(c), veh/h	1226	2657	0	0	1189	519	243	231	246			
V/C Ratio(X)	0.16	0.21	0.00	0.00	0.50	1.10	0.64	0.57	0.58			
Avail Cap(c_a), veh/h	1226	2657	0	0	1189	519	600	569	606			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	8.1	0.0	0.0	0.0	22.4	28.0	34.4	34.0	34.1			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.5	68.0	1.1	0.8	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.0	0.0	4.6	19.1	3.0	2.5	2.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.2	0.2	0.0	0.0	23.9	96.0	35.4	34.9	34.9			
LnGrp LOS	A	A	A	A	C	F	D	C	C			
Approach Vol, veh/h		743			1169			432				
Approach Delay, s/veh		2.3			59.0			35.1				
Approach LOS		A			E			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		67.7			34.7	33.0		16.3				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			3.6	30.1		8.9				
Green Ext Time (p_c), s		4.5			0.4	0.0		1.6				

Intersection Summary	
HCM 6th Ctrl Delay	36.6
HCM 6th LOS	D

Notes

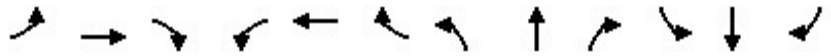
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	17	44	12	937	19	0	0	0
Future Volume (veh/h)	0	0	0	0	17	44	12	937	19	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	22	56	15	1201	24			
Peak Hour Factor				0.78	0.78	0.78	0.78	0.78	0.78			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	30	76	112	3162	63			
Arrive On Green				0.00	0.06	0.06	0.64	0.64	0.64			
Sat Flow, veh/h				0	465	1184	18	4978	99			
Grp Volume(v), veh/h				0	0	78	455	377	409			
Grp Sat Flow(s),veh/h/ln				0	0	1649	1865	1549	1681			
Q Serve(g_s), s				0.0	0.0	1.7	0.0	4.3	4.3			
Cycle Q Clear(g_c), s				0.0	0.0	1.7	4.3	4.3	4.3			
Prop In Lane				0.00		0.72	0.03		0.06			
Lane Grp Cap(c), veh/h				0	0	106	1285	984	1068			
V/C Ratio(X)				0.00	0.00	0.73	0.35	0.38	0.38			
Avail Cap(c_a), veh/h				0	0	1785	3113	2514	2729			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	17.0	3.2	3.2	3.2			
Incr Delay (d2), s/veh				0.0	0.0	3.6	0.2	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.7	0.6	0.5	0.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	20.6	3.5	3.6	3.6			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					78			1240				
Approach Delay, s/veh					20.6			3.6				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	29.1							7.9				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	6.3							3.7				
Green Ext Time (p_c), s	17.2							0.3				

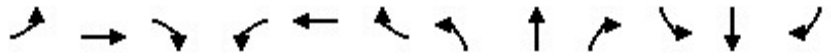
Intersection Summary												
HCM 6th Ctrl Delay			4.6									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	144	74	351	490	60	230	249	61	60	270	98
Future Volume (veh/h)	66	144	74	351	490	60	230	249	61	60	270	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	155	80	377	527	65	247	268	66	65	290	105
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	354	297	421	609	75	290	1194	278	84	654	220
Arrive On Green	0.05	0.19	0.19	0.24	0.37	0.37	0.16	0.29	0.29	0.05	0.17	0.17
Sat Flow, veh/h	1781	1870	1572	1781	1632	201	1781	4113	959	1781	3742	1259
Grp Volume(v), veh/h	71	155	80	377	0	592	247	219	115	65	262	133
Grp Sat Flow(s),veh/h/ln	1781	1870	1572	1781	0	1833	1781	1702	1667	1781	1702	1597
Q Serve(g_s), s	3.2	5.9	3.5	16.4	0.0	23.9	10.8	3.9	4.2	2.9	5.5	6.0
Cycle Q Clear(g_c), s	3.2	5.9	3.5	16.4	0.0	23.9	10.8	3.9	4.2	2.9	5.5	6.0
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.58	1.00		0.79
Lane Grp Cap(c), veh/h	92	354	297	421	0	685	290	988	484	84	595	279
V/C Ratio(X)	0.77	0.44	0.27	0.90	0.00	0.86	0.85	0.22	0.24	0.77	0.44	0.48
Avail Cap(c_a), veh/h	667	934	785	667	0	915	667	2549	1249	667	2549	1196
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	28.7	27.7	29.6	0.0	23.2	32.6	21.6	21.7	37.7	29.6	29.8
Incr Delay (d2), s/veh	5.0	0.3	0.2	6.5	0.0	6.8	2.7	0.2	0.5	5.5	0.9	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.6	1.3	7.6	0.0	11.1	4.7	1.5	1.6	1.3	2.2	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.5	29.0	27.9	36.1	0.0	30.0	35.3	21.8	22.1	43.2	30.5	32.0
LnGrp LOS	D	C	C	D	A	C	D	C	C	D	C	C
Approach Vol, veh/h		306			969			581			460	
Approach Delay, s/veh		31.9			32.4			27.6			32.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	28.6	23.3	20.1	17.5	19.3	8.6	34.8
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	14.9	6.2	18.4	7.9	12.8	8.0	5.2	25.9
Green Ext Time (p_c), s	0.1	4.1	0.5	0.7	0.3	4.8	0.1	3.6

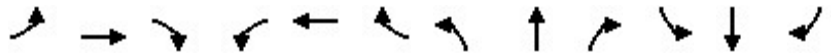
Intersection Summary	
HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	100	183	137	282	0	0	0	0	87	1490	605
Future Volume (veh/h)	0	100	183	137	282	0	0	0	0	87	1490	605
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	114	208	156	320	0				99	1693	688
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	485	411	241	501	0				1081	2194	842
Arrive On Green	0.00	0.26	0.26	0.26	0.26	0.00				0.61	0.61	0.61
Sat Flow, veh/h	0	1870	1585	689	2016	0				1781	3613	1388
Grp Volume(v), veh/h	0	114	208	225	251	0				99	1589	792
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1003	1617	0				1781	1702	1597
Q Serve(g_s), s	0.0	4.7	10.9	17.1	13.2	0.0				2.2	33.5	37.6
Cycle Q Clear(g_c), s	0.0	4.7	10.9	21.8	13.2	0.0				2.2	33.5	37.6
Prop In Lane	0.00		1.00	0.69		0.00				1.00		0.87
Lane Grp Cap(c), veh/h	0	485	411	323	419	0				1081	2067	969
V/C Ratio(X)	0.00	0.24	0.51	0.70	0.60	0.00				0.09	0.77	0.82
Avail Cap(c_a), veh/h	0	577	489	383	499	0				1099	2100	985
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	28.4	30.7	36.9	31.6	0.0				7.9	14.1	14.9
Incr Delay (d2), s/veh	0.0	0.1	0.4	3.8	1.1	0.0				0.1	2.0	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.1	4.2	5.5	5.3	0.0				0.8	12.1	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.5	31.1	40.7	32.6	0.0				8.0	16.1	20.7
LnGrp LOS	A	C	C	D	C	A				A	B	C
Approach Vol, veh/h		322			476						2480	
Approach Delay, s/veh		30.2			36.5						17.2	
Approach LOS		C			D						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		31.9		65.3		31.9
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		12.9		39.6		23.8
Green Ext Time (p_c), s		0.7		19.5		1.4

Intersection Summary		
HCM 6th Ctrl Delay		21.3
HCM 6th LOS		C



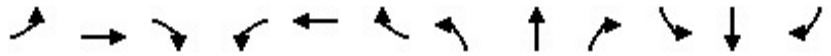
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	17	82	0	33	22	381	998	21	0	0	0
Future Volume (veh/h)	88	17	82	0	33	22	381	998	21	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	93	18	86	0	35	23	401	1051	22			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	346	50	1074	0	165	108	928	1853	39			
Arrive On Green	0.16	0.16	0.16	0.00	0.16	0.16	0.52	0.52	0.52			
Sat Flow, veh/h	959	320	1570	0	1045	686	1781	3557	74			
Grp Volume(v), veh/h	111	0	86	0	0	58	401	525	548			
Grp Sat Flow(s),veh/h/ln	1278	0	1570	0	0	1731	1781	1777	1854			
Q Serve(g_s), s	2.0	0.0	0.0	0.0	0.0	1.0	4.7	6.8	6.8			
Cycle Q Clear(g_c), s	3.0	0.0	0.0	0.0	0.0	1.0	4.7	6.8	6.8			
Prop In Lane	0.84		1.00	0.00		0.40	1.00		0.04			
Lane Grp Cap(c), veh/h	397	0	1074	0	0	274	928	926	966			
V/C Ratio(X)	0.28	0.00	0.08	0.00	0.00	0.21	0.43	0.57	0.57			
Avail Cap(c_a), veh/h	1415	0	2213	0	0	1530	1548	1544	1611			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	13.4	0.0	1.9	0.0	0.0	12.5	5.0	5.5	5.5			
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.1	0.3	0.5	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.0	0.0	0.3	0.9	1.4	1.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.8	0.0	1.9	0.0	0.0	12.6	5.3	6.1	6.1			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		197			58			1474				
Approach Delay, s/veh		8.6			12.6			5.9				
Approach LOS		A			B			A				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	22.2	11.8	11.8
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	8.8	5.0	3.0
Green Ext Time (p_c), s	8.9	0.9	0.2

Intersection Summary	
HCM 6th Ctrl Delay	6.4
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	12	22	142	7	7	26	511	126	103	640	5
Future Volume (veh/h)	5	12	22	142	7	7	26	511	126	103	640	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	13	24	156	8	8	29	562	138	113	703	5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	471	143	263	452	208	208	47	2031	619	218	2271	16
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.03	0.40	0.40	0.06	0.43	0.43
Sat Flow, veh/h	1392	587	1084	1366	856	856	1781	5106	1557	3456	5229	37
Grp Volume(v), veh/h	5	0	37	156	0	16	29	562	138	113	457	251
Grp Sat Flow(s),veh/h/ln	1392	0	1671	1366	0	1712	1781	1702	1557	1728	1702	1862
Q Serve(g_s), s	0.1	0.0	0.9	5.0	0.0	0.4	0.8	3.7	2.9	1.6	4.4	4.4
Cycle Q Clear(g_c), s	0.5	0.0	0.9	5.9	0.0	0.4	0.8	3.7	2.9	1.6	4.4	4.4
Prop In Lane	1.00		0.65	1.00		0.50	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	471	0	406	452	0	416	47	2031	619	218	1478	809
V/C Ratio(X)	0.01	0.00	0.09	0.35	0.00	0.04	0.61	0.28	0.22	0.52	0.31	0.31
Avail Cap(c_a), veh/h	1241	0	1329	1206	0	1362	1063	6092	1858	2061	4061	2222
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	14.7	17.0	0.0	14.5	24.2	10.3	10.0	22.8	9.3	9.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	4.7	0.1	0.3	0.7	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	1.5	0.0	0.1	0.4	1.1	0.9	0.6	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.7	0.0	14.8	17.2	0.0	14.6	29.0	10.4	10.3	23.5	9.4	9.5
LnGrp LOS	B	A	B	B	A	B	C	B	B	C	A	A
Approach Vol, veh/h		42			172			729			821	
Approach Delay, s/veh		14.8			16.9			11.1			11.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.6	25.7		17.0	5.7	27.5		17.0
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	3.6	5.7		2.9	2.8	6.4		7.9
Green Ext Time (p_c), s	0.2	8.9		0.1	0.0	5.1		0.3

Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

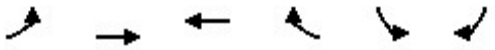
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2352	10	0	2477	0	0	0	3	0	0	0
Future Vol, veh/h	0	2352	10	0	2477	0	0	0	3	0	0	0
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	2585	11	0	2722	0	0	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1298	-	-	1362
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	0	0	0	131	0	0	118
Stage 1	0	-	-	0	-	0	0	0	-	0	0	-
Stage 2	0	-	-	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	131	-	-	118
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	33.2	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	131	-	-	-	-
HCM Lane V/C Ratio	0.025	-	-	-	-
HCM Control Delay (s)	33.2	-	-	-	0
HCM Lane LOS	D	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	932	1550	2246	56	28	53
Future Volume (veh/h)	932	1550	2246	56	28	53
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1059	1761	2552	0	32	60
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	814	4279	2919		94	83
Arrive On Green	0.24	0.86	0.59	0.00	0.05	0.05
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1059	1761	2552	0	32	60
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	27.8	9.1	51.3	0.0	2.0	4.4
Cycle Q Clear(g_c), s	27.8	9.1	51.3	0.0	2.0	4.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	814	4279	2919		94	83
V/C Ratio(X)	1.30	0.41	0.87		0.34	0.72
Avail Cap(c_a), veh/h	814	4279	2919		479	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.35	0.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	1.8	20.8	0.0	53.9	55.1
Incr Delay (d2), s/veh	144.3	0.3	1.5	0.0	0.8	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.8	1.1	17.9	0.0	0.9	3.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	189.4	2.1	22.2	0.0	54.7	59.4
LnGrp LOS	F	A	C		D	E
Approach Vol, veh/h		2820	2552	A	92	
Approach Delay, s/veh		72.5	22.2		57.8	
Approach LOS		E	C		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		106.6		11.4	32.2	74.4
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		75.8		31.7	27.8	* 44
Max Q Clear Time (g_c+I1), s		11.1		6.4	29.8	53.3
Green Ext Time (p_c), s		52.6		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	48.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	741	66	48	1072	52	137	252	69	43	146	558
Future Volume (veh/h)	305	741	66	48	1072	52	137	252	69	43	146	558
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.94	1.00		0.88
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	328	797	71	52	1153	56	147	271	74	46	157	600
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	352	1544	138	190	1324	64	171	982	250	60	934	568
Arrive On Green	0.20	0.47	0.47	0.14	0.51	0.51	0.10	0.25	0.25	0.03	0.18	0.18
Sat Flow, veh/h	1781	3296	294	1781	3449	167	1781	4001	1019	1781	5106	1398
Grp Volume(v), veh/h	328	430	438	52	594	615	147	228	117	46	157	600
Grp Sat Flow(s),veh/h/ln	1781	1777	1812	1781	1777	1840	1781	1702	1616	1781	1702	1398
Q Serve(g_s), s	25.4	23.7	23.7	3.6	41.2	41.3	11.4	7.6	8.3	3.6	3.6	25.6
Cycle Q Clear(g_c), s	25.4	23.7	23.7	3.6	41.2	41.3	11.4	7.6	8.3	3.6	3.6	25.6
Prop In Lane	1.00		0.16	1.00		0.09	1.00		0.63	1.00		1.00
Lane Grp Cap(c), veh/h	352	833	849	190	682	706	171	835	396	60	934	568
V/C Ratio(X)	0.93	0.52	0.52	0.27	0.87	0.87	0.86	0.27	0.30	0.77	0.17	1.06
Avail Cap(c_a), veh/h	382	833	849	190	682	706	244	835	396	244	934	568
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.84	0.84	0.84	0.98	0.98	0.98	0.96	0.96	0.96
Uniform Delay (d), s/veh	55.3	26.1	26.1	55.2	31.2	31.2	62.4	42.7	43.0	67.1	48.2	44.2
Incr Delay (d2), s/veh	28.5	2.3	2.2	3.0	12.3	12.0	13.9	0.2	0.5	7.4	0.1	52.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.0	10.3	10.5	1.8	17.9	18.5	5.8	3.2	3.4	1.8	1.6	27.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.8	28.4	28.3	58.1	43.5	43.2	76.3	42.9	43.4	74.5	48.3	96.7
LnGrp LOS	F	C	C	E	D	D	E	D	D	E	D	F
Approach Vol, veh/h		1196			1261			492			803	
Approach Delay, s/veh		43.5			44.0			53.0			86.0	
Approach LOS		D			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	39.4	20.8	70.8	17.8	30.6	32.0	59.5
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	5.6	10.3	5.6	25.7	13.4	27.6	27.4	43.3
Green Ext Time (p_c), s	0.0	2.0	0.0	8.8	0.1	0.0	0.3	1.5

Intersection Summary	
HCM 6th Ctrl Delay	54.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	749	73	29	190	0	0	0	0	183	217	1006
Future Volume (veh/h)	0	749	73	29	190	0	0	0	0	183	217	1006
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	842	82	33	213	0				206	244	1130
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1648	160	58	2021	0				616	1293	537
Arrive On Green	0.00	1.00	1.00	0.03	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3360	318	1781	3647	0				1781	3741	1553
Grp Volume(v), veh/h	0	458	466	33	213	0				206	244	1130
Grp Sat Flow(s),veh/h/ln	0	1777	1807	1781	1777	0				1781	1870	1553
Q Serve(g_s), s	0.0	0.0	0.0	2.6	3.9	0.0				12.0	6.4	48.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.6	3.9	0.0				12.0	6.4	48.4
Prop In Lane	0.00		0.18	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	896	912	58	2021	0				616	1293	537
V/C Ratio(X)	0.00	0.51	0.51	0.57	0.11	0.00				0.33	0.19	2.10
Avail Cap(c_a), veh/h	0	896	912	313	2021	0				616	1293	537
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.91	0.91	0.81	0.81	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	66.7	13.9	0.0				33.9	32.1	45.8
Incr Delay (d2), s/veh	0.0	1.9	1.9	2.6	0.1	0.0				1.5	0.3	503.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.5	1.2	1.5	0.0				5.6	3.0	93.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.9	1.9	69.3	13.9	0.0				35.3	32.4	549.1
LnGrp LOS	A	A	A	E	B	A				D	C	F
Approach Vol, veh/h		924			246						1580	
Approach Delay, s/veh		1.9			21.4						402.3	
Approach LOS		A			C						F	

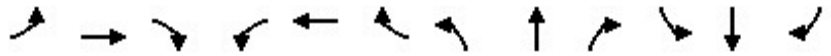
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.0	77.2		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	4.6	2.0		50.4		5.9
Green Ext Time (p_c), s	0.0	1.8		0.0		0.5

Intersection Summary	
HCM 6th Ctrl Delay	233.7
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	668	355	0	0	193	141	45	104	36	0	0	0
Future Volume (veh/h)	668	355	0	0	193	141	45	104	36	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	711	378	0	0	205	150	48	111	38			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1527	1487	0	0	582	403	85	212	127			
Arrive On Green	0.44	0.79	0.00	0.00	0.29	0.29	0.08	0.08	0.08			
Sat Flow, veh/h	3456	1870	0	0	2087	1383	1029	2567	1537			
Grp Volume(v), veh/h	711	378	0	0	181	174	85	74	38			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1599	1819	1777	1537			
Q Serve(g_s), s	11.6	4.2	0.0	0.0	6.4	6.9	3.6	3.2	1.9			
Cycle Q Clear(g_c), s	11.6	4.2	0.0	0.0	6.4	6.9	3.6	3.2	1.9			
Prop In Lane	1.00		0.00	0.00		0.86	0.57		1.00			
Lane Grp Cap(c), veh/h	1527	1487	0	0	518	467	150	147	127			
V/C Ratio(X)	0.47	0.25	0.00	0.00	0.35	0.37	0.57	0.51	0.30			
Avail Cap(c_a), veh/h	1527	1487	0	0	580	522	389	380	329			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.86	0.86	0.00	0.00	1.00	1.00	0.98	0.98	0.98			
Uniform Delay (d), s/veh	15.7	2.1	0.0	0.0	22.3	22.5	35.3	35.1	34.5			
Incr Delay (d2), s/veh	0.2	0.4	0.0	0.0	0.1	0.2	1.2	1.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.1	0.7	0.0	0.0	2.5	2.4	1.6	1.4	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.9	2.5	0.0	0.0	22.5	22.7	36.5	36.1	35.0			
LnGrp LOS	B	A	A	A	C	C	D	D	D			
Approach Vol, veh/h		1089			355			197				
Approach Delay, s/veh		11.2			22.6			36.1				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.5			40.3	28.2		11.5				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		6.2			13.6	8.9		5.6				
Green Ext Time (p_c), s		1.4			1.9	1.2		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	16.7
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	100	1807	539	0	0	1548
Future Volume (veh/h)	100	1807	539	0	0	1548
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	108	0	580	0	0	1665
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	156		3181	0	259	5172
Arrive On Green	0.09	0.00	0.64	0.00	0.00	0.82
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	108	0	580	0	0	1665
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	6.5	0.0	5.2	0.0	0.0	7.0
Cycle Q Clear(g_c), s	6.5	0.0	5.2	0.0	0.0	7.0
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	156		3181	0	259	5172
V/C Ratio(X)	0.69		0.18	0.00	0.00	0.32
Avail Cap(c_a), veh/h	486		3181	0	742	5172
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.60	0.00	0.85	0.00	0.00	0.91
Uniform Delay (d), s/veh	48.7	0.0	8.1	0.0	0.0	2.3
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	1.6	0.0	0.0	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.0	0.0	8.2	0.0	0.0	2.5
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	108	A	580			1665
Approach Delay, s/veh	50.0		8.2			2.5
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	20.4	75.1				95.5	14.5
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	15.8	20.0				70.2	30.0
Max Q Clear Time (g_c+I1), s	10.6	7.2				9.0	8.5
Green Ext Time (p_c), s	0.0	3.9				24.9	0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

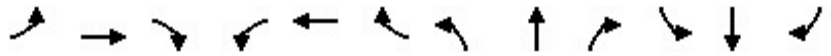
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	243	1797	133	118	295	0	0	188	25
Future Volume (veh/h)	0	0	0	243	1797	133	118	295	0	0	188	25
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.88
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				259	1912	141	126	314	0	0	200	27
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				324	2551	192	154	1461	0	0	638	81
Arrive On Green				0.19	0.19	0.19	0.17	0.57	0.00	0.00	0.14	0.14
Sat Flow, veh/h				564	4447	335	1781	5274	0	0	4673	574
Grp Volume(v), veh/h				846	708	759	126	314	0	0	148	79
Grp Sat Flow(s),veh/h/ln				1842	1702	1802	1781	1702	0	0	1702	1674
Q Serve(g_s), s				48.3	43.0	43.6	7.5	3.3	0.0	0.0	4.3	4.7
Cycle Q Clear(g_c), s				48.3	43.0	43.6	7.5	3.3	0.0	0.0	4.3	4.7
Prop In Lane				0.31		0.19	1.00		0.00	0.00		0.34
Lane Grp Cap(c), veh/h				1057	976	1034	154	1461	0	0	482	237
V/C Ratio(X)				0.80	0.72	0.73	0.82	0.21	0.00	0.00	0.31	0.33
Avail Cap(c_a), veh/h				1057	976	1034	155	1629	0	0	591	291
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.61	0.61	0.61	0.67	0.67	0.00	0.00	0.95	0.95
Uniform Delay (d), s/veh				38.6	36.4	36.7	44.7	17.5	0.0	0.0	42.4	42.5
Incr Delay (d2), s/veh				4.0	2.9	2.9	18.8	0.1	0.0	0.0	0.2	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				24.9	20.3	21.8	3.8	1.2	0.0	0.0	1.8	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				42.6	39.3	39.5	63.5	17.6	0.0	0.0	42.6	43.1
LnGrp LOS				D	D	D	E	B	A	A	D	D
Approach Vol, veh/h					2312			440			227	
Approach Delay, s/veh					40.6			30.7			42.8	
Approach LOS					D			C			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	15.4	22.0	69.0	37.4
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	9.6	* 19	63.1	35.1
Max Q Clear Time (g_c+I1), s	9.5	6.7	50.3	5.3
Green Ext Time (p_c), s	0.0	0.8	9.9	2.4

Intersection Summary	
HCM 6th Ctrl Delay	39.3
HCM 6th LOS	D

Notes

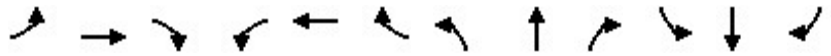
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	276	2141	0	0	0	0	0	175	58
Future Volume (veh/h)	0	0	0	276	2141	0	0	0	0	0	175	58
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				291	2254	0				0	184	61
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				399	3326	0				0	761	229
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				562	4853	0				0	4007	1156
Grp Volume(v), veh/h				954	1591	0				0	161	84
Grp Sat Flow(s),veh/h/ln				1842	1702	0				0	1702	1591
Q Serve(g_s), s				52.6	46.5	0.0				0.0	4.4	4.9
Cycle Q Clear(g_c), s				52.6	46.5	0.0				0.0	4.4	4.9
Prop In Lane				0.31		0.00				0.00		0.73
Lane Grp Cap(c), veh/h				1308	2417	0				0	675	315
V/C Ratio(X)				0.73	0.66	0.00				0.00	0.24	0.27
Avail Cap(c_a), veh/h				1308	2417	0				0	675	315
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				32.4	30.0	0.0				0.0	37.1	37.3
Incr Delay (d2), s/veh				3.6	1.4	0.0				0.0	0.8	2.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				27.1	21.6	0.0				0.0	1.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				36.0	31.5	0.0				0.0	38.0	39.4
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					2545						245	
Approach Delay, s/veh					33.1						38.4	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.7		83.3						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.8		78.1						
Max Q Clear Time (g_c+I1), s				6.9		54.6						
Green Ext Time (p_c), s				0.3		4.8						

Intersection Summary												
HCM 6th Ctrl Delay			33.6									
HCM 6th LOS			C									



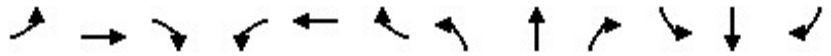
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2349	124	71	96	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2349	124	71	96	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2499	132	76	102	0			
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3479	181	295	437	0			
Arrive On Green				0.00	0.23	0.23	0.20	0.20	0.00			
Sat Flow, veh/h				0	5131	259	1440	2228	0			
Grp Volume(v), veh/h				0	1704	927	95	83	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1818	1798	1777	0			
Q Serve(g_s), s				0.0	50.7	51.8	4.9	4.3	0.0			
Cycle Q Clear(g_c), s				0.0	50.7	51.8	4.9	4.3	0.0			
Prop In Lane				0.00		0.14	0.80		0.00			
Lane Grp Cap(c), veh/h				0	2386	1274	368	363	0			
V/C Ratio(X)				0.00	0.71	0.73	0.26	0.23	0.00			
Avail Cap(c_a), veh/h				0	2386	1274	368	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	32.1	32.6	36.7	36.5	0.0			
Incr Delay (d2), s/veh				0.0	1.9	3.7	1.7	1.5	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	23.6	26.4	2.3	2.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	34.0	36.2	38.4	38.0	0.0			
LnGrp LOS				A	C	D	D	D	A			
Approach Vol, veh/h					2631			178				
Approach Delay, s/veh					34.8			38.2				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						53.8		6.9				
Green Ext Time (p_c), s						20.1		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	35.0
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	342	2520	0	0	0	0	0	219	39
Future Volume (veh/h)	0	0	0	342	2520	0	0	0	0	0	219	39
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				349	2571	0				0	223	40
Peak Hour Factor				0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				410	3267	0				0	733	312
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				585	4829	0				0	3647	1514
Grp Volume(v), veh/h				1099	1821	0				0	223	40
Grp Sat Flow(s),veh/h/ln				1841	1702	0				0	1777	1514
Q Serve(g_s), s				62.9	54.9	0.0				0.0	5.8	2.4
Cycle Q Clear(g_c), s				62.9	54.9	0.0				0.0	5.8	2.4
Prop In Lane				0.32		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1290	2386	0				0	733	312
V/C Ratio(X)				0.85	0.76	0.00				0.00	0.30	0.13
Avail Cap(c_a), veh/h				1290	2386	0				0	733	312
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				36.8	33.8	0.0				0.0	37.0	35.6
Incr Delay (d2), s/veh				7.2	2.4	0.0				0.0	1.1	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				33.4	25.7	0.0				0.0	2.7	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				44.0	36.1	0.0				0.0	38.0	36.4
LnGrp LOS				D	D	A				A	D	D
Approach Vol, veh/h					2920						263	
Approach Delay, s/veh					39.1						37.8	
Approach LOS					D						D	

Timer - Assigned Phs			4		6							
Phs Duration (G+Y+Rc), s			27.6		82.4							
Change Period (Y+Rc), s			4.9		5.3							
Max Green Setting (Gmax), s			22.7		77.1							
Max Q Clear Time (g_c+I1), s			7.8		64.9							
Green Ext Time (p_c), s			1.3		11.6							

Intersection Summary												
HCM 6th Ctrl Delay		39.0										
HCM 6th LOS		D										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2803	78	69	55	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2803	78	69	55	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2890	80	71	57	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3718	102	316	315	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5274	140	1781	1870	0			
Grp Volume(v), veh/h				0	1917	1053	71	57	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1842	1781	1777	0			
Q Serve(g_s), s				0.0	38.5	39.9	3.8	3.0	0.0			
Cycle Q Clear(g_c), s				0.0	38.5	39.9	3.8	3.0	0.0			
Prop In Lane				0.00		0.08	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2479	1341	316	315	0			
V/C Ratio(X)				0.00	0.77	0.79	0.22	0.18	0.00			
Avail Cap(c_a), veh/h				0	2479	1341	316	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	9.3	9.5	38.8	38.5	0.0			
Incr Delay (d2), s/veh				0.0	2.4	4.7	1.6	1.3	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	12.8	15.1	1.8	1.4	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	11.7	14.2	40.4	39.7	0.0			
LnGrp LOS				A	B	B	D	D	A			
Approach Vol, veh/h					2970			128				
Approach Delay, s/veh					12.6			40.1				
Approach LOS					B			D				

Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						41.9		5.8				
Green Ext Time (p_c), s						33.7		0.5				

Intersection Summary		
HCM 6th Ctrl Delay	13.7	
HCM 6th LOS	B	

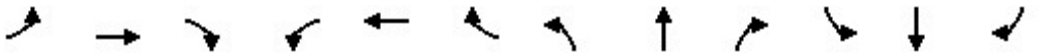
Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	135	480	32	100	0	0	0	17
Future Vol, veh/h	0	0	0	0	135	480	32	100	0	0	0	17
Conflicting Peds, #/hr	5	0	2	2	0	5	21	0	0	0	0	21
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	139	495	33	103	0	0	0	18

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	91	639	-	-	-	343
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	91	639	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	883	392	0	0	0	653
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	906	469	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	859	390	-	-	-	650
Mov Cap-2 Maneuver	-	-	-	859	390	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	882	467	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	17.5	10.7
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	390	-	-	650
HCM Lane V/C Ratio	0.264	-	-	0.027
HCM Control Delay (s)	17.5	-	-	10.7
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1	-	-	0.1



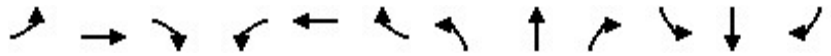
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	533	83	1096	622	0
Future Volume (veh/h)	0	0	0	0	0	0	0	533	83	1096	622	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	606	94	1245	707	0
Peak Hour Factor	0.88	0.88	0.88				0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1117	347	3459	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.22	0.22	0.92	1.00	0.00
Sat Flow, veh/h		0					0	5149	1546	5023	1826	0
Grp Volume(v), veh/h		0.0					0	606	94	1245	707	0
Grp Sat Flow(s),veh/h/ln							0	1662	1546	1674	1826	0
Q Serve(g_s), s							0.0	11.8	5.5	3.4	0.0	0.0
Cycle Q Clear(g_c), s							0.0	11.8	5.5	3.4	0.0	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1117	347	3459	1740	0
V/C Ratio(X)							0.00	0.54	0.27	0.36	0.41	0.00
Avail Cap(c_a), veh/h							0	1205	374	3459	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.94	0.94	0.00
Uniform Delay (d), s/veh							0.0	37.7	35.3	1.6	0.0	0.0
Incr Delay (d2), s/veh							0.0	1.1	1.1	0.1	0.7	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	4.7	2.1	0.7	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	38.8	36.3	1.6	0.7	0.0
LnGrp LOS							A	D	D	A	A	A
Approach Vol, veh/h								700			1952	
Approach Delay, s/veh								38.4			1.3	
Approach LOS								D			A	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	80.1	29.9				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				40.0						
Max Q Clear Time (g_c+I1), s	5.4	13.8				2.0						
Green Ext Time (p_c), s	5.5	5.9				6.9						

Intersection Summary		
HCM 6th Ctrl Delay		11.1
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



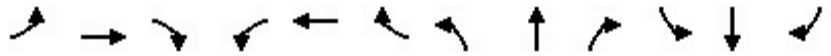
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	1050	66	0	0	0	0	352	196	90	327	0
Future Volume (veh/h)	54	1050	66	0	0	0	0	352	196	90	327	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	59	1154	73				0	387	215	99	359	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	147	3063	945				0	626	280	129	1513	0
Arrive On Green	0.20	0.20	0.20				0.00	0.18	0.18	0.14	0.59	0.00
Sat Flow, veh/h	241	5021	1549				0	3572	1521	1781	5274	0
Grp Volume(v), veh/h	455	758	73				0	387	215	99	359	0
Grp Sat Flow(s),veh/h/ln	1858	1702	1549				0	1702	1521	1781	1702	0
Q Serve(g_s), s	23.4	21.1	4.2				0.0	11.5	14.8	5.9	3.7	0.0
Cycle Q Clear(g_c), s	23.4	21.1	4.2				0.0	11.5	14.8	5.9	3.7	0.0
Prop In Lane	0.13		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1134	2077	945				0	626	280	129	1513	0
V/C Ratio(X)	0.40	0.37	0.08				0.00	0.62	0.77	0.77	0.24	0.00
Avail Cap(c_a), veh/h	1134	2077	945				0	916	409	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.71	0.71	0.71				0.00	1.00	1.00	0.91	0.91	0.00
Uniform Delay (d), s/veh	26.5	25.6	18.8				0.0	41.3	42.7	46.1	16.5	0.0
Incr Delay (d2), s/veh	0.8	0.4	0.1				0.0	1.1	5.7	3.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	9.7	1.5				0.0	4.9	5.9	2.5	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	25.9	18.9				0.0	42.5	48.4	49.4	16.6	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1286						602			458	
Approach Delay, s/veh		26.0						44.6			23.7	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	72.0	38.0	12.4	25.6
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	25.4	5.7	7.9	16.8
Green Ext Time (p_c), s	11.9	2.0	0.1	3.5

Intersection Summary	
HCM 6th Ctrl Delay	30.3
HCM 6th LOS	C

Notes

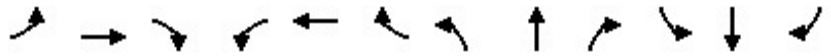
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



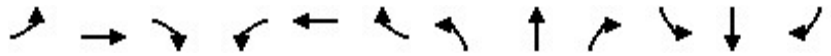
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1308	32	0	0	0	0	0	0	146	316	0
Future Volume (veh/h)	0	1308	32	0	0	0	0	0	0	146	316	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1406	34							157	340	0
Peak Hour Factor	0.93	0.93	0.93							0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2987	72							501	1204	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5295	124							1528	3838	0
Grp Volume(v), veh/h	0	934	506							184	313	0
Grp Sat Flow(s),veh/h/ln	0	1702	1846							1794	1702	0
Q Serve(g_s), s	0.0	26.8	26.8							10.4	9.3	0.0
Cycle Q Clear(g_c), s	0.0	26.8	26.8							10.4	9.3	0.0
Prop In Lane	0.00		0.07							0.85		0.00
Lane Grp Cap(c), veh/h	0	1984	1076							589	1117	0
V/C Ratio(X)	0.00	0.47	0.47							0.31	0.28	0.00
Avail Cap(c_a), veh/h	0	1984	1076							589	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	29.4	29.4							37.6	37.1	0.0
Incr Delay (d2), s/veh	0.0	0.8	1.5							1.4	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.4	13.6							5.3	4.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	30.2	30.8							39.0	37.7	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1440									497	
Approach Delay, s/veh		30.4									38.2	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	28.8	12.4
Green Ext Time (p_c), s	4.3	1.3

Intersection Summary	
HCM 6th Ctrl Delay	32.4
HCM 6th LOS	C



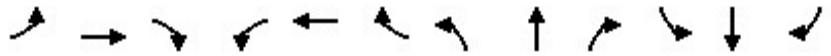
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1647	0	0	0	0	0	97	208	0	0	0
Future Volume (veh/h)	49	1647	0	0	0	0	0	97	208	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.94			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	53	1771	0				0	104	224			
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	83	2939	0				0	599	505			
Arrive On Green	0.19	0.19	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	144	5291	0				0	1870	1496			
Grp Volume(v), veh/h	685	1139	0				0	104	224			
Grp Sat Flow(s),veh/h/ln	1863	1702	0				0	1777	1496			
Q Serve(g_s), s	37.3	33.5	0.0				0.0	4.5	12.8			
Cycle Q Clear(g_c), s	37.3	33.5	0.0				0.0	4.5	12.8			
Prop In Lane	0.08		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1069	1953	0				0	599	505			
V/C Ratio(X)	0.64	0.58	0.00				0.00	0.17	0.44			
Avail Cap(c_a), veh/h	1069	1953	0				0	599	505			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	34.1	32.6	0.0				0.0	25.7	28.4			
Incr Delay (d2), s/veh	3.0	1.3	0.0				0.0	0.6	2.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.4	15.6	0.0				0.0	2.0	5.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	33.9	0.0				0.0	26.3	31.2			
LnGrp LOS	D	C	A				A	C	C			
Approach Vol, veh/h		1824						328				
Approach Delay, s/veh		35.1						29.7				
Approach LOS		D						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		68.0						42.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		63.1						37.1				
Max Q Clear Time (g_c+I1), s		39.3						14.8				
Green Ext Time (p_c), s		14.8						2.2				
Intersection Summary												
HCM 6th Ctrl Delay			34.3									
HCM 6th LOS			C									



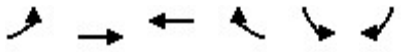
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1974	70	0	0	0	0	0	0	207	351	0
Future Volume (veh/h)	0	1974	70	0	0	0	0	0	0	207	351	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2014	71							211	358	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3319	117							455	908	0
Arrive On Green	0.00	0.22	0.22							0.08	0.08	0.00
Sat Flow, veh/h	0	5232	178							1781	3647	0
Grp Volume(v), veh/h	0	1353	732							211	358	0
Grp Sat Flow(s),veh/h/ln	0	1702	1837							1781	1777	0
Q Serve(g_s), s	0.0	39.4	39.6							12.4	10.5	0.0
Cycle Q Clear(g_c), s	0.0	39.4	39.6							12.4	10.5	0.0
Prop In Lane	0.00		0.10							1.00		0.00
Lane Grp Cap(c), veh/h	0	2231	1204							455	908	0
V/C Ratio(X)	0.00	0.61	0.61							0.46	0.39	0.00
Avail Cap(c_a), veh/h	0	2231	1204							455	908	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	30.3	30.4							43.2	42.3	0.0
Incr Delay (d2), s/veh	0.0	1.2	2.3							3.4	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.3	20.2							6.4	5.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.5	32.6							46.6	43.6	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		2085									569	
Approach Delay, s/veh		31.9									44.7	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	77.0	33.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	72.1	28.1
Max Q Clear Time (g_c+I1), s	41.6	14.4
Green Ext Time (p_c), s	20.3	2.6

Intersection Summary	
HCM 6th Ctrl Delay	34.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	1845	1	0	0	0	0	67	57	0	0	0
Future Volume (veh/h)	86	1845	1	0	0	0	0	67	57	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870			
Adj Flow Rate, veh/h	93	2005	1				0	73	62			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2				0	2	2			
Cap, veh/h	161	3693	2				0	385	295			
Arrive On Green	0.23	0.23	0.23				0.00	0.20	0.20			
Sat Flow, veh/h	226	5202	3				0	2008	1468			
Grp Volume(v), veh/h	764	636	699				0	67	68			
Grp Sat Flow(s),veh/h/ln	1859	1702	1870				0	1777	1606			
Q Serve(g_s), s	40.1	35.9	35.9				0.0	3.5	3.9			
Cycle Q Clear(g_c), s	40.1	35.9	35.9				0.0	3.5	3.9			
Prop In Lane	0.12		0.00				0.00		0.91			
Lane Grp Cap(c), veh/h	1320	1208	1328				0	357	323			
V/C Ratio(X)	0.58	0.53	0.53				0.00	0.19	0.21			
Avail Cap(c_a), veh/h	1320	1208	1328				0	357	323			
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	27.6	26.0	26.0				0.0	36.5	36.7			
Incr Delay (d2), s/veh	1.9	1.6	1.5				0.0	1.2	1.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	20.6	16.9	18.5				0.0	1.6	1.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.4	27.6	27.5				0.0	37.7	38.1			
LnGrp LOS	C	C	C				A	D	D			
Approach Vol, veh/h		2099						135				
Approach Delay, s/veh		28.2						37.9				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		83.0						27.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		78.1						22.1				
Max Q Clear Time (g_c+I1), s		42.1						5.9				
Green Ext Time (p_c), s		21.7						0.6				
Intersection Summary												
HCM 6th Ctrl Delay			28.8									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	42	802	960	16	66	160
Future Volume (veh/h)	42	802	960	16	66	160
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	44	835	1000	17	69	167
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	57	3918	3617	61	426	195
Arrive On Green	0.01	0.26	1.00	1.00	0.12	0.12
Sat Flow, veh/h	1781	5149	5210	86	3456	1585
Grp Volume(v), veh/h	44	835	658	359	69	167
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1808	1728	1585
Q Serve(g_s), s	2.9	15.5	0.0	0.0	2.1	12.2
Cycle Q Clear(g_c), s	2.9	15.5	0.0	0.0	2.1	12.2
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	57	3918	2382	1296	426	195
V/C Ratio(X)	0.77	0.21	0.28	0.28	0.16	0.85
Avail Cap(c_a), veh/h	319	3918	2382	1296	884	406
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.96	0.96	1.00	1.00
Uniform Delay (d), s/veh	58.0	15.1	0.0	0.0	46.3	50.7
Incr Delay (d2), s/veh	7.7	0.1	0.3	0.5	0.1	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	6.9	0.1	0.2	0.9	10.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	65.6	15.2	0.3	0.5	46.3	54.8
LnGrp LOS	E	B	A	A	D	D
Approach Vol, veh/h		879	1017		236	
Approach Delay, s/veh		17.7	0.4		52.3	
Approach LOS		B	A		D	

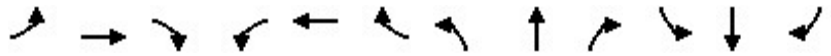
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		98.6		19.4	8.2	90.4
Change Period (Y+Rc), s		* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s		* 77		30.2	21.1	51.6
Max Q Clear Time (g_c+I1), s		17.5		14.2	4.9	2.0
Green Ext Time (p_c), s		17.9		0.4	0.0	19.7

Intersection Summary		
HCM 6th Ctrl Delay		13.3
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	781	13	12	962	5	0	13	14	41	0	16
Future Volume (veh/h)	113	781	13	12	962	5	0	13	14	41	0	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	805	13	12	992	0	0	13	14	42	0	16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	747	3595	58	60	1567		35	16	17	227	0	102
Arrive On Green	0.84	1.00	1.00	0.03	0.31	0.00	0.00	0.02	0.02	0.07	0.00	0.07
Sat Flow, veh/h	1781	5051	81	1781	4985	1585	1781	807	869	3456	0	1556
Grp Volume(v), veh/h	116	529	289	12	992	0	0	0	27	42	0	16
Grp Sat Flow(s),veh/h/ln	1781	1662	1809	1781	1662	1585	1781	0	1676	1728	0	1556
Q Serve(g_s), s	1.4	0.0	0.0	0.8	20.1	0.0	0.0	0.0	1.9	1.4	0.0	1.1
Cycle Q Clear(g_c), s	1.4	0.0	0.0	0.8	20.1	0.0	0.0	0.0	1.9	1.4	0.0	1.1
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	747	2365	1288	60	1567		35	0	33	227	0	102
V/C Ratio(X)	0.16	0.22	0.22	0.20	0.63		0.00	0.00	0.81	0.18	0.00	0.16
Avail Cap(c_a), veh/h	747	2365	1288	168	1567		251	0	236	999	0	450
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.6	0.0	0.0	55.4	34.6	0.0	0.0	0.0	57.6	52.1	0.0	52.0
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.6	2.0	0.0	0.0	0.0	15.5	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.1	0.3	8.1	0.0	0.0	0.0	1.0	0.6	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.7	0.2	0.4	56.0	36.6	0.0	0.0	0.0	73.1	52.3	0.0	52.3
LnGrp LOS	A	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		934			1004	A		27			58	
Approach Delay, s/veh		1.0			36.8			73.1			52.3	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	89.7		12.7	55.2	42.9		7.2
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.1	21.6		34.1	10.2	* 37		16.6
Max Q Clear Time (g_c+I1), s	2.8	2.0		3.4	3.4	22.1		3.9
Green Ext Time (p_c), s	0.0	8.2		0.1	0.1	8.5		0.0

Intersection Summary	
HCM 6th Ctrl Delay	21.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	825	90	268	1332	0	97	37	158	0	24	137
Future Volume (veh/h)	211	825	90	268	1332	0	97	37	158	0	24	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	218	851	93	276	1373	0	100	38	0	0	25	141
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	493	2728	1023	334	2252	0	398	215		0	135	189
Arrive On Green	0.28	0.55	0.55	0.10	0.36	0.00	0.12	0.12	0.00	0.00	0.07	0.07
Sat Flow, veh/h	1781	4985	1537	3456	6537	0	3456	1870	1585	0	1870	2616
Grp Volume(v), veh/h	218	851	93	276	1373	0	100	38	0	0	25	141
Grp Sat Flow(s),veh/h/ln	1781	1662	1537	1728	1570	0	1728	1870	1585	0	1870	1308
Q Serve(g_s), s	11.9	11.0	2.6	9.3	21.2	0.0	3.1	2.2	0.0	0.0	1.5	6.2
Cycle Q Clear(g_c), s	11.9	11.0	2.6	9.3	21.2	0.0	3.1	2.2	0.0	0.0	1.5	6.2
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	493	2728	1023	334	2252	0	398	215		0	135	189
V/C Ratio(X)	0.44	0.31	0.09	0.83	0.61	0.00	0.25	0.18		0.00	0.19	0.75
Avail Cap(c_a), veh/h	493	2728	1023	416	2252	0	1084	586		0	239	335
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	35.1	14.6	7.2	52.3	31.1	0.0	47.6	47.1	0.0	0.0	51.5	53.7
Incr Delay (d2), s/veh	0.2	0.3	0.2	8.8	1.2	0.0	0.1	0.1	0.0	0.0	0.7	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	3.9	1.2	4.3	7.9	0.0	1.3	1.0	0.0	0.0	0.7	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.4	14.9	7.3	61.1	32.3	0.0	47.7	47.3	0.0	0.0	52.1	59.4
LnGrp LOS	D	B	A	E	C	A	D	D		A	D	E
Approach Vol, veh/h		1162			1649			138	A		166	
Approach Delay, s/veh		18.1			37.1			47.6			58.3	
Approach LOS		B			D			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.8	70.3		13.4	38.4	47.7		18.5
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	11.4	31.8		15.1	4.0	* 42		37.0
Max Q Clear Time (g_c+I1), s	11.3	13.0		8.2	13.9	23.2		5.1
Green Ext Time (p_c), s	0.2	9.5		0.3	0.0	15.2		0.3

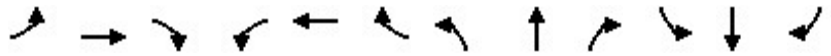
Intersection Summary	
HCM 6th Ctrl Delay	31.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



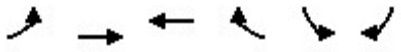
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	5	17	4	6	12	13	195	9	22	299	61
Future Volume (veh/h)	35	5	17	4	6	12	13	195	9	22	299	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	15	18	4	8	12	14	207	10	23	318	65
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	41	49	32	63	80	195	1005	48	211	880	177
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.11	0.29	0.29	0.12	0.30	0.30
Sat Flow, veh/h	1781	766	919	613	1226	1558	1781	3443	165	1781	2921	587
Grp Volume(v), veh/h	30	0	33	12	0	12	14	106	111	23	191	192
Grp Sat Flow(s),veh/h/ln	1781	0	1686	1840	0	1558	1781	1777	1831	1781	1777	1732
Q Serve(g_s), s	0.5	0.0	0.6	0.2	0.0	0.2	0.2	1.5	1.5	0.4	2.8	2.9
Cycle Q Clear(g_c), s	0.5	0.0	0.6	0.2	0.0	0.2	0.2	1.5	1.5	0.4	2.8	2.9
Prop In Lane	1.00		0.55	0.33		1.00	1.00		0.09	1.00		0.34
Lane Grp Cap(c), veh/h	95	0	90	95	0	80	195	519	535	211	535	522
V/C Ratio(X)	0.32	0.00	0.37	0.13	0.00	0.15	0.07	0.20	0.21	0.11	0.36	0.37
Avail Cap(c_a), veh/h	2159	0	2043	2229	0	1887	1349	2691	2773	2159	2691	2623
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	15.1	14.9	0.0	15.0	13.2	8.8	8.8	13.0	9.0	9.1
Incr Delay (d2), s/veh	1.4	0.0	1.9	0.2	0.0	0.3	0.1	0.1	0.1	0.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	0.1	0.0	0.1	0.1	0.4	0.4	0.1	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	0.0	17.0	15.2	0.0	15.3	13.3	8.9	8.9	13.1	9.3	9.4
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		63			24			231			406	
Approach Delay, s/veh		16.7			15.2			9.2			9.6	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	13.6		5.8	7.6	13.9		5.7
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	40.0	50.0		40.0	25.0	50.0		40.0
Max Q Clear Time (g_c+I1), s	2.4	3.5		2.6	2.2	4.9		2.2
Green Ext Time (p_c), s	0.0	1.0		0.2	0.0	1.9		0.0

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	149	2	4	64	118	194
Future Volume (veh/h)	149	2	4	64	118	194
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	155	0	4	0	122	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	590	310	1027		227	
Arrive On Green	0.17	0.00	0.55	0.00	0.07	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	155	0	4	0	122	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	2.1	0.0	0.1	0.0	1.9	0.0
Cycle Q Clear(g_c), s	2.1	0.0	0.1	0.0	1.9	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	590	310	1027		227	
V/C Ratio(X)	0.26	0.00	0.00		0.54	
Avail Cap(c_a), veh/h	3260	1711	1027		2530	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	19.9	0.0	5.6	0.0	24.7	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.0	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.1	0.0	5.6	0.0	26.7	0.0
LnGrp LOS	C	A	A		C	
Approach Vol, veh/h		155	4	A	122	A
Approach Delay, s/veh		20.1	5.6		26.7	
Approach LOS		C	A		C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		13.0		7.6		34.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		50.0		40.0		30.0
Max Q Clear Time (g_c+I1), s		4.1		3.9		2.1
Green Ext Time (p_c), s		0.5		0.4		0.0

Intersection Summary		
HCM 6th Ctrl Delay		22.8
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

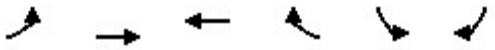
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	112	57	0	0	2
Future Vol, veh/h	9	112	57	0	0	2
Conflicting Peds, #/hr	7	0	0	7	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	130	66	0	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	73	0	-	0	159	42
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	86	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1525	-	-	-	816	1019
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	927	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1515	-	-	-	799	1010
Mov Cap-2 Maneuver	-	-	-	-	799	-
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	921	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1515	-	-	-	1010
HCM Lane V/C Ratio	0.007	-	-	-	0.002
HCM Control Delay (s)	7.4	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



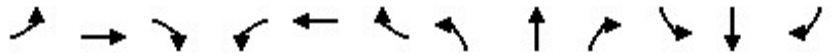
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	2141	2812	0	0	0
Future Volume (veh/h)	0	2141	2812	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	0	2254	2960	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	2	4761	7063		3	1
Arrive On Green	0.00	0.96	0.96	0.00	0.00	0.00
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	0	2254	2960	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	0.0	4.4	3.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	4.4	3.5	0.0	0.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	2	4761	7063		3	1
V/C Ratio(X)	0.00	0.47	0.42		0.00	0.00
Avail Cap(c_a), veh/h	319	4761	7063		723	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.2	0.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.6	0.4	0.0	0.0	0.0
LnGrp LOS	A	A	A		A	A
Approach Vol, veh/h		2254	2960	A	0	
Approach Delay, s/veh		0.6	0.4		0.0	
Approach LOS		A	A			

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		118.0		0.0	0.0	118.0
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		83.1		24.7	21.1	57.6
Max Q Clear Time (g_c+I1), s		6.4		0.0	0.0	5.5
Green Ext Time (p_c), s		68.2		0.0	0.0	51.5

Intersection Summary	
HCM 6th Ctrl Delay	0.5
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



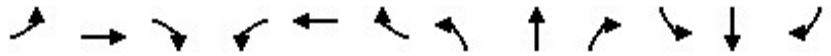
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	2436	18	63	1114	78	6	0	86	4	0	0
Future Volume (veh/h)	11	2436	18	63	1114	78	6	0	86	4	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	2591	19	67	1185	83	6	0	91	4	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	60	4785	1176	112	4583	320	177	0	117	163	154	0
Arrive On Green	0.03	0.76	0.76	0.06	1.00	1.00	0.08	0.00	0.08	0.08	0.00	0.00
Sat Flow, veh/h	1781	6281	1543	3456	6029	420	1412	0	1421	1301	1870	0
Grp Volume(v), veh/h	12	2591	19	67	925	343	6	0	91	4	0	0
Grp Sat Flow(s),veh/h/ln	1781	1570	1543	1728	1570	1739	1412	0	1421	1301	1870	0
Q Serve(g_s), s	0.8	19.7	0.4	2.2	0.0	0.0	0.5	0.0	7.4	0.3	0.0	0.0
Cycle Q Clear(g_c), s	0.8	19.7	0.4	2.2	0.0	0.0	0.5	0.0	7.4	0.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.24	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	60	4785	1176	112	3581	1322	177	0	117	163	154	0
V/C Ratio(X)	0.20	0.54	0.02	0.60	0.26	0.26	0.03	0.00	0.78	0.02	0.00	0.00
Avail Cap(c_a), veh/h	168	4785	1176	618	3581	1322	357	0	298	328	392	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	55.4	5.7	3.4	54.4	0.0	0.0	49.9	0.0	53.1	50.3	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.4	0.0	1.9	0.2	0.5	0.0	0.0	4.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.9	0.1	1.0	0.1	0.2	0.2	0.0	2.8	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.0	6.1	3.4	56.3	0.2	0.5	49.9	0.0	57.3	50.3	0.0	0.0
LnGrp LOS	E	A	A	E	A	A	D	A	E	D	A	A
Approach Vol, veh/h		2622			1335			97			4	
Approach Delay, s/veh		6.4			3.1			56.8			50.3	
Approach LOS		A			A			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.2	95.2		14.6	8.4	95.0		14.6
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	21.1	57.6		24.7	11.1	67.6		24.7
Max Q Clear Time (g_c+I1), s	14.2	21.7		2.8	2.8	2.0		9.4
Green Ext Time (p_c), s	0.1	34.9		0.0	0.0	28.9		0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.



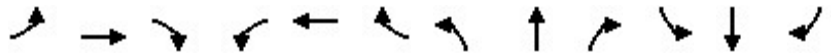
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	2360	0	6	1078	72	0	0	0	5	0	5
Future Volume (veh/h)	11	2360	0	6	1078	72	0	0	0	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	0.98		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	2484	0	6	1135	76	0	0	0	5	0	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	20	4112	0	60	5133	342	0	33	0	181	0	27
Arrive On Green	0.01	1.00	0.00	0.03	0.85	0.85	0.00	0.00	0.00	0.02	0.00	0.02
Sat Flow, veh/h	1781	5149	0	1781	6055	403	0	1870	0	3396	0	1571
Grp Volume(v), veh/h	12	2484	0	6	882	329	0	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1747	0	1870	0	1698	0	1571
Q Serve(g_s), s	0.8	0.0	0.0	0.4	4.1	4.2	0.0	0.0	0.0	0.2	0.0	0.4
Cycle Q Clear(g_c), s	0.8	0.0	0.0	0.4	4.1	4.2	0.0	0.0	0.0	0.2	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.23	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	20	4112	0	60	3994	1481	0	33	0	181	0	27
V/C Ratio(X)	0.61	0.60	0.00	0.10	0.22	0.22	0.00	0.00	0.00	0.03	0.00	0.18
Avail Cap(c_a), veh/h	168	4112	0	168	3994	1481	0	471	0	977	0	395
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.00	0.97	0.97	0.97	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.9	0.0	0.0	55.3	1.7	1.7	0.0	0.0	0.0	57.0	0.0	57.1
Incr Delay (d2), s/veh	9.0	0.5	0.0	0.3	0.1	0.3	0.0	0.0	0.0	0.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.2	0.0	0.2	0.6	0.7	0.0	0.0	0.0	0.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.9	0.5	0.0	55.5	1.8	2.0	0.0	0.0	0.0	57.1	0.0	58.3
LnGrp LOS	E	A	A	E	A	A	A	A	A	E	A	E
Approach Vol, veh/h		2496			1217			0			10	
Approach Delay, s/veh		0.9			2.1			0.0			57.7	
Approach LOS		A			A						E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	102.6		7.0	5.7	105.3		7.0				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.1	62.6		29.7	11.1	62.6		29.7				
Max Q Clear Time (g_c+I1), s	2.4	2.0		2.4	2.8	6.2		0.0				
Green Ext Time (p_c), s	0.0	56.0		0.0	0.0	23.5		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	1.4
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2326	2	31	1268	0	0	0	19	0	0	0
Future Volume (veh/h)	0	2326	2	31	1268	0	0	0	19	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	0	2501	2	33	1363	0						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	3	4294	3	48	4612	0						
Arrive On Green	0.00	0.83	0.83	0.03	0.93	0.00						
Sat Flow, veh/h	1781	5144	4	1781	5149	0						
Grp Volume(v), veh/h	0	1616	887	33	1363	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1825	1781	1662	0						
Q Serve(g_s), s	0.0	10.9	10.9	1.3	2.0	0.0						
Cycle Q Clear(g_c), s	0.0	10.9	10.9	1.3	2.0	0.0						
Prop In Lane	1.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	3	2774	1523	48	4612	0						
V/C Ratio(X)	0.00	0.58	0.58	0.68	0.30	0.00						
Avail Cap(c_a), veh/h	769	2870	1576	769	4612	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	1.8	1.8	33.5	0.3	0.0						
Incr Delay (d2), s/veh	0.0	0.7	1.2	6.2	0.1	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.5	0.6	0.1	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	2.5	3.1	39.7	0.4	0.0						
LnGrp LOS	A	A	A	D	A	A						
Approach Vol, veh/h		2503			1396							
Approach Delay, s/veh		2.7			1.3							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	6.3	63.2			0.0	69.5						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	30.6	60.0			30.0	60.0						
Max Q Clear Time (g_c+I1), s	3.3	12.9			0.0	4.0						
Green Ext Time (p_c), s	0.0	45.1			0.0	33.8						
Intersection Summary												
HCM 6th Ctrl Delay			2.2									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	15.9

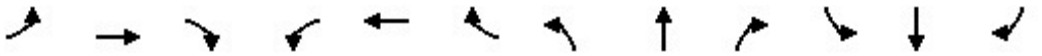
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	167	0	0	1480	705
Future Vol, veh/h	0	167	0	0	1480	705
Conflicting Peds, #/hr	0	0	10	0	0	10
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	186	0	0	1644	783

Major/Minor	Minor2			Major2	
Conflicting Flow All	2046	1224		-	0
Stage 1	2046	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	88	~ 147		-	-
Stage 1	53	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	86	~ 146		-	-
Mov Cap-2 Maneuver	86	-		-	-
Stage 1	52	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	224.1	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	146	-	-
HCM Lane V/C Ratio	-	1.271	-	-
HCM Control Delay (s)	0	224.1	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	11.2	-	-

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



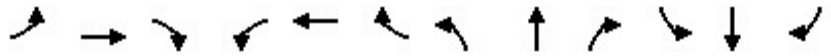
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	605	130	71	712	315	51	35	27	185	90	130
Future Volume (veh/h)	130	605	130	71	712	315	51	35	27	185	90	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	146	680	146	80	800	354	57	39	30	208	101	146
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	171	2884	873	101	2683	813	247	222	174	343	440	383
Arrive On Green	0.19	1.00	1.00	0.11	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	5106	1545	1781	5106	1548	753	896	701	1318	1777	1546
Grp Volume(v), veh/h	146	680	146	80	800	354	59	0	67	208	101	146
Grp Sat Flow(s),veh/h/ln	1781	1702	1545	1781	1702	1548	784	0	1566	1318	1777	1546
Q Serve(g_s), s	9.3	0.0	0.0	5.2	0.0	0.0	5.2	0.0	4.0	17.4	5.3	9.3
Cycle Q Clear(g_c), s	9.3	0.0	0.0	5.2	0.0	0.0	14.5	0.0	4.0	21.3	5.3	9.3
Prop In Lane	1.00		1.00	1.00		1.00	0.97		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	171	2884	873	101	2683	813	254	0	388	343	440	383
V/C Ratio(X)	0.85	0.24	0.17	0.79	0.30	0.44	0.23	0.00	0.17	0.61	0.23	0.38
Avail Cap(c_a), veh/h	319	2884	873	319	2683	813	313	0	468	411	532	462
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	0.0	0.0	51.6	0.0	0.0	42.7	0.0	34.9	43.3	35.4	36.9
Incr Delay (d2), s/veh	4.2	0.2	0.4	4.9	0.3	1.6	0.2	0.0	0.1	5.0	0.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	0.1	2.3	0.1	0.4	1.5	0.0	1.5	6.1	2.4	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	0.2	0.4	56.6	0.3	1.6	42.8	0.0	35.0	48.2	36.2	38.7
LnGrp LOS	D	A	A	E	A	A	D	A	C	D	D	D
Approach Vol, veh/h		972			1234			126			455	
Approach Delay, s/veh		7.8			4.3			38.6			42.5	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	72.8		34.1	15.8	68.1		34.1				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	21.1	* 47		35.3	21.1	46.2		35.3				
Max Q Clear Time (g_c+I1), s	7.2	2.0		23.3	11.3	2.0		16.5				
Green Ext Time (p_c), s	0.1	10.1		3.6	0.1	20.8		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		13.3
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	438	0	0	570	278	0	0	0	405	0	25
Future Volume (veh/h)	15	438	0	0	570	278	0	0	0	405	0	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	515	0	0	671	0	0	0	0	503	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	27	2612	0	2	2426		0	2	1	587	309	0
Arrive On Green	0.02	0.73	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.17	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3556	1870	0
Grp Volume(v), veh/h	18	515	0	0	671	0	0	0	0	503	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1778	1870	0
Q Serve(g_s), s	1.2	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.2	0.0	0.0
Cycle Q Clear(g_c), s	1.2	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.2	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	27	2612	0	2	2426		0	2	1	587	309	0
V/C Ratio(X)	0.67	0.20	0.00	0.00	0.28		0.00	0.00	0.00	0.86	0.00	0.00
Avail Cap(c_a), veh/h	152	2612	0	152	2426		0	157	133	1118	588	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.96	0.00	0.00	0.00	0.00	0.80	0.00	0.00
Uniform Delay (d), s/veh	57.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	47.9	0.0	0.0
Incr Delay (d2), s/veh	10.1	0.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.6	0.0	0.0	0.1	0.0	0.0	0.0	0.0	7.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.0	5.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	49.1	0.0	0.0
LnGrp LOS	E	A	A	A	A		A	A	A	D	A	A
Approach Vol, veh/h		533			671	A		0			503	
Approach Delay, s/veh		7.1			0.3			0.0			49.1	
Approach LOS		A			A						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	92.6		25.4	6.2	86.4		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.1	* 41		37.1	10.1	39.8		9.9				
Max Q Clear Time (g_c+I1), s	10.0	7.3		18.2	3.2	2.0		0.0				
Green Ext Time (p_c), s	0.0	9.4		0.9	0.0	9.6		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	16.8
HCM 6th LOS	B

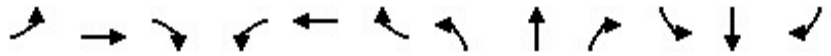
Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



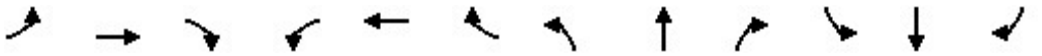
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	331	361	176	78	200	104	114	651	88	134	865	105
Future Volume (veh/h)	331	361	176	78	200	104	114	651	88	134	865	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	348	380	185	82	211	109	120	685	93	141	911	111
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	373	625	299	104	411	267	175	1405	191	196	1613	704
Arrive On Green	0.21	0.27	0.27	0.06	0.12	0.12	0.05	0.45	0.45	0.06	0.45	0.45
Sat Flow, veh/h	1781	2307	1104	1781	3554	1536	3456	3140	426	3456	3554	1552
Grp Volume(v), veh/h	348	291	274	82	211	109	120	387	391	141	911	111
Grp Sat Flow(s),veh/h/ln	1781	1777	1635	1781	1777	1536	1728	1777	1789	1728	1777	1552
Q Serve(g_s), s	22.3	16.6	17.0	5.3	6.5	4.4	4.0	17.9	17.9	4.7	21.8	2.2
Cycle Q Clear(g_c), s	22.3	16.6	17.0	5.3	6.5	4.4	4.0	17.9	17.9	4.7	21.8	2.2
Prop In Lane	1.00		0.68	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	373	482	443	104	411	267	175	795	801	196	1613	704
V/C Ratio(X)	0.93	0.60	0.62	0.79	0.51	0.41	0.69	0.49	0.49	0.72	0.56	0.16
Avail Cap(c_a), veh/h	393	683	629	149	888	474	286	795	801	214	1613	704
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	36.9	37.0	53.9	48.2	19.2	54.2	22.6	22.7	53.8	23.3	3.8
Incr Delay (d2), s/veh	27.6	0.5	0.5	10.1	0.4	0.4	1.8	2.1	2.1	8.1	1.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.6	7.2	6.8	2.7	2.9	1.8	1.8	7.9	7.9	2.2	9.3	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.6	37.3	37.5	64.0	48.6	19.6	56.0	24.8	24.8	61.9	24.7	4.3
LnGrp LOS	E	D	D	E	D	B	E	C	C	E	C	A
Approach Vol, veh/h		913			402			898			1163	
Approach Delay, s/veh		50.8			43.9			28.9			27.3	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	57.2	11.2	36.6	10.3	57.9	29.5	18.3
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	7.3	* 36	9.7	44.6	9.6	32.8	25.6	* 29
Max Q Clear Time (g_c+I1), s	6.7	19.9	7.3	19.0	6.0	23.8	24.3	8.5
Green Ext Time (p_c), s	0.0	1.7	0.0	1.3	0.0	2.1	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	36.1
HCM 6th LOS	D

Notes

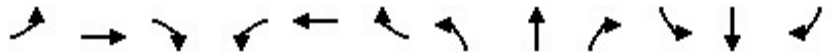
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	539	149	234	229	74	171	177	572	122	233	82
Future Volume (veh/h)	74	539	149	234	229	74	171	177	572	122	233	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.92	1.00		0.83
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	580	160	252	246	80	184	190	615	131	251	88
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	946	595	320	563	459	214	1240	655	160	1131	418
Arrive On Green	0.06	0.27	0.27	0.09	0.30	0.30	0.12	0.35	0.35	0.09	0.32	0.32
Sat Flow, veh/h	1781	3554	1520	3456	1870	1526	1781	3554	1457	1781	3554	1313
Grp Volume(v), veh/h	80	580	160	252	246	80	184	190	615	131	251	88
Grp Sat Flow(s),veh/h/ln	1781	1777	1520	1728	1870	1526	1781	1777	1457	1781	1777	1313
Q Serve(g_s), s	5.1	16.5	8.3	8.2	12.2	4.5	11.7	4.2	40.2	8.3	6.0	5.6
Cycle Q Clear(g_c), s	5.1	16.5	8.3	8.2	12.2	4.5	11.7	4.2	40.2	8.3	6.0	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	946	595	320	563	459	214	1240	655	160	1131	418
V/C Ratio(X)	0.78	0.61	0.27	0.79	0.44	0.17	0.86	0.15	0.94	0.82	0.22	0.21
Avail Cap(c_a), veh/h	463	1233	718	899	649	529	463	1240	655	463	1233	455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.6	37.1	24.3	51.2	32.4	29.7	49.8	25.8	31.1	51.6	28.8	28.7
Incr Delay (d2), s/veh	4.8	0.8	0.3	1.7	0.3	0.1	3.9	0.1	21.5	4.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	7.2	3.0	3.6	5.6	1.7	5.4	1.8	19.9	3.9	2.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.4	37.9	24.6	52.9	32.7	29.8	53.6	25.9	52.6	55.5	28.9	28.8
LnGrp LOS	E	D	C	D	C	C	D	C	D	E	C	C
Approach Vol, veh/h		820			578			989			470	
Approach Delay, s/veh		37.3			41.1			47.6			36.3	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	36.6	19.3	43.4	12.0	40.6	15.7	46.9
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	10.2	18.5	13.7	8.0	7.1	14.2	10.3	42.2
Green Ext Time (p_c), s	0.4	5.5	0.2	1.3	0.1	1.2	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	41.5
HCM 6th LOS	D



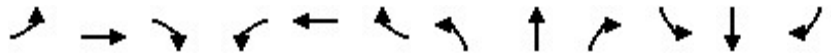
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	0	130	64	0	73	28	652	26	69	538	17
Future Volume (veh/h)	82	0	130	64	0	73	28	652	26	69	538	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	0.99		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	0	148	73	0	83	32	741	30	78	611	19
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	41	269	517	0	544	52	1705	69	100	1861	58
Arrive On Green	0.30	0.00	0.30	0.30	0.00	0.30	0.03	0.34	0.34	0.06	0.37	0.37
Sat Flow, veh/h	432	138	907	1234	0	1532	1781	5032	203	1781	5087	158
Grp Volume(v), veh/h	241	0	0	73	0	83	32	500	271	78	408	222
Grp Sat Flow(s),veh/h/ln	1477	0	0	1234	0	1532	1781	1702	1831	1781	1702	1840
Q Serve(g_s), s	3.2	0.0	0.0	0.0	0.0	1.8	0.8	5.4	5.5	2.1	4.1	4.1
Cycle Q Clear(g_c), s	6.2	0.0	0.0	2.1	0.0	1.8	0.8	5.4	5.5	2.1	4.1	4.1
Prop In Lane	0.39		0.61	1.00		1.00	1.00		0.11	1.00		0.09
Lane Grp Cap(c), veh/h	543	0	0	517	0	544	52	1153	621	100	1246	673
V/C Ratio(X)	0.44	0.00	0.00	0.14	0.00	0.15	0.62	0.43	0.44	0.78	0.33	0.33
Avail Cap(c_a), veh/h	1318	0	0	1180	0	1374	1121	4283	2304	1121	4283	2316
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	0.0	0.0	12.5	0.0	10.6	22.9	12.2	12.2	22.2	10.9	10.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.0	4.4	0.3	0.6	4.9	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	0.5	0.0	0.5	0.4	1.8	2.0	0.9	1.3	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.1	0.0	0.0	12.6	0.0	10.6	27.3	12.6	12.9	27.1	11.1	11.2
LnGrp LOS	B	A	A	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		241			156			803			708	
Approach Delay, s/veh		14.1			11.5			13.3			12.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.1	21.6		19.1	5.8	22.8		19.1
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	4.1	7.5		8.2	2.8	6.1		4.1
Green Ext Time (p_c), s	0.1	8.3		1.1	0.0	5.5		0.4

Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	22	205	256	63	201	216	592	24	35	1273	73
Future Volume (veh/h)	159	22	205	256	63	201	216	592	24	35	1273	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.84	1.00		0.87	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	167	23	216	269	66	212	227	623	25	37	1340	77
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	326	231	290	431	317	253	1735	756	48	1296	74
Arrive On Green	0.11	0.17	0.17	0.16	0.23	0.23	0.14	0.49	0.49	0.03	0.38	0.38
Sat Flow, veh/h	1781	1870	1328	1781	1870	1375	1781	3554	1547	1781	3415	196
Grp Volume(v), veh/h	167	23	216	269	66	212	227	623	25	37	696	721
Grp Sat Flow(s),veh/h/ln	1781	1870	1328	1781	1870	1375	1781	1777	1547	1781	1777	1834
Q Serve(g_s), s	14.6	1.6	25.4	23.5	4.4	22.2	19.8	17.2	1.3	3.3	60.0	60.0
Cycle Q Clear(g_c), s	14.6	1.6	25.4	23.5	4.4	22.2	19.8	17.2	1.3	3.3	60.0	60.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	189	326	231	290	431	317	253	1735	756	48	674	696
V/C Ratio(X)	0.88	0.07	0.93	0.93	0.15	0.67	0.90	0.36	0.03	0.77	1.03	1.04
Avail Cap(c_a), veh/h	338	355	252	338	431	317	338	1735	756	338	674	696
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.7	54.6	64.4	65.3	48.5	55.3	66.7	25.1	21.0	76.4	49.0	49.0
Incr Delay (d2), s/veh	5.2	0.0	36.5	27.2	0.1	4.4	22.8	0.2	0.0	9.4	43.0	43.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.8	11.0	12.9	2.1	8.1	10.7	7.4	0.5	1.6	34.5	35.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.9	54.6	100.9	92.4	48.6	59.7	89.5	25.3	21.1	85.8	92.1	92.7
LnGrp LOS	E	D	F	F	D	E	F	C	C	F	F	F
Approach Vol, veh/h		406			547			875			1454	
Approach Delay, s/veh		87.6			74.5			41.8			92.2	
Approach LOS		F			E			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	85.9	30.1	32.4	26.8	68.7	21.2	41.3
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	5.3	19.2	25.5	27.4	21.8	62.0	16.6	24.2
Green Ext Time (p_c), s	0.0	6.3	0.2	0.2	0.6	0.0	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	75.2
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

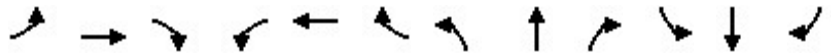
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	402	33	218	84	0	0	0	0	544	88	38
Future Volume (veh/h)	0	402	33	218	84	0	0	0	0	544	88	38
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	432	35	234	90	0				653	0	41
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	353	705	311	384	734	0				889	0	709
Arrive On Green	0.00	0.20	0.20	0.22	0.22	0.00				0.25	0.00	0.25
Sat Flow, veh/h	1781	3554	1569	1781	3572	0				3563	0	1583
Grp Volume(v), veh/h	0	432	35	234	90	0				653	0	41
Grp Sat Flow(s),veh/h/ln	1781	1777	1569	1781	1702	0				1781	0	1583
Q Serve(g_s), s	0.0	4.8	0.8	5.1	0.9	0.0				7.3	0.0	0.6
Cycle Q Clear(g_c), s	0.0	4.8	0.8	5.1	0.9	0.0				7.3	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	353	705	311	384	734	0				889	0	709
V/C Ratio(X)	0.00	0.61	0.11	0.61	0.12	0.00				0.73	0.00	0.06
Avail Cap(c_a), veh/h	2480	4948	2185	2480	4740	0				2894	0	1600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.8	14.2	15.3	13.6	0.0				14.9	0.0	6.7
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.8	0.1	0.0				0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	0.2	1.8	0.3	0.0				2.5	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.1	14.2	17.0	13.7	0.0				15.3	0.0	6.8
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		467			324						694	
Approach Delay, s/veh		15.9			16.1						14.8	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		12.5		17.0		13.6
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		6.8		9.3		7.1
Green Ext Time (p_c), s		1.8		1.4		2.2

Intersection Summary	
HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	910	0	0	276	273	24	15	83	38	0	252
Future Volume (veh/h)	92	910	0	0	276	273	24	15	83	38	0	252
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	101	1000	0	0	303	300	26	16	91	42	0	277
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	136	1494	0	0	488	435	190	26	145	51	0	335
Arrive On Green	0.08	0.42	0.00	0.00	0.27	0.27	0.11	0.11	0.11	0.24	0.00	0.24
Sat Flow, veh/h	1781	3647	0	0	1870	1585	1781	240	1363	208	0	1373
Grp Volume(v), veh/h	101	1000	0	0	303	300	26	0	107	319	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1602	1581	0	0
Q Serve(g_s), s	3.6	14.7	0.0	0.0	9.6	10.9	0.9	0.0	4.1	12.3	0.0	0.0
Cycle Q Clear(g_c), s	3.6	14.7	0.0	0.0	9.6	10.9	0.9	0.0	4.1	12.3	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.85	0.13		0.87
Lane Grp Cap(c), veh/h	136	1494	0	0	488	435	190	0	171	386	0	0
V/C Ratio(X)	0.74	0.67	0.00	0.00	0.62	0.69	0.14	0.00	0.63	0.83	0.00	0.00
Avail Cap(c_a), veh/h	828	3302	0	0	1651	1473	1103	0	992	980	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.2	15.1	0.0	0.0	20.5	21.0	26.2	0.0	27.6	23.1	0.0	0.0
Incr Delay (d2), s/veh	9.3	0.2	0.0	0.0	1.6	2.4	0.1	0.0	1.4	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.8	0.0	0.0	3.7	3.8	0.4	0.0	1.6	4.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	15.3	0.0	0.0	22.1	23.3	26.3	0.0	29.0	24.9	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	C	C	A	A
Approach Vol, veh/h		1101			603			133			319	
Approach Delay, s/veh		17.4			22.7			28.5			24.9	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	31.6		19.7	9.4	22.1		13.3					
Change Period (Y+Rc), s	* 4.4		4.0	4.5	4.4		6.4					
Max Green Setting (Gmax), s	* 60		40.0	30.0	60.0		40.0					
Max Q Clear Time (g_c+I1), s	16.7		14.3	5.6	12.9		6.1					
Green Ext Time (p_c), s	4.7		1.5	0.3	4.8		0.5					

Intersection Summary												
HCM 6th Ctrl Delay		20.7										
HCM 6th LOS		C										

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

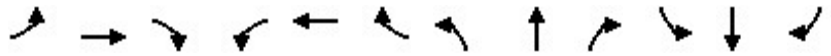
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	825	206	258	392	0	0	0	0	897	415	179
Future Volume (veh/h)	0	825	206	258	392	0	0	0	0	897	415	179
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	868	217	272	413	0				944	437	188
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1479	646	357	2032	0				1109	582	491
Arrive On Green	0.00	0.42	0.42	0.14	0.76	0.00				0.31	0.31	0.31
Sat Flow, veh/h	0	3647	1553	3456	3647	0				3563	1870	1576
Grp Volume(v), veh/h	0	868	217	272	413	0				944	437	188
Grp Sat Flow(s),veh/h/ln	0	1777	1553	1728	1777	0				1781	1870	1576
Q Serve(g_s), s	0.0	15.8	8.0	6.4	2.8	0.0				20.9	17.6	7.8
Cycle Q Clear(g_c), s	0.0	15.8	8.0	6.4	2.8	0.0				20.9	17.6	7.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1479	646	357	2032	0				1109	582	491
V/C Ratio(X)	0.00	0.59	0.34	0.76	0.20	0.00				0.85	0.75	0.38
Avail Cap(c_a), veh/h	0	1479	646	703	2032	0				1361	715	602
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.79	0.79	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	18.9	16.6	35.2	4.6	0.0				27.1	26.0	22.6
Incr Delay (d2), s/veh	0.0	1.4	1.1	1.2	0.2	0.0				3.8	2.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.1	2.7	2.5	0.9	0.0				9.1	7.9	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.3	17.7	36.5	4.9	0.0				30.9	28.6	22.8
LnGrp LOS	A	C	B	D	A	A				C	C	C
Approach Vol, veh/h		1085			685						1569	
Approach Delay, s/veh		19.8			17.4						29.3	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.1	39.9		31.1		52.9
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	17.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.4	17.8		22.9		4.8
Green Ext Time (p_c), s	0.3	1.8		3.3		3.0

Intersection Summary	
HCM 6th Ctrl Delay	23.8
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

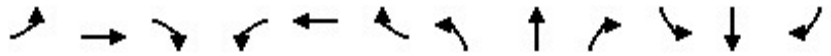


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	311	1397	0	0	523	477	121	256	40	0	0	0
Future Volume (veh/h)	311	1397	0	0	523	477	121	256	40	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	327	1471	0	0	551	502	127	269	42			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1195	2625	0	0	1189	530	207	480	74			
Arrive On Green	0.69	1.00	0.00	0.00	0.33	0.33	0.14	0.14	0.14			
Sat Flow, veh/h	3456	3647	0	0	3647	1585	1431	3313	514			
Grp Volume(v), veh/h	327	1471	0	0	551	502	160	135	144			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	1799	1702	1758			
Q Serve(g_s), s	3.0	0.0	0.0	0.0	10.3	25.9	7.0	6.2	6.4			
Cycle Q Clear(g_c), s	3.0	0.0	0.0	0.0	10.3	25.9	7.0	6.2	6.4			
Prop In Lane	1.00		0.00	0.00		1.00	0.80		0.29			
Lane Grp Cap(c), veh/h	1195	2625	0	0	1189	530	260	246	254			
V/C Ratio(X)	0.27	0.56	0.00	0.00	0.46	0.95	0.61	0.55	0.56			
Avail Cap(c_a), veh/h	1195	2625	0	0	1189	530	602	569	588			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.57	0.57	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	8.9	0.0	0.0	0.0	22.0	27.2	33.7	33.4	33.5			
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.0	1.3	27.9	0.9	0.7	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.0	0.2	0.0	0.0	4.1	12.9	3.1	2.5	2.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.0	0.5	0.0	0.0	23.3	55.1	34.6	34.1	34.2			
LnGrp LOS	A	A	A	A	C	E	C	C	C			
Approach Vol, veh/h		1798			1053			438				
Approach Delay, s/veh		2.0			38.5			34.3				
Approach LOS		A			D			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		66.9			33.9	33.0		17.1				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			5.0	27.9		9.0				
Green Ext Time (p_c), s		17.9			0.7	0.1		1.6				

Intersection Summary	
HCM 6th Ctrl Delay	18.0
HCM 6th LOS	B

Notes

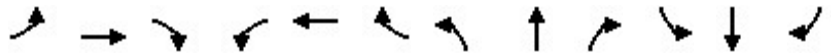
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	24	45	21	1310	25	0	0	0
Future Volume (veh/h)	0	0	0	0	24	45	21	1310	25	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.99			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	25	47	22	1379	26			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	32	60	108	3385	63			
Arrive On Green				0.00	0.05	0.05	0.68	0.68	0.68			
Sat Flow, veh/h				0	581	1093	27	4974	93			
Grp Volume(v), veh/h				0	0	72	522	433	471			
Grp Sat Flow(s),veh/h/ln				0	0	1674	1862	1549	1684			
Q Serve(g_s), s				0.0	0.0	1.8	0.0	5.2	5.2			
Cycle Q Clear(g_c), s				0.0	0.0	1.8	5.2	5.2	5.2			
Prop In Lane				0.00		0.65	0.04		0.06			
Lane Grp Cap(c), veh/h				0	0	92	1356	1054	1146			
V/C Ratio(X)				0.00	0.00	0.78	0.39	0.41	0.41			
Avail Cap(c_a), veh/h				0	0	1596	2739	2215	2408			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	19.6	3.0	3.0	3.0			
Incr Delay (d2), s/veh				0.0	0.0	5.4	0.3	0.4	0.3			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.8	0.7	0.6	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	25.0	3.2	3.4	3.3			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					72			1427				
Approach Delay, s/veh					25.0			3.3				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	34.2							7.8				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	7.2							3.8				
Green Ext Time (p_c), s	21.3							0.3				

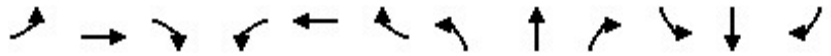
Intersection Summary												
HCM 6th Ctrl Delay			4.3									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	245	126	277	354	85	197	385	72	159	1022	68
Future Volume (veh/h)	89	245	126	277	354	85	197	385	72	159	1022	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	95	261	134	295	377	90	210	410	77	169	1087	72
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	319	270	325	417	99	240	1603	293	199	1695	112
Arrive On Green	0.07	0.17	0.17	0.18	0.29	0.29	0.13	0.37	0.37	0.11	0.35	0.35
Sat Flow, veh/h	1781	1870	1579	1781	1459	348	1781	4335	792	1781	4890	324
Grp Volume(v), veh/h	95	261	134	295	0	467	210	319	168	169	756	403
Grp Sat Flow(s),veh/h/ln	1781	1870	1579	1781	0	1807	1781	1702	1723	1781	1702	1810
Q Serve(g_s), s	6.0	15.5	8.8	18.6	0.0	28.6	13.3	7.5	7.8	10.7	21.4	21.5
Cycle Q Clear(g_c), s	6.0	15.5	8.8	18.6	0.0	28.6	13.3	7.5	7.8	10.7	21.4	21.5
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.46	1.00		0.18
Lane Grp Cap(c), veh/h	120	319	270	325	0	516	240	1259	637	199	1180	627
V/C Ratio(X)	0.79	0.82	0.50	0.91	0.00	0.90	0.87	0.25	0.26	0.85	0.64	0.64
Avail Cap(c_a), veh/h	465	651	550	465	0	629	465	1778	900	465	1778	945
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.8	45.9	43.2	46.0	0.0	39.5	48.7	25.2	25.3	50.1	31.5	31.6
Incr Delay (d2), s/veh	4.3	2.0	0.5	13.4	0.0	14.7	3.9	0.2	0.4	3.9	1.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	7.4	3.5	9.5	0.0	14.8	6.1	3.0	3.2	4.9	8.8	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	47.9	43.7	59.4	0.0	54.2	52.6	25.4	25.7	54.0	32.6	33.5
LnGrp LOS	E	D	D	E	A	D	D	C	C	D	C	C
Approach Vol, veh/h		490			762			697			1328	
Approach Delay, s/veh		48.5			56.2			33.7			35.6	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	47.8	25.4	24.5	19.9	45.1	12.2	37.7
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	12.7	9.8	20.6	17.5	15.3	23.5	8.0	30.6
Green Ext Time (p_c), s	0.2	6.2	0.3	1.3	0.2	16.3	0.1	2.1

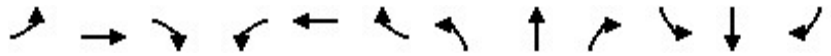
Intersection Summary	
HCM 6th Ctrl Delay	41.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	263	301	83	193	0	0	0	0	225	2119	361
Future Volume (veh/h)	0	263	301	83	193	0	0	0	0	225	2119	361
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	283	324	89	208	0				242	2278	388
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	499	422	156	484	0				1073	2661	437
Arrive On Green	0.00	0.27	0.27	0.27	0.27	0.00				0.60	0.60	0.60
Sat Flow, veh/h	0	1870	1581	353	1900	0				1781	4419	725
Grp Volume(v), veh/h	0	283	324	125	172	0				242	1735	931
Grp Sat Flow(s),veh/h/ln	0	1870	1581	551	1617	0				1781	1702	1739
Q Serve(g_s), s	0.0	13.0	18.8	10.9	8.7	0.0				6.2	41.1	45.5
Cycle Q Clear(g_c), s	0.0	13.0	18.8	23.9	8.7	0.0				6.2	41.1	45.5
Prop In Lane	0.00		1.00	0.71		0.00				1.00		0.42
Lane Grp Cap(c), veh/h	0	499	422	209	431	0				1073	2050	1048
V/C Ratio(X)	0.00	0.57	0.77	0.60	0.40	0.00				0.23	0.85	0.89
Avail Cap(c_a), veh/h	0	565	478	243	488	0				1076	2057	1051
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	31.5	33.6	39.6	29.9	0.0				9.1	16.0	16.9
Incr Delay (d2), s/veh	0.0	0.4	5.5	2.3	0.4	0.0				0.2	3.7	9.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.9	7.8	3.1	3.4	0.0				2.3	15.3	19.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.8	39.0	41.8	30.3	0.0				9.3	19.7	26.8
LnGrp LOS	A	C	D	D	C	A				A	B	C
Approach Vol, veh/h		607			297						2908	
Approach Delay, s/veh		35.7			35.2						21.1	
Approach LOS		D			D						C	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		33.2		66.1		33.2
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		20.8		47.5		25.9
Green Ext Time (p_c), s		1.3		12.3		0.6

Intersection Summary	
HCM 6th Ctrl Delay	24.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	47	250	0	22	13	255	1359	47	0	0	0
Future Volume (veh/h)	203	47	250	0	22	13	255	1359	47	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	214	49	263	0	23	14	268	1431	49			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	426	68	1243	0	294	179	921	1812	62			
Arrive On Green	0.27	0.27	0.27	0.00	0.27	0.27	0.52	0.52	0.52			
Sat Flow, veh/h	1105	253	1570	0	1089	663	1781	3504	120			
Grp Volume(v), veh/h	263	0	263	0	0	37	268	724	756			
Grp Sat Flow(s),veh/h/ln	1358	0	1570	0	0	1751	1781	1777	1847			
Q Serve(g_s), s	8.5	0.0	0.0	0.0	0.0	0.8	4.4	17.0	17.1			
Cycle Q Clear(g_c), s	9.3	0.0	0.0	0.0	0.0	0.8	4.4	17.0	17.1			
Prop In Lane	0.81		1.00	0.00		0.38	1.00		0.06			
Lane Grp Cap(c), veh/h	494	0	1243	0	0	473	921	919	955			
V/C Ratio(X)	0.53	0.00	0.21	0.00	0.00	0.08	0.29	0.79	0.79			
Avail Cap(c_a), veh/h	951	0	1740	0	0	1027	1027	1025	1065			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	17.4	0.0	1.4	0.0	0.0	13.9	7.0	10.1	10.1			
Incr Delay (d2), s/veh	0.9	0.0	0.1	0.0	0.0	0.0	0.2	3.8	3.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.7	0.0	3.8	0.0	0.0	0.3	1.3	5.9	6.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	0.0	1.5	0.0	0.0	14.0	7.2	13.9	13.8			
LnGrp LOS	B	A	A	A	A	B	A	B	B			
Approach Vol, veh/h		526			37			1748				
Approach Delay, s/veh		9.9			14.0			12.8				
Approach LOS		A			B			B				

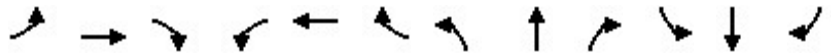
Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	31.0	20.2	20.2
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	19.1	11.3	2.8
Green Ext Time (p_c), s	7.3	2.5	0.1

Intersection Summary	
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	6	28	126	3	10	4	583	200	215	1333	9
Future Volume (veh/h)	5	6	28	126	3	10	4	583	200	215	1333	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	7	33	147	3	12	5	678	233	250	1550	10
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	442	67	317	418	77	309	10	2044	630	376	2638	17
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.01	0.40	0.40	0.11	0.50	0.50
Sat Flow, veh/h	1385	283	1332	1355	324	1297	1781	5106	1574	3456	5234	34
Grp Volume(v), veh/h	6	0	40	147	0	15	5	678	233	250	1008	552
Grp Sat Flow(s),veh/h/ln	1385	0	1615	1355	0	1621	1781	1702	1574	1728	1702	1864
Q Serve(g_s), s	0.2	0.0	1.1	5.6	0.0	0.4	0.2	5.4	6.1	4.1	12.3	12.3
Cycle Q Clear(g_c), s	0.6	0.0	1.1	6.7	0.0	0.4	0.2	5.4	6.1	4.1	12.3	12.3
Prop In Lane	1.00		0.82	1.00		0.80	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	442	0	384	418	0	386	10	2044	630	376	1715	939
V/C Ratio(X)	0.01	0.00	0.10	0.35	0.00	0.04	0.53	0.33	0.37	0.66	0.59	0.59
Avail Cap(c_a), veh/h	1052	0	1096	1015	0	1100	907	5197	1602	1759	3465	1897
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.5	0.0	17.6	20.2	0.0	17.3	29.2	12.2	12.4	25.2	10.3	10.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	15.7	0.2	0.6	0.8	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.4	1.7	0.0	0.2	0.1	1.8	2.0	1.6	3.7	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5	0.0	17.6	20.4	0.0	17.3	45.0	12.4	13.1	26.0	10.6	10.9
LnGrp LOS	B	A	B	C	A	B	D	B	B	C	B	B
Approach Vol, veh/h		46			162			916			1810	
Approach Delay, s/veh		17.6			20.1			12.7			12.8	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.8	29.3		18.8	4.7	35.4		18.8
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	6.1	8.1		3.1	2.2	14.3		8.7
Green Ext Time (p_c), s	0.4	12.0		0.1	0.0	15.4		0.3

Intersection Summary	
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

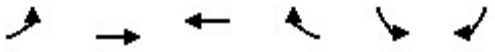
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3358	12	0	1591	0	0	0	1	0	0	0
Future Vol, veh/h	0	3358	12	0	1591	0	0	0	1	0	0	0
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	3427	12	0	1623	0	0	0	1	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1721	-	-	812
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	0	0	0	67	0	0	276
Stage 1	0	-	-	0	-	0	0	0	-	0	0	-
Stage 2	0	-	-	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	67	-	-	276
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	59.6	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	67	-	-	-	-
HCM Lane V/C Ratio	0.015	-	-	-	-
HCM Control Delay (s)	59.6	-	-	-	0
HCM Lane LOS	F	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1266	2138	1689	138	87	17
Future Volume (veh/h)	1266	2138	1689	138	87	17
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1319	2227	1759	0	91	18
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	1130	4210	2394		118	105
Arrive On Green	0.33	0.84	0.48	0.00	0.07	0.07
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1319	2227	1759	0	91	18
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	38.6	14.8	33.4	0.0	5.9	1.3
Cycle Q Clear(g_c), s	38.6	14.8	33.4	0.0	5.9	1.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1130	4210	2394		118	105
V/C Ratio(X)	1.17	0.53	0.73		0.77	0.17
Avail Cap(c_a), veh/h	1130	4210	2394		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.75	0.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	2.6	24.6	0.0	54.2	52.0
Incr Delay (d2), s/veh	84.9	0.5	1.5	0.0	3.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.9	2.2	12.6	0.0	2.7	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	124.6	3.1	26.2	0.0	58.1	52.3
LnGrp LOS	F	A	C		E	D
Approach Vol, veh/h		3546	1759	A	109	
Approach Delay, s/veh		48.3	26.2		57.2	
Approach LOS		D	C		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		105.0		13.0	43.0	62.0
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	38.6	* 35
Max Q Clear Time (g_c+I1), s		16.8		7.9	40.6	35.4
Green Ext Time (p_c), s		57.0		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	41.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	1356	97	104	742	112	97	305	146	206	778	574
Future Volume (veh/h)	290	1356	97	104	742	112	97	305	146	206	778	574
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	337	1577	113	121	863	130	113	355	170	240	905	667
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	360	1575	112	193	1179	178	136	481	216	244	1025	634
Arrive On Green	0.20	0.47	0.47	0.04	0.13	0.13	0.08	0.14	0.14	0.14	0.20	0.20
Sat Flow, veh/h	1781	3361	239	1781	3096	466	1781	3437	1540	1781	5106	1565
Grp Volume(v), veh/h	337	828	862	121	495	498	113	351	174	240	905	667
Grp Sat Flow(s),veh/h/ln	1781	1777	1823	1781	1777	1786	1781	1702	1573	1781	1702	1565
Q Serve(g_s), s	26.1	65.0	65.6	9.4	37.6	37.6	8.8	13.9	14.9	18.8	24.1	28.1
Cycle Q Clear(g_c), s	26.1	65.0	65.6	9.4	37.6	37.6	8.8	13.9	14.9	18.8	24.1	28.1
Prop In Lane	1.00		0.13	1.00		0.26	1.00		0.98	1.00		1.00
Lane Grp Cap(c), veh/h	360	833	854	193	677	680	136	477	220	244	1025	634
V/C Ratio(X)	0.94	0.99	1.01	0.63	0.73	0.73	0.83	0.74	0.79	0.98	0.88	1.05
Avail Cap(c_a), veh/h	382	833	854	193	677	680	244	625	289	244	1025	634
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	0.97	0.97	0.97	0.83	0.83	0.83
Uniform Delay (d), s/veh	55.0	37.0	37.2	64.7	54.3	54.3	63.8	57.7	58.2	60.2	54.4	41.9
Incr Delay (d2), s/veh	29.6	30.0	32.9	13.1	6.3	6.3	4.7	3.4	10.6	47.3	8.0	46.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.5	33.8	35.7	5.1	19.1	19.2	4.1	6.2	6.6	11.7	11.0	29.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.5	67.0	70.1	77.8	60.6	60.6	68.5	61.1	68.8	107.6	62.4	88.8
LnGrp LOS	F	E	F	E	E	E	E	E	E	F	E	F
Approach Vol, veh/h		2027			1114			638			1812	
Approach Delay, s/veh		71.2			62.5			64.5			78.1	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.6	24.6	21.0	70.8	15.1	33.1	32.7	59.1
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	20.8	16.9	11.4	67.6	10.8	30.1	28.1	39.6
Green Ext Time (p_c), s	0.0	2.4	0.0	0.0	0.1	0.0	0.2	2.8

Intersection Summary	
HCM 6th Ctrl Delay	70.9
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1472	156	38	193	0	0	0	0	299	670	795
Future Volume (veh/h)	0	1472	156	38	193	0	0	0	0	299	670	795
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1566	166	40	205	0				318	713	846
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1624	170	65	2021	0				553	1360	543
Arrive On Green	0.00	0.17	0.17	0.04	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3338	340	1781	3647	0				1599	3933	1570
Grp Volume(v), veh/h	0	850	882	40	205	0				356	675	846
Grp Sat Flow(s),veh/h/ln	0	1777	1808	1781	1777	0				1790	1870	1570
Q Serve(g_s), s	0.0	66.4	68.0	3.1	3.7	0.0				22.7	20.2	48.4
Cycle Q Clear(g_c), s	0.0	66.4	68.0	3.1	3.7	0.0				22.7	20.2	48.4
Prop In Lane	0.00		0.19	1.00		0.00				0.89		1.00
Lane Grp Cap(c), veh/h	0	889	905	65	2021	0				619	1293	543
V/C Ratio(X)	0.00	0.96	0.98	0.61	0.10	0.00				0.58	0.52	1.56
Avail Cap(c_a), veh/h	0	889	905	313	2021	0				619	1293	543
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.75	0.75	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	56.9	57.6	66.5	13.8	0.0				37.4	36.6	45.8
Incr Delay (d2), s/veh	0.0	3.3	4.9	2.6	0.1	0.0				3.9	1.5	260.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	32.5	34.2	1.4	1.5	0.0				10.8	9.6	58.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	60.2	62.5	69.1	13.9	0.0				41.3	38.1	306.2
LnGrp LOS	A	E	E	E	B	A				D	D	F
Approach Vol, veh/h		1732			245						1877	
Approach Delay, s/veh		61.4			22.9						159.5	
Approach LOS		E			C						F	

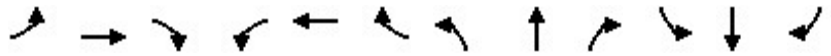
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.5	76.7		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	5.1	70.0		50.4		5.7
Green Ext Time (p_c), s	0.0	0.0		0.0		0.4

Intersection Summary		
HCM 6th Ctrl Delay		106.7
HCM 6th LOS		F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	816	925	0	0	197	161	42	246	124	0	0	0
Future Volume (veh/h)	816	925	0	0	197	161	42	246	124	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	877	995	0	0	212	173	45	265	133			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1585	1381	0	0	416	323	70	434	203			
Arrive On Green	0.46	0.74	0.00	0.00	0.22	0.22	0.14	0.14	0.14			
Sat Flow, veh/h	3456	1870	0	0	1997	1478	502	3120	1456			
Grp Volume(v), veh/h	877	995	0	0	197	188	166	144	133			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1604	1845	1777	1456			
Q Serve(g_s), s	14.7	23.8	0.0	0.0	7.8	8.3	6.8	6.1	6.9			
Cycle Q Clear(g_c), s	14.7	23.8	0.0	0.0	7.8	8.3	6.8	6.1	6.9			
Prop In Lane	1.00		0.00	0.00		0.92	0.27		1.00			
Lane Grp Cap(c), veh/h	1585	1381	0	0	389	351	257	247	203			
V/C Ratio(X)	0.55	0.72	0.00	0.00	0.51	0.54	0.65	0.58	0.66			
Avail Cap(c_a), veh/h	1585	1381	0	0	580	523	394	380	311			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.14	0.14	0.00	0.00	1.00	1.00	0.92	0.92	0.92			
Uniform Delay (d), s/veh	15.7	5.8	0.0	0.0	27.5	27.7	32.6	32.3	32.6			
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.0	0.4	0.5	0.9	0.8	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.1	5.5	0.0	0.0	3.2	3.0	3.1	2.6	2.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.8	6.3	0.0	0.0	27.9	28.1	33.5	33.0	33.9			
LnGrp LOS	B	A	A	A	C	C	C	C	C			
Approach Vol, veh/h		1872			385			443				
Approach Delay, s/veh		10.7			28.0			33.5				
Approach LOS		B			C			C				

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		64.0			41.6	22.4		16.0				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		25.8			16.7	10.3		8.9				
Green Ext Time (p_c), s		5.2			1.8	1.2		1.0				

Intersection Summary												
HCM 6th Ctrl Delay			16.9									
HCM 6th LOS			B									

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

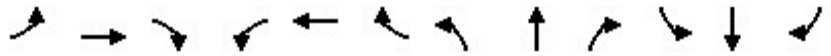
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	187	1148	649	0	0	2325
Future Volume (veh/h)	187	1148	649	0	0	2325
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	195	0	676	0	0	2422
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	227		2995	0	254	4921
Arrive On Green	0.13	0.00	0.60	0.00	0.00	0.78
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	195	0	676	0	0	2422
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	11.8	0.0	6.9	0.0	0.0	14.9
Cycle Q Clear(g_c), s	11.8	0.0	6.9	0.0	0.0	14.9
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	227		2995	0	254	4921
V/C Ratio(X)	0.86		0.23	0.00	0.00	0.49
Avail Cap(c_a), veh/h	552		2995	0	593	4921
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.00	0.82	0.00	0.00	0.81
Uniform Delay (d), s/veh	47.0	0.0	10.1	0.0	0.0	4.2
Incr Delay (d2), s/veh	3.0	0.0	0.0	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	2.3	0.0	0.0	3.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.0	0.0	10.2	0.0	0.0	4.5
LnGrp LOS	D		B	A	A	A
Approach Vol, veh/h	195	A	676			2422
Approach Delay, s/veh	50.0		10.2			4.5
Approach LOS	D		B			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	20.1	71.0				91.1	18.9
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	36.6	25.1				66.1	34.1
Max Q Clear Time (g_c+I1), s	10.0	8.9				16.9	13.8
Green Ext Time (p_c), s	0.0	5.3				38.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



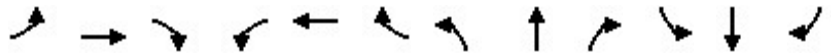
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	178	1183	102	136	428	0	0	900	55
Future Volume (veh/h)	0	0	0	178	1183	102	136	428	0	0	900	55
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				187	1245	107	143	451	0	0	947	58
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				350	2492	220	155	1629	0	0	852	52
Arrive On Green				0.19	0.19	0.19	0.17	0.64	0.00	0.00	0.17	0.17
Sat Flow, veh/h				610	4343	384	1781	5274	0	0	5075	300
Grp Volume(v), veh/h				564	475	501	143	451	0	0	656	349
Grp Sat Flow(s),veh/h/ln				1840	1702	1796	1781	1702	0	0	1702	1802
Q Serve(g_s), s				30.4	27.4	27.4	8.7	4.3	0.0	0.0	19.1	19.1
Cycle Q Clear(g_c), s				30.4	27.4	27.4	8.7	4.3	0.0	0.0	19.1	19.1
Prop In Lane				0.33		0.21	1.00		0.00	0.00		0.17
Lane Grp Cap(c), veh/h				1055	976	1030	155	1629	0	0	591	313
V/C Ratio(X)				0.53	0.49	0.49	0.92	0.28	0.00	0.00	1.11	1.11
Avail Cap(c_a), veh/h				1055	976	1030	155	1629	0	0	591	313
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.85	0.85	0.85	0.64	0.64	0.00	0.00	0.44	0.44
Uniform Delay (d), s/veh				31.3	30.1	30.1	45.0	14.3	0.0	0.0	45.5	45.5
Incr Delay (d2), s/veh				1.6	1.5	1.4	36.2	0.1	0.0	0.0	60.7	69.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				15.4	12.8	13.5	5.0	1.5	0.0	0.0	12.9	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				33.0	31.6	31.5	81.2	14.4	0.0	0.0	106.1	115.1
LnGrp LOS				C	C	C	F	B	A	A	F	F
Approach Vol, veh/h					1539			594			1005	
Approach Delay, s/veh					32.1			30.5			109.2	
Approach LOS					C			C			F	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	15.5	25.5	69.0	41.0
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	9.6	* 19	63.1	35.1
Max Q Clear Time (g_c+I1), s	10.7	21.1	32.4	6.3
Green Ext Time (p_c), s	0.0	0.0	10.0	3.5

Intersection Summary	
HCM 6th Ctrl Delay	56.5
HCM 6th LOS	E

Notes

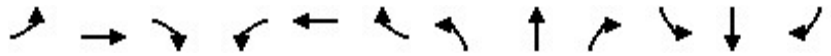
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	260	1419	0	0	0	0	0	506	74
Future Volume (veh/h)	0	0	0	260	1419	0	0	0	0	0	506	74
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				271	1478	0				0	527	77
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				542	3176	0				0	890	127
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				763	4641	0				0	4657	643
Grp Volume(v), veh/h				650	1099	0				0	397	207
Grp Sat Flow(s),veh/h/ln				1832	1702	0				0	1702	1727
Q Serve(g_s), s				33.9	30.4	0.0				0.0	11.6	12.0
Cycle Q Clear(g_c), s				33.9	30.4	0.0				0.0	11.6	12.0
Prop In Lane				0.42		0.00				0.00		0.37
Lane Grp Cap(c), veh/h				1301	2417	0				0	675	342
V/C Ratio(X)				0.50	0.45	0.00				0.00	0.59	0.60
Avail Cap(c_a), veh/h				1301	2417	0				0	675	342
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				25.2	23.9	0.0				0.0	40.0	40.2
Incr Delay (d2), s/veh				1.4	0.6	0.0				0.0	3.7	7.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				17.0	14.0	0.0				0.0	5.3	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				26.6	24.5	0.0				0.0	43.8	47.9
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					1749						604	
Approach Delay, s/veh					25.3						45.2	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.7		83.3						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.8		78.1						
Max Q Clear Time (g_c+I1), s				14.0		35.9						
Green Ext Time (p_c), s				0.7		2.7						

Intersection Summary												
HCM 6th Ctrl Delay			30.4									
HCM 6th LOS			C									



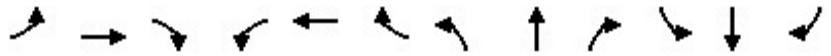
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1602	101	91	194	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1602	101	91	194	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	1652	104	94	200	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3441	216	223	512	0			
Arrive On Green				0.00	0.23	0.23	0.07	0.07	0.00			
Sat Flow, veh/h				0	5078	309	1090	2596	0			
Grp Volume(v), veh/h				0	1145	611	157	137	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1815	1816	1777	0			
Q Serve(g_s), s				0.0	32.0	32.0	9.1	8.1	0.0			
Cycle Q Clear(g_c), s				0.0	32.0	32.0	9.1	8.1	0.0			
Prop In Lane				0.00		0.17	0.60		0.00			
Lane Grp Cap(c), veh/h				0	2386	1272	371	363	0			
V/C Ratio(X)				0.00	0.48	0.48	0.42	0.38	0.00			
Avail Cap(c_a), veh/h				0	2386	1272	371	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	24.9	25.0	45.0	44.6	0.0			
Incr Delay (d2), s/veh				0.0	0.7	1.3	3.5	3.0	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	14.7	16.0	4.8	4.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	25.6	26.3	48.5	47.6	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					1756			294				
Approach Delay, s/veh					25.9			48.1				
Approach LOS					C			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						34.0		11.1				
Green Ext Time (p_c), s						19.4		1.3				

Intersection Summary	
HCM 6th Ctrl Delay	29.0
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	247	1702	0	0	0	0	0	522	53
Future Volume (veh/h)	0	0	0	247	1702	0	0	0	0	0	522	53
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				263	1811	0				0	555	56
Peak Hour Factor				0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				438	3237	0				0	733	320
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				625	4787	0				0	3647	1553
Grp Volume(v), veh/h				774	1300	0				0	555	56
Grp Sat Flow(s),veh/h/ln				1839	1702	0				0	1777	1553
Q Serve(g_s), s				41.3	36.9	0.0				0.0	16.2	3.3
Cycle Q Clear(g_c), s				41.3	36.9	0.0				0.0	16.2	3.3
Prop In Lane				0.34		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1289	2386	0				0	733	320
V/C Ratio(X)				0.60	0.54	0.00				0.00	0.76	0.17
Avail Cap(c_a), veh/h				1289	2386	0				0	733	320
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				28.5	26.8	0.0				0.0	41.1	35.9
Incr Delay (d2), s/veh				2.1	0.9	0.0				0.0	7.2	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				21.0	17.1	0.0				0.0	7.8	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				30.6	27.7	0.0				0.0	48.2	37.1
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2074						611	
Approach Delay, s/veh					28.8						47.2	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				27.6		82.4						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				22.7		77.1						
Max Q Clear Time (g_c+I1), s				18.2		43.3						
Green Ext Time (p_c), s				1.6		21.6						

Intersection Summary												
HCM 6th Ctrl Delay			33.0									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1910	58	68	105	0	0	0	0
Future Volume (veh/h)	0	0	0	0	1910	58	68	105	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2011	61	72	111	0			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3708	112	236	399	0			
Arrive On Green				0.00	0.73	0.73	0.06	0.06	0.00			
Sat Flow, veh/h				0	5261	154	1331	2343	0			
Grp Volume(v), veh/h				0	1343	729	98	85	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1843	1804	1777	0			
Q Serve(g_s), s				0.0	19.5	19.6	5.7	5.1	0.0			
Cycle Q Clear(g_c), s				0.0	19.5	19.6	5.7	5.1	0.0			
Prop In Lane				0.00		0.08	0.74		0.00			
Lane Grp Cap(c), veh/h				0	2479	1342	320	315	0			
V/C Ratio(X)				0.00	0.54	0.54	0.31	0.27	0.00			
Avail Cap(c_a), veh/h				0	2479	1342	320	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	6.7	6.7	45.3	45.0	0.0			
Incr Delay (d2), s/veh				0.0	0.9	1.6	2.5	2.1	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	6.3	7.2	2.9	2.5	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	7.6	8.3	47.7	47.1	0.0			
LnGrp LOS				A	A	A	D	D	A			
Approach Vol, veh/h					2072			183				
Approach Delay, s/veh					7.8			47.4				
Approach LOS					A			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						21.6		7.7				
Green Ext Time (p_c), s						29.0		0.7				
Intersection Summary												
HCM 6th Ctrl Delay			11.0									
HCM 6th LOS			B									

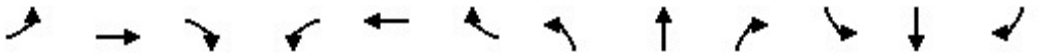
Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	182	656	4	105	0	0	0	25
Future Vol, veh/h	0	0	0	0	182	656	4	105	0	0	0	25
Conflicting Peds, #/hr	0	0	7	7	0	0	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	190	683	4	109	0	0	0	26

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	95	873	-	-	-	437
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	95	873	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	878	287	0	0	0	567
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	901	366	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	838	287	-	-	-	567
Mov Cap-2 Maneuver	-	-	-	838	287	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	860	366	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	25.1	11.7
HCM LOS		D	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	287	-	-	567
HCM Lane V/C Ratio	0.381	-	-	0.046
HCM Control Delay (s)	25.1	-	-	11.7
HCM Lane LOS	D	-	-	B
HCM 95th %tile Q(veh)	1.7	-	-	0.1



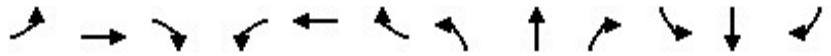
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑						↑↑↑	↱	↰↰↰	↑	
Traffic Volume (veh/h)	0	0	0	0	0	0	0	639	143	1335	1211	0
Future Volume (veh/h)	0	0	0	0	0	0	0	639	143	1335	1211	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.84	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	652	146	1362	1236	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	971	259	3607	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.19	0.19	0.72	0.95	0.00
Sat Flow, veh/h		0					0	5149	1329	5023	1826	0
Grp Volume(v), veh/h		0.0					0	652	146	1362	1236	0
Grp Sat Flow(s),veh/h/ln							0	1662	1329	1674	1826	0
Q Serve(g_s), s							0.0	13.3	10.9	11.5	10.9	0.0
Cycle Q Clear(g_c), s							0.0	13.3	10.9	11.5	10.9	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	971	259	3607	1740	0
V/C Ratio(X)							0.00	0.67	0.56	0.38	0.71	0.00
Avail Cap(c_a), veh/h							0	1205	321	3607	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.83	0.83	0.00
Uniform Delay (d), s/veh							0.0	41.0	40.1	6.0	0.4	0.0
Incr Delay (d2), s/veh							0.0	2.2	5.0	0.1	2.1	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	5.5	3.8	3.2	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	43.3	45.0	6.1	2.5	0.0
LnGrp LOS							A	D	D	A	A	A
Approach Vol, veh/h								798			2598	
Approach Delay, s/veh								43.6			4.3	
Approach LOS								D			A	

Timer - Assigned Phs	1	2			6							
Phs Duration (G+Y+Rc), s	83.4	26.6			110.0							
Change Period (Y+Rc), s	4.4	* 5.2			5.2							
Max Green Setting (Gmax), s	40.0	* 27			40.0							
Max Q Clear Time (g_c+I1), s	13.5	15.3			12.9							
Green Ext Time (p_c), s	6.0	6.1			16.0							

Intersection Summary		
HCM 6th Ctrl Delay		13.6
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



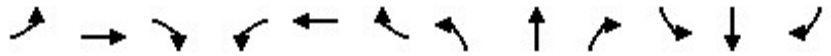
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱					↑↑↑↳		↰	↑↑↑	
Traffic Volume (veh/h)	59	1426	65	0	0	0	0	460	241	216	900	0
Future Volume (veh/h)	59	1426	65	0	0	0	0	460	241	216	900	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.93	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	60	1455	66				0	469	246	220	918	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	102	2630	816				0	713	309	246	1979	0
Arrive On Green	0.17	0.17	0.17				0.00	0.21	0.21	0.28	0.77	0.00
Sat Flow, veh/h	196	5068	1573				0	3572	1478	1781	5274	0
Grp Volume(v), veh/h	569	946	66				0	469	246	220	918	0
Grp Sat Flow(s),veh/h/ln	1861	1702	1573				0	1702	1478	1781	1702	0
Q Serve(g_s), s	31.0	27.9	3.9				0.0	13.9	17.4	13.1	6.9	0.0
Cycle Q Clear(g_c), s	31.0	27.9	3.9				0.0	13.9	17.4	13.1	6.9	0.0
Prop In Lane	0.11		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	965	1766	816				0	713	309	246	1979	0
V/C Ratio(X)	0.59	0.54	0.08				0.00	0.66	0.80	0.89	0.46	0.00
Avail Cap(c_a), veh/h	965	1766	816				0	916	398	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.63	0.63	0.63				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	34.8	33.5	23.5				0.0	39.9	41.3	39.0	8.4	0.0
Incr Delay (d2), s/veh	1.7	0.7	0.1				0.0	1.3	8.7	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	12.9	1.5				0.0	5.9	7.0	4.9	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	34.2	23.7				0.0	41.1	50.0	41.2	8.4	0.0
LnGrp LOS	D	C	C				A	D	D	D	A	A
Approach Vol, veh/h		1581						715			1138	
Approach Delay, s/veh		34.6						44.2			14.7	
Approach LOS		C						D			B	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	62.0	48.0	19.6	28.4
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	33.0	8.9	15.1	19.4
Green Ext Time (p_c), s	9.9	5.8	0.1	3.7

Intersection Summary	
HCM 6th Ctrl Delay	30.0
HCM 6th LOS	C

Notes

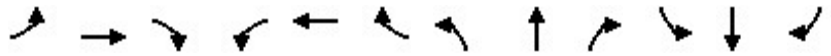
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



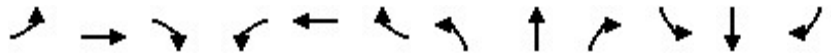
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1895	46	0	0	0	0	0	0	279	504	0
Future Volume (veh/h)	0	1895	46	0	0	0	0	0	0	279	504	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2082	51							307	554	0
Peak Hour Factor	0.91	0.91	0.91							0.91	0.91	0.91
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2985	73							568	1134	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5291	125							1732	3624	0
Grp Volume(v), veh/h	0	1382	751							316	545	0
Grp Sat Flow(s),veh/h/ln	0	1702	1844							1784	1702	0
Q Serve(g_s), s	0.0	41.7	41.8							18.5	16.6	0.0
Cycle Q Clear(g_c), s	0.0	41.7	41.8							18.5	16.6	0.0
Prop In Lane	0.00		0.07							0.97		0.00
Lane Grp Cap(c), veh/h	0	1984	1075							585	1117	0
V/C Ratio(X)	0.00	0.70	0.70							0.54	0.49	0.00
Avail Cap(c_a), veh/h	0	1984	1075							585	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	35.4	35.4							41.2	40.3	0.0
Incr Delay (d2), s/veh	0.0	2.1	3.8							3.6	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.5	21.7							9.4	7.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	37.4	39.2							44.7	41.9	0.0
LnGrp LOS	A	D	D							D	D	A
Approach Vol, veh/h		2133									861	
Approach Delay, s/veh		38.0									42.9	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	43.8	20.5
Green Ext Time (p_c), s	7.1	2.3

Intersection Summary	
HCM 6th Ctrl Delay	39.4
HCM 6th LOS	D



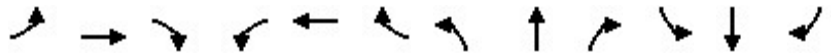
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	2417	0	0	0	0	0	202	255	0	0	0
Future Volume (veh/h)	71	2417	0	0	0	0	0	202	255	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	78	2656	0				0	222	280			
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	81	2941	0				0	599	512			
Arrive On Green	0.19	0.19	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	141	5294	0				0	1870	1517			
Grp Volume(v), veh/h	1029	1705	0				0	222	280			
Grp Sat Flow(s),veh/h/ln	1863	1702	0				0	1777	1517			
Q Serve(g_s), s	60.2	53.5	0.0				0.0	10.4	16.5			
Cycle Q Clear(g_c), s	60.2	53.5	0.0				0.0	10.4	16.5			
Prop In Lane	0.08		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1069	1953	0				0	599	512			
V/C Ratio(X)	0.96	0.87	0.00				0.00	0.37	0.55			
Avail Cap(c_a), veh/h	1069	1953	0				0	599	512			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	43.4	40.7	0.0				0.0	27.6	29.6			
Incr Delay (d2), s/veh	19.8	5.8	0.0				0.0	1.8	4.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	35.8	25.9	0.0				0.0	4.8	6.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	46.5	0.0				0.0	29.4	33.8			
LnGrp LOS	E	D	A				A	C	C			
Approach Vol, veh/h		2734						502				
Approach Delay, s/veh		52.8						31.8				
Approach LOS		D						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		68.0						42.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		63.1						37.1				
Max Q Clear Time (g_c+I1), s		62.2						18.5				
Green Ext Time (p_c), s		0.9						3.3				
Intersection Summary												
HCM 6th Ctrl Delay			49.5									
HCM 6th LOS			D									



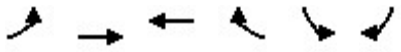
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2949	73	0	0	0	0	0	0	350	408	0
Future Volume (veh/h)	0	2949	73	0	0	0	0	0	0	350	408	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	3205	79							380	443	0
Peak Hour Factor	0.92	0.92	0.92							0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3452	84							423	843	0
Arrive On Green	0.00	0.22	0.22							0.08	0.08	0.00
Sat Flow, veh/h	0	5293	125							1781	3647	0
Grp Volume(v), veh/h	0	2119	1165							380	443	0
Grp Sat Flow(s),veh/h/ln	0	1702	1846							1781	1777	0
Q Serve(g_s), s	0.0	67.0	68.2							23.3	13.2	0.0
Cycle Q Clear(g_c), s	0.0	67.0	68.2							23.3	13.2	0.0
Prop In Lane	0.00		0.07							1.00		0.00
Lane Grp Cap(c), veh/h	0	2293	1243							423	843	0
V/C Ratio(X)	0.00	0.92	0.94							0.90	0.53	0.00
Avail Cap(c_a), veh/h	0	2293	1243							423	843	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	40.0	40.5							49.4	44.7	0.0
Incr Delay (d2), s/veh	0.0	7.8	14.3							24.6	2.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	32.9	38.5							14.0	6.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	47.8	54.7							74.0	47.1	0.0
LnGrp LOS	A	D	D							E	D	A
Approach Vol, veh/h		3284									823	
Approach Delay, s/veh		50.3									59.5	
Approach LOS		D									E	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	79.0	31.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	74.1	26.1
Max Q Clear Time (g_c+I1), s	70.2	25.3
Green Ext Time (p_c), s	3.9	0.4

Intersection Summary	
HCM 6th Ctrl Delay	52.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	2846	31	0	0	0	0	111	66	0	0	0
Future Volume (veh/h)	73	2846	31	0	0	0	0	111	66	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870			
Adj Flow Rate, veh/h	86	3348	36				0	131	78			
Peak Hour Factor	0.85	0.85	0.85				0.85	0.85	0.85			
Percent Heavy Veh, %	2	2	2				0	2	2			
Cap, veh/h	90	3721	41				0	441	247			
Arrive On Green	0.23	0.23	0.23				0.00	0.20	0.20			
Sat Flow, veh/h	126	5241	58				0	2289	1230			
Grp Volume(v), veh/h	1267	1049	1153				0	104	105			
Grp Sat Flow(s),veh/h/ln	1864	1702	1860				0	1777	1649			
Q Serve(g_s), s	73.8	65.2	65.7				0.0	5.5	6.0			
Cycle Q Clear(g_c), s	73.8	65.2	65.7				0.0	5.5	6.0			
Prop In Lane	0.07		0.03				0.00		0.75			
Lane Grp Cap(c), veh/h	1323	1208	1321				0	357	331			
V/C Ratio(X)	0.96	0.87	0.87				0.00	0.29	0.32			
Avail Cap(c_a), veh/h	1323	1208	1321				0	357	331			
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	40.5	37.2	37.4				0.0	37.3	37.5			
Incr Delay (d2), s/veh	16.5	8.6	8.2				0.0	2.1	2.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	42.8	32.5	35.6				0.0	2.6	2.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.0	45.8	45.6				0.0	39.4	40.0			
LnGrp LOS	E	D	D				A	D	D			
Approach Vol, veh/h		3470						209				
Approach Delay, s/veh		49.8						39.7				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		83.0						27.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		78.1						22.1				
Max Q Clear Time (g_c+I1), s		75.8						8.0				
Green Ext Time (p_c), s		2.3						1.0				
Intersection Summary												
HCM 6th Ctrl Delay			49.2									
HCM 6th LOS			D									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	1111	929	5	112	150
Future Volume (veh/h)	13	1111	929	5	112	150
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	14	1208	1010	5	122	163
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	22	3927	3778	19	420	193
Arrive On Green	0.01	0.79	1.00	1.00	0.12	0.12
Sat Flow, veh/h	1781	5149	5283	25	3456	1585
Grp Volume(v), veh/h	14	1208	656	359	122	163
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1821	1728	1585
Q Serve(g_s), s	0.9	8.0	0.0	0.0	3.8	11.9
Cycle Q Clear(g_c), s	0.9	8.0	0.0	0.0	3.8	11.9
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	22	3927	2452	1344	420	193
V/C Ratio(X)	0.63	0.31	0.27	0.27	0.29	0.85
Avail Cap(c_a), veh/h	319	3927	2452	1344	884	406
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.95	0.95	1.00	1.00
Uniform Delay (d), s/veh	58.0	3.5	0.0	0.0	47.2	50.7
Incr Delay (d2), s/veh	9.6	0.2	0.3	0.5	0.1	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.9	0.1	0.2	1.7	10.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.6	3.7	0.3	0.5	47.3	54.6
LnGrp LOS	E	A	A	A	D	D
Approach Vol, veh/h		1222	1015		285	
Approach Delay, s/veh		4.4	0.3		51.5	
Approach LOS		A	A		D	

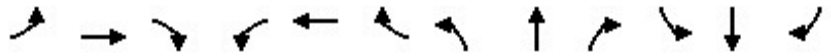
Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	98.8		19.2	5.9	92.9
Change Period (Y+Rc), s	* 5.8		4.9	4.4	5.8
Max Green Setting (Gmax), s	* 77		30.2	21.1	51.6
Max Q Clear Time (g_c+I1), s	10.0		13.9	2.9	2.0
Green Ext Time (p_c), s	31.6		0.5	0.0	19.6

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	1106	18	17	877	11	0	13	27	85	0	20
Future Volume (veh/h)	109	1106	18	17	877	11	0	13	27	85	0	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	125	1271	21	20	1008	0	0	15	31	98	0	23
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	727	3537	58	60	1567		63	19	39	214	0	98
Arrive On Green	0.82	1.00	1.00	0.03	0.31	0.00	0.00	0.04	0.04	0.06	0.00	0.06
Sat Flow, veh/h	1781	5051	83	1781	4985	1585	1781	541	1117	3456	0	1577
Grp Volume(v), veh/h	125	836	456	20	1008	0	0	0	46	98	0	23
Grp Sat Flow(s),veh/h/ln	1781	1662	1811	1781	1662	1585	1781	0	1658	1728	0	1577
Q Serve(g_s), s	1.8	0.0	0.0	1.3	20.5	0.0	0.0	0.0	3.2	3.2	0.0	1.6
Cycle Q Clear(g_c), s	1.8	0.0	0.0	1.3	20.5	0.0	0.0	0.0	3.2	3.2	0.0	1.6
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	727	2327	1268	60	1567		63	0	58	214	0	98
V/C Ratio(X)	0.17	0.36	0.36	0.33	0.64		0.00	0.00	0.79	0.46	0.00	0.24
Avail Cap(c_a), veh/h	727	2327	1268	168	1567		251	0	233	999	0	456
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.6	0.0	0.0	55.7	34.8	0.0	0.0	0.0	56.5	53.4	0.0	52.7
Incr Delay (d2), s/veh	0.0	0.4	0.8	1.2	2.0	0.0	0.0	0.0	8.6	0.6	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.3	0.6	8.3	0.0	0.0	0.0	1.5	1.4	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.6	0.4	0.8	56.9	36.8	0.0	0.0	0.0	65.1	54.0	0.0	53.1
LnGrp LOS	A	A	A	E	D		A	A	E	D	A	D
Approach Vol, veh/h		1417			1028	A		46			121	
Approach Delay, s/veh		1.1			37.2			65.1			53.8	
Approach LOS		A			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	88.3		12.2	53.8	42.9		9.0
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	4.0	21.6		34.1	10.2	* 37		16.6
Max Q Clear Time (g_c+I1), s	3.8	2.0		5.2	3.8	22.5		5.2
Green Ext Time (p_c), s	0.0	12.8		0.3	0.1	8.5		0.1

Intersection Summary	
HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	1356	132	287	1001	0	145	32	334	0	24	153
Future Volume (veh/h)	188	1356	132	287	1001	0	145	32	334	0	24	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	202	1458	142	309	1076	0	156	34	0	0	26	165
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	582	2967	1045	310	2198	0	222	120		0	154	214
Arrive On Green	0.33	0.60	0.60	0.09	0.35	0.00	0.06	0.06	0.00	0.00	0.08	0.08
Sat Flow, veh/h	1781	4985	1584	3456	6537	0	3456	1870	1585	0	1870	2606
Grp Volume(v), veh/h	202	1458	142	309	1076	0	156	34	0	0	26	165
Grp Sat Flow(s),veh/h/ln	1781	1662	1584	1728	1570	0	1728	1870	1585	0	1870	1303
Q Serve(g_s), s	10.2	19.7	4.0	10.5	15.9	0.0	5.2	2.0	0.0	0.0	1.5	7.3
Cycle Q Clear(g_c), s	10.2	19.7	4.0	10.5	15.9	0.0	5.2	2.0	0.0	0.0	1.5	7.3
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	582	2967	1045	310	2198	0	222	120		0	154	214
V/C Ratio(X)	0.35	0.49	0.14	1.00	0.49	0.00	0.70	0.28		0.00	0.17	0.77
Avail Cap(c_a), veh/h	582	2967	1045	310	2198	0	1084	586		0	255	356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	0.99	0.99	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	13.7	7.5	53.7	30.1	0.0	54.1	52.6	0.0	0.0	50.4	53.1
Incr Delay (d2), s/veh	0.1	0.6	0.3	49.7	0.8	0.0	1.5	0.5	0.0	0.0	0.5	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	6.8	1.6	6.6	5.9	0.0	2.3	1.0	0.0	0.0	0.7	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.3	14.3	7.8	103.4	30.9	0.0	55.6	53.1	0.0	0.0	50.9	58.9
LnGrp LOS	C	B	A	F	C	A	E	D		A	D	E
Approach Vol, veh/h		1802			1385			190	A		191	
Approach Delay, s/veh		15.5			47.0			55.2			57.8	
Approach LOS		B			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.0	75.9		14.6	44.2	46.7		12.5
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.4		4.9
Max Green Setting (Gmax), s	10.6	34.4		16.1	4.0	* 41		37.0
Max Q Clear Time (g_c+I1), s	12.5	21.7		9.3	12.2	17.9		7.2
Green Ext Time (p_c), s	0.0	10.5		0.4	0.0	14.8		0.4

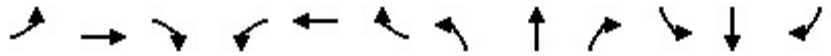
Intersection Summary	
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



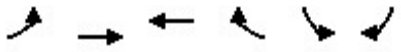
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	0	42	5	0	20	22	382	14	14	405	65
Future Volume (veh/h)	82	0	42	5	0	20	22	382	14	14	405	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	29	45	5	12	13	23	406	15	15	431	69
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	55	86	16	38	44	200	1112	41	201	977	155
Arrive On Green	0.09	0.09	0.09	0.03	0.03	0.03	0.11	0.32	0.32	0.11	0.32	0.32
Sat Flow, veh/h	1781	647	1004	542	1301	1538	1781	3492	129	1781	3061	486
Grp Volume(v), veh/h	66	0	74	17	0	13	23	206	215	15	249	251
Grp Sat Flow(s),veh/h/ln	1781	0	1651	1843	0	1538	1781	1777	1844	1781	1777	1771
Q Serve(g_s), s	1.2	0.0	1.5	0.3	0.0	0.3	0.4	3.1	3.2	0.3	3.9	4.0
Cycle Q Clear(g_c), s	1.2	0.0	1.5	0.3	0.0	0.3	0.4	3.1	3.2	0.3	3.9	4.0
Prop In Lane	1.00		0.61	0.29		1.00	1.00		0.07	1.00		0.27
Lane Grp Cap(c), veh/h	152	0	141	53	0	44	200	566	587	201	567	565
V/C Ratio(X)	0.44	0.00	0.53	0.32	0.00	0.29	0.11	0.36	0.37	0.07	0.44	0.44
Avail Cap(c_a), veh/h	2024	0	1877	2095	0	1748	1265	2524	2619	2024	2524	2515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	0.0	15.4	16.8	0.0	16.7	14.0	9.3	9.3	14.0	9.5	9.5
Incr Delay (d2), s/veh	1.5	0.0	2.3	1.3	0.0	1.3	0.1	0.3	0.3	0.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.6	0.1	0.0	0.1	0.1	0.9	0.9	0.1	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	0.0	17.7	18.0	0.0	18.1	14.1	9.5	9.5	14.0	9.9	9.9
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		140			30			444			515	
Approach Delay, s/veh		17.2			18.0			9.8			10.0	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	15.2		7.0	8.0	15.2		5.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	40.0	50.0		40.0	25.0	50.0		40.0
Max Q Clear Time (g_c+I1), s	2.3	5.2		3.5	2.4	6.0		2.3
Green Ext Time (p_c), s	0.0	2.0		0.5	0.0	2.5		0.1

Intersection Summary	
HCM 6th Ctrl Delay	11.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	258	17	9	154	175	279
Future Volume (veh/h)	258	17	9	154	175	279
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	298	0	10	0	192	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	616	323	978		328	
Arrive On Green	0.17	0.00	0.52	0.00	0.09	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	298	0	10	0	192	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	4.3	0.0	0.1	0.0	3.1	0.0
Cycle Q Clear(g_c), s	4.3	0.0	0.1	0.0	3.1	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	616	323	978		328	
V/C Ratio(X)	0.48	0.00	0.01		0.59	
Avail Cap(c_a), veh/h	3106	1631	978		2410	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	21.4	0.0	6.6	0.0	24.9	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.0	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.1	0.0	1.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.0	0.0	6.6	0.0	26.5	0.0
LnGrp LOS	C	A	A		C	
Approach Vol, veh/h		298	10	A	192	A
Approach Delay, s/veh		22.0	6.6		26.5	
Approach LOS		C	A		C	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	13.9		9.4		34.0
Change Period (Y+Rc), s	4.0		4.0		4.0
Max Green Setting (Gmax), s	50.0		40.0		30.0
Max Q Clear Time (g_c+I1), s	6.3		5.1		2.1
Green Ext Time (p_c), s	1.1		0.7		0.0

Intersection Summary	
HCM 6th Ctrl Delay	23.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

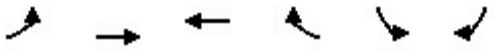
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	194	159	10	1	2
Future Vol, veh/h	9	194	159	10	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	226	185	12	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	197	0	-	0	324	99
Stage 1	-	-	-	-	191	-
Stage 2	-	-	-	-	133	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1373	-	-	-	645	937
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	879	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1373	-	-	-	640	937
Mov Cap-2 Maneuver	-	-	-	-	640	-
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	879	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1373	-	-	-	811
HCM Lane V/C Ratio	0.008	-	-	-	0.004
HCM Control Delay (s)	7.6	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



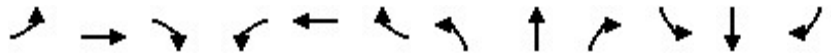
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	2094	2427	0	0	0
Future Volume (veh/h)	0	2094	2427	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	0	2228	2582	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	2	4761	7063		3	1
Arrive On Green	0.00	0.96	0.96	0.00	0.00	0.00
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	0	2228	2582	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	0.0	4.3	2.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	4.3	2.8	0.0	0.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	2	4761	7063		3	1
V/C Ratio(X)	0.00	0.47	0.37		0.00	0.00
Avail Cap(c_a), veh/h	319	4761	7063		723	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.2	0.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.5	0.3	0.0	0.0	0.0
LnGrp LOS	A	A	A		A	A
Approach Vol, veh/h		2228	2582	A	0	
Approach Delay, s/veh		0.5	0.3		0.0	
Approach LOS		A	A			

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		118.0		0.0	0.0	118.0
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		83.1		24.7	21.1	57.6
Max Q Clear Time (g_c+I1), s		6.3		0.0	0.0	4.8
Green Ext Time (p_c), s		67.8		0.0	0.0	50.9

Intersection Summary	
HCM 6th Ctrl Delay	0.4
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



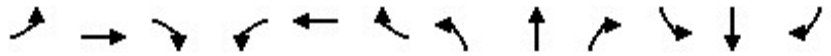
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3409	15	28	846	4	14	0	38	78	0	11
Future Volume (veh/h)	0	3409	15	28	846	4	14	0	38	78	0	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.92		0.92	0.93		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	3666	16	30	910	4	15	0	41	84	0	12
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	2	4258	1073	73	4789	21	281	0	232	264	0	258
Arrive On Green	0.00	0.68	0.68	0.04	1.00	1.00	0.18	0.00	0.18	0.18	0.00	0.18
Sat Flow, veh/h	1781	6281	1584	3456	6503	29	1240	0	1308	1264	0	1454
Grp Volume(v), veh/h	0	3666	16	30	659	255	15	0	41	84	0	12
Grp Sat Flow(s),veh/h/ln	1781	1570	1584	1728	1570	1821	1240	0	1308	1264	0	1454
Q Serve(g_s), s	0.0	53.3	0.4	1.0	0.0	0.0	1.2	0.0	3.1	7.1	0.0	0.8
Cycle Q Clear(g_c), s	0.0	53.3	0.4	1.0	0.0	0.0	2.0	0.0	3.1	9.0	0.0	0.8
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	4258	1073	73	3469	1341	281	0	232	264	0	258
V/C Ratio(X)	0.00	0.86	0.01	0.41	0.19	0.19	0.05	0.00	0.18	0.32	0.00	0.05
Avail Cap(c_a), veh/h	168	4258	1073	618	3469	1341	322	0	274	305	0	304
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.7	6.2	55.8	0.0	0.0	41.1	0.0	41.2	44.5	0.0	40.3
Incr Delay (d2), s/veh	0.0	2.5	0.0	1.4	0.1	0.3	0.0	0.0	0.1	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	16.2	0.1	0.4	0.0	0.1	0.4	0.0	1.0	2.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.2	6.2	57.1	0.1	0.3	41.1	0.0	41.4	44.8	0.0	40.3
LnGrp LOS	A	B	A	E	A	A	D	A	D	D	A	D
Approach Vol, veh/h		3682			944			56			96	
Approach Delay, s/veh		17.2			2.0			41.3			44.2	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	85.3		25.8	0.0	92.2		25.8				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	21.1	57.6		24.7	11.1	67.6		24.7				
Max Q Clear Time (g_c+I1), s	3.0	55.3		11.0	0.0	2.0		5.1				
Green Ext Time (p_c), s	0.0	2.3		0.1	0.0	17.7		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



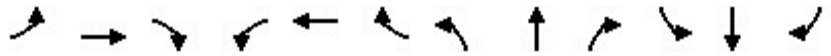
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	3344	0	11	539	60	0	0	0	5	0	5
Future Volume (veh/h)	9	3344	0	11	539	60	0	0	0	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	3557	0	12	573	64	0	0	0	5	0	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	17	4074	0	60	4874	532	0	47	0	207	0	39
Arrive On Green	0.00	0.27	0.00	0.03	0.84	0.84	0.00	0.00	0.00	0.03	0.00	0.03
Sat Flow, veh/h	1781	5149	0	1781	5791	632	0	1870	0	3373	0	1557
Grp Volume(v), veh/h	10	3557	0	12	464	173	0	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1712	0	1870	0	1687	0	1557
Q Serve(g_s), s	0.7	80.4	0.0	0.8	2.0	2.1	0.0	0.0	0.0	0.2	0.0	0.4
Cycle Q Clear(g_c), s	0.7	80.4	0.0	0.8	2.0	2.1	0.0	0.0	0.0	0.2	0.0	0.4
Prop In Lane	1.00		0.00	1.00		0.37	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	4074	0	60	3965	1441	0	47	0	207	0	39
V/C Ratio(X)	0.59	0.87	0.00	0.20	0.12	0.12	0.00	0.00	0.00	0.02	0.00	0.13
Avail Cap(c_a), veh/h	168	4074	0	168	3965	1441	0	471	0	971	0	392
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	0.00	0.99	0.99	0.99	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.6	37.2	0.0	55.4	1.6	1.6	0.0	0.0	0.0	56.2	0.0	56.3
Incr Delay (d2), s/veh	7.0	1.7	0.0	0.6	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	36.0	0.0	0.3	0.3	0.4	0.0	0.0	0.0	0.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.5	39.0	0.0	56.0	1.7	1.8	0.0	0.0	0.0	56.2	0.0	56.8
LnGrp LOS	E	D	A	E	A	A	A	A	A	E	A	E
Approach Vol, veh/h		3567			649			0			10	
Approach Delay, s/veh		39.0			2.7			0.0			56.5	
Approach LOS		D			A						E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	101.7		7.9	5.5	104.6		7.9
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	4.1	62.6		29.7	11.1	62.6		29.7
Max Q Clear Time (g_c+I1), s	2.8	82.4		2.4	2.7	4.1		0.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	9.9		0.0

Intersection Summary	
HCM 6th Ctrl Delay	33.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3323	2	14	682	0	0	0	18	0	0	0
Future Volume (veh/h)	0	3323	2	14	682	0	0	0	18	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	0	3461	2	15	710	0						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	3	4371	3	26	4617	0						
Arrive On Green	0.00	0.85	0.85	0.01	0.93	0.00						
Sat Flow, veh/h	1781	5146	3	1781	5149	0						
Grp Volume(v), veh/h	0	2235	1228	15	710	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1825	1781	1662	0						
Q Serve(g_s), s	0.0	21.8	21.8	0.6	0.9	0.0						
Cycle Q Clear(g_c), s	0.0	21.8	21.8	0.6	0.9	0.0						
Prop In Lane	1.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	3	2823	1551	26	4617	0						
V/C Ratio(X)	0.00	0.79	0.79	0.58	0.15	0.00						
Avail Cap(c_a), veh/h	757	2826	1552	757	4617	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	2.4	2.4	34.6	0.2	0.0						
Incr Delay (d2), s/veh	0.0	2.1	3.7	7.6	0.1	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	0.8	1.6	0.3	0.0	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	4.5	6.2	42.1	0.3	0.0						
LnGrp LOS	A	A	A	D	A	A						
Approach Vol, veh/h		3463			725							
Approach Delay, s/veh		5.1			1.1							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	5.4	65.1			0.0	70.6						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	30.6	60.0			30.0	60.0						
Max Q Clear Time (g_c+I1), s	2.6	23.8			0.0	2.9						
Green Ext Time (p_c), s	0.0	36.1			0.0	14.3						
Intersection Summary												
HCM 6th Ctrl Delay			4.4									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	189.9

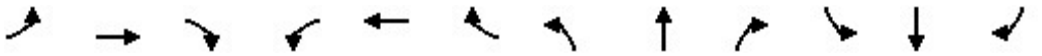
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	403	0	0	2262	418
Future Vol, veh/h	0	403	0	0	2262	418
Conflicting Peds, #/hr	0	3	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	429	0	0	2406	445

Major/Minor	Minor2			Major2	
Conflicting Flow All	2629	1429		-	0
Stage 1	2629	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	42	~ 106		-	-
Stage 1	22	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	42	~ 106		-	-
Mov Cap-2 Maneuver	42	-		-	-
Stage 1	22	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	$ 1452.7	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	106	-	-
HCM Lane V/C Ratio	-	4.045	-	-
HCM Control Delay (s)	$	1452.7	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	44	-	-

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



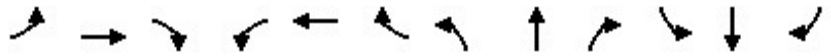
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	714	28	19	702	340	34	58	40	227	28	153
Future Volume (veh/h)	107	714	28	19	702	340	34	58	40	227	28	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.99		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	802	31	21	789	382	38	65	45	255	31	172
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	1255	386	582	2554	789	199	340	253	377	513	450
Arrive On Green	0.03	0.08	0.08	0.33	0.50	0.50	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1781	5106	1570	1781	5106	1577	529	1179	878	1267	1777	1560
Grp Volume(v), veh/h	120	802	31	21	789	382	70	0	78	255	31	172
Grp Sat Flow(s),veh/h/ln	1781	1702	1570	1781	1702	1577	1072	0	1514	1267	1777	1560
Q Serve(g_s), s	8.0	18.3	2.2	1.0	11.0	19.2	2.7	0.0	4.6	22.7	1.5	10.6
Cycle Q Clear(g_c), s	8.0	18.3	2.2	1.0	11.0	19.2	13.2	0.0	4.6	27.3	1.5	10.6
Prop In Lane	1.00		1.00	1.00		1.00	0.54		0.58	1.00		1.00
Lane Grp Cap(c), veh/h	148	1255	386	582	2554	789	356	0	437	377	513	450
V/C Ratio(X)	0.81	0.64	0.08	0.04	0.31	0.48	0.20	0.00	0.18	0.68	0.06	0.38
Avail Cap(c_a), veh/h	313	1974	607	582	2554	789	552	0	647	553	760	667
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.4	50.0	42.6	27.5	17.7	19.8	35.3	0.0	32.0	42.2	30.9	34.1
Incr Delay (d2), s/veh	3.9	2.4	0.4	0.0	0.3	2.0	0.1	0.0	0.1	6.0	0.1	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	8.6	0.9	0.4	4.1	7.0	1.7	0.0	1.7	7.7	0.7	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	52.4	43.0	27.5	18.0	21.8	35.4	0.0	32.1	48.3	31.1	35.7
LnGrp LOS	E	D	D	C	B	C	D	A	C	D	C	D
Approach Vol, veh/h		953			1192			148			458	
Approach Delay, s/veh		53.2			19.4			33.6			42.4	
Approach LOS		D			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	45.3	35.2		39.5	14.4	66.1		39.5				
Change Period (Y+Rc), s	6.1	* 5.7		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	7.3	* 46		51.3	21.1	32.2		51.3				
Max Q Clear Time (g_c+I1), s	3.0	20.3		29.3	10.0	21.2		15.2				
Green Ext Time (p_c), s	0.0	9.2		5.1	0.1	8.1		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		35.7
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	522	1	0	483	410	1	0	0	315	0	33
Future Volume (veh/h)	50	522	1	0	483	410	1	0	0	315	0	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	574	1	0	531	0	1	0	0	380	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	1017	2	835	2232		19	0	17	517	272	0
Arrive On Green	0.04	0.19	0.19	0.00	0.21	0.00	0.01	0.00	0.00	0.15	0.00	0.00
Sat Flow, veh/h	1781	5264	9	1781	3554	1585	1781	0	1585	3563	1870	0
Grp Volume(v), veh/h	55	371	204	0	531	0	1	0	0	380	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1869	1781	1777	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	3.7	11.8	11.9	0.0	15.0	0.0	0.1	0.0	0.0	12.2	0.0	0.0
Cycle Q Clear(g_c), s	3.7	11.8	11.9	0.0	15.0	0.0	0.1	0.0	0.0	12.2	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	71	658	361	835	2232		19	0	17	517	272	0
V/C Ratio(X)	0.77	0.56	0.56	0.00	0.24		0.05	0.00	0.00	0.73	0.00	0.00
Avail Cap(c_a), veh/h	224	1166	640	835	2232		157	0	140	1101	578	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.96	0.00	1.00	0.00	0.00	0.86	0.00	0.00
Uniform Delay (d), s/veh	57.1	43.8	43.8	0.0	23.6	0.0	58.7	0.0	0.0	49.1	0.0	0.0
Incr Delay (d2), s/veh	6.5	3.5	6.3	0.0	0.2	0.0	0.4	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	5.2	6.0	0.0	7.1	0.0	0.0	0.0	0.0	5.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.6	47.3	50.1	0.0	23.9	0.0	59.1	0.0	0.0	49.7	0.0	0.0
LnGrp LOS	E	D	D	A	C		E	A	A	D	A	A
Approach Vol, veh/h		630			531	A		1			380	
Approach Delay, s/veh		49.6			23.9			59.1			49.7	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	28.3		23.3	9.2	81.3		6.2				
Change Period (Y+Rc), s	5.9	* 5.1		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.3	* 41		37.1	15.1	36.1		10.6				
Max Q Clear Time (g_c+I1), s	0.3	13.9		14.2	5.7	17.0		2.1				
Green Ext Time (p_c), s	0.0	9.3		0.7	0.0	5.6		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D

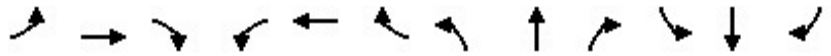
Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



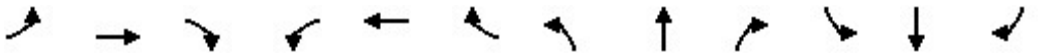
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	253	127	79	374	184	198	882	78	120	818	185
Future Volume (veh/h)	284	253	127	79	374	184	198	882	78	120	818	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	302	269	135	84	398	196	211	938	83	128	870	197
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	323	662	322	82	529	308	257	1611	143	172	1648	731
Arrive On Green	0.18	0.29	0.29	0.05	0.15	0.15	0.07	0.49	0.49	0.05	0.46	0.46
Sat Flow, veh/h	1781	2304	1120	1781	3554	1537	3456	3301	292	3456	3554	1576
Grp Volume(v), veh/h	302	205	199	84	398	196	211	505	516	128	870	197
Grp Sat Flow(s),veh/h/ln	1781	1777	1648	1781	1777	1537	1728	1777	1816	1728	1777	1576
Q Serve(g_s), s	25.1	14.0	14.6	6.9	16.1	11.5	9.0	30.5	30.5	5.5	26.1	6.1
Cycle Q Clear(g_c), s	25.1	14.0	14.6	6.9	16.1	11.5	9.0	30.5	30.5	5.5	26.1	6.1
Prop In Lane	1.00		0.68	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	323	511	473	82	529	308	257	867	886	172	1648	731
V/C Ratio(X)	0.94	0.40	0.42	1.03	0.75	0.64	0.82	0.58	0.58	0.74	0.53	0.27
Avail Cap(c_a), veh/h	387	668	620	82	734	397	544	867	886	267	1648	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.6	43.1	43.3	71.6	61.2	27.5	68.4	27.5	27.5	70.3	28.6	7.0
Incr Delay (d2), s/veh	25.7	0.2	0.2	104.5	1.5	0.8	2.5	2.8	2.8	2.4	1.2	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.7	6.3	6.1	5.5	7.4	4.3	4.1	13.7	14.0	2.5	11.5	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.3	43.3	43.5	176.0	62.7	28.3	70.9	30.3	30.2	72.7	29.8	7.9
LnGrp LOS	F	D	D	F	E	C	E	C	C	E	C	A
Approach Vol, veh/h		706			678			1232			1195	
Approach Delay, s/veh		61.7			66.8			37.2			30.8	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	78.5	11.3	48.3	15.5	74.8	32.4	27.2
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	7.6	* 56	6.9	56.4	23.6	43.8	32.6	* 31
Max Q Clear Time (g_c+I1), s	7.5	32.5	8.9	16.6	11.0	28.1	27.1	18.1
Green Ext Time (p_c), s	0.0	2.4	0.0	0.9	0.1	2.4	0.1	1.0

Intersection Summary	
HCM 6th Ctrl Delay	45.0
HCM 6th LOS	D

Notes

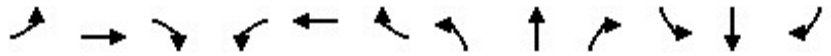
User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	209	95	216	183	77	101	142	179	84	123	70
Future Volume (veh/h)	34	209	95	216	183	77	101	142	179	84	123	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	222	101	230	195	82	107	151	190	89	131	74
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	1306	659	316	809	636	137	758	473	115	715	308
Arrive On Green	0.03	0.37	0.37	0.09	0.43	0.43	0.08	0.21	0.21	0.06	0.20	0.20
Sat Flow, veh/h	1781	3554	1460	3456	1870	1471	1781	3554	1536	1781	3554	1534
Grp Volume(v), veh/h	36	222	101	230	195	82	107	151	190	89	131	74
Grp Sat Flow(s),veh/h/ln	1781	1777	1460	1728	1870	1471	1781	1777	1536	1781	1777	1534
Q Serve(g_s), s	1.8	3.8	3.7	5.8	5.9	3.0	5.2	3.1	8.7	4.4	2.7	3.6
Cycle Q Clear(g_c), s	1.8	3.8	3.7	5.8	5.9	3.0	5.2	3.1	8.7	4.4	2.7	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	47	1306	659	316	809	636	137	758	473	115	715	308
V/C Ratio(X)	0.76	0.17	0.15	0.73	0.24	0.13	0.78	0.20	0.40	0.77	0.18	0.24
Avail Cap(c_a), veh/h	600	1597	778	1165	841	661	600	1597	835	600	1597	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	19.0	14.7	39.4	16.0	15.2	40.3	28.8	24.5	41.0	29.5	29.8
Incr Delay (d2), s/veh	9.1	0.1	0.1	1.2	0.1	0.0	3.6	0.1	0.6	4.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.5	1.2	2.5	2.4	1.0	2.4	1.3	3.2	2.0	1.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	19.1	14.9	40.6	16.1	15.2	43.9	28.9	25.1	45.0	29.5	30.0
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		359			507			448			294	
Approach Delay, s/veh		21.2			27.0			30.9			34.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	38.6	12.3	24.6	7.8	44.4	11.2	25.7
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	7.8	5.8	7.2	5.6	3.8	7.9	6.4	10.7
Green Ext Time (p_c), s	0.4	2.3	0.1	0.7	0.0	1.0	0.1	1.7

Intersection Summary	
HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C



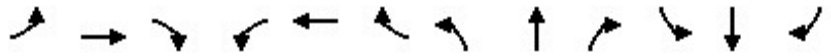
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	0	9	21	0	37	80	327	25	69	320	35
Future Volume (veh/h)	11	0	9	21	0	37	80	327	25	69	320	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	0	10	23	0	40	87	355	27	75	348	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	269	42	120	462	0	368	118	1560	117	107	1477	158
Arrive On Green	0.18	0.00	0.18	0.18	0.00	0.18	0.07	0.32	0.32	0.06	0.32	0.32
Sat Flow, veh/h	579	238	681	1395	0	1547	1781	4833	362	1781	4668	498
Grp Volume(v), veh/h	22	0	0	23	0	40	87	248	134	75	252	134
Grp Sat Flow(s),veh/h/ln	1498	0	0	1395	0	1547	1781	1702	1790	1781	1702	1762
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.7	1.6	1.8	1.8	1.4	1.8	1.9
Cycle Q Clear(g_c), s	0.4	0.0	0.0	0.4	0.0	0.7	1.6	1.8	1.8	1.4	1.8	1.9
Prop In Lane	0.55		0.45	1.00		1.00	1.00		0.20	1.00		0.28
Lane Grp Cap(c), veh/h	431	0	0	462	0	368	118	1099	578	107	1077	558
V/C Ratio(X)	0.05	0.00	0.00	0.05	0.00	0.11	0.74	0.23	0.23	0.70	0.23	0.24
Avail Cap(c_a), veh/h	1890	0	0	1867	0	1952	1603	6127	3222	1603	6127	3170
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.5	0.0	0.0	11.5	0.0	10.0	15.3	8.2	8.3	15.4	8.4	8.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.1	0.3	3.1	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.2	0.6	0.5	0.5	0.5	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	0.0	0.0	11.5	0.0	10.0	18.6	8.4	8.5	18.5	8.5	8.7
LnGrp LOS	B	A	A	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		22			63			469			461	
Approach Delay, s/veh		11.5			10.6			10.3			10.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.4	16.2		10.8	6.6	16.0		10.8
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.4	3.8		2.4	3.6	3.9		2.7
Green Ext Time (p_c), s	0.1	3.6		0.1	0.1	3.2		0.1

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	12	30	41	52	12	372	644	114	40	455	199
Future Volume (veh/h)	19	12	30	41	52	12	372	644	114	40	455	199
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.74	1.00		0.74	1.00		0.94	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	13	32	44	56	13	400	692	123	43	489	214
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	460	287	57	460	287	426	1773	743	56	700	304
Arrive On Green	0.03	0.25	0.25	0.03	0.25	0.25	0.24	0.50	0.50	0.03	0.30	0.30
Sat Flow, veh/h	1781	1870	1168	1781	1870	1167	1781	3554	1489	1781	2338	1014
Grp Volume(v), veh/h	20	13	32	44	56	13	400	692	123	43	371	332
Grp Sat Flow(s),veh/h/ln	1781	1870	1168	1781	1870	1167	1781	1777	1489	1781	1777	1575
Q Serve(g_s), s	1.3	0.6	2.6	3.0	2.8	1.0	26.9	14.8	5.5	2.9	22.5	22.9
Cycle Q Clear(g_c), s	1.3	0.6	2.6	3.0	2.8	1.0	26.9	14.8	5.5	2.9	22.5	22.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.64
Lane Grp Cap(c), veh/h	57	460	287	57	460	287	426	1773	743	56	532	472
V/C Ratio(X)	0.35	0.03	0.11	0.77	0.12	0.05	0.94	0.39	0.17	0.77	0.70	0.71
Avail Cap(c_a), veh/h	438	460	287	438	460	287	438	1773	743	438	874	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.8	34.9	35.6	58.6	35.7	35.0	45.5	19.0	16.7	58.6	37.8	37.9
Incr Delay (d2), s/veh	1.4	0.0	0.1	8.0	0.0	0.0	28.4	0.2	0.1	8.2	4.5	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.3	0.7	1.5	1.3	0.3	15.2	6.1	1.9	1.4	10.4	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.1	34.9	35.7	66.6	35.8	35.1	73.9	19.2	16.8	66.8	42.3	43.2
LnGrp LOS	E	C	D	E	D	D	E	B	B	E	D	D
Approach Vol, veh/h		65			113			1215			746	
Approach Delay, s/veh		42.7			47.7			37.0			44.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	69.5	8.3	34.9	33.5	45.2	8.3	34.9
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	4.3	16.8	5.0	4.6	28.9	24.9	3.3	4.8
Green Ext Time (p_c), s	0.0	7.9	0.0	0.1	0.3	11.6	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	40.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

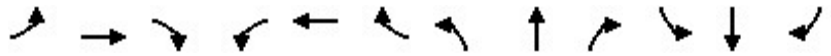
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	284	20	171	152	0	0	0	0	197	23	37
Future Volume (veh/h)	0	284	20	171	152	0	0	0	0	197	23	37
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	312	22	188	167	0				234	0	41
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	298	595	262	368	704	0				906	0	661
Arrive On Green	0.00	0.17	0.17	0.21	0.21	0.00				0.25	0.00	0.25
Sat Flow, veh/h	1781	3554	1566	1781	3572	0				3563	0	1556
Grp Volume(v), veh/h	0	312	22	188	167	0				234	0	41
Grp Sat Flow(s),veh/h/ln	1781	1777	1566	1781	1702	0				1781	0	1556
Q Serve(g_s), s	0.0	3.1	0.5	3.7	1.6	0.0				2.0	0.0	0.6
Cycle Q Clear(g_c), s	0.0	3.1	0.5	3.7	1.6	0.0				2.0	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	298	595	262	368	704	0				906	0	661
V/C Ratio(X)	0.00	0.52	0.08	0.51	0.24	0.00				0.26	0.00	0.06
Avail Cap(c_a), veh/h	2739	5465	2408	2739	5235	0				3196	0	1661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.8	13.7	13.7	12.9	0.0				11.6	0.0	6.7
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.2	0.2	0.0				0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9	0.1	1.2	0.5	0.0				0.7	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.1	13.8	15.0	13.1	0.0				11.7	0.0	6.7
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		334			355						275	
Approach Delay, s/veh		15.0			14.1						10.9	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		10.5		16.1		12.4
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		5.1		4.0		5.7
Green Ext Time (p_c), s		1.2		0.5		2.4

Intersection Summary	
HCM 6th Ctrl Delay	13.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	357	0	0	313	331	34	7	92	20	0	289
Future Volume (veh/h)	88	357	0	0	313	331	34	7	92	20	0	289
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	397	0	0	348	368	38	8	102	22	0	321
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	130	1606	0	0	571	504	193	12	157	26	0	373
Arrive On Green	0.07	0.45	0.00	0.00	0.32	0.32	0.11	0.11	0.11	0.25	0.00	0.25
Sat Flow, veh/h	1781	3647	0	0	1870	1570	1781	114	1448	102	0	1486
Grp Volume(v), veh/h	98	397	0	0	348	368	38	0	110	343	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1570	1781	0	1561	1587	0	0
Q Serve(g_s), s	4.2	5.4	0.0	0.0	13.0	16.3	1.5	0.0	5.3	16.2	0.0	0.0
Cycle Q Clear(g_c), s	4.2	5.4	0.0	0.0	13.0	16.3	1.5	0.0	5.3	16.2	0.0	0.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.93	0.06		0.94
Lane Grp Cap(c), veh/h	130	1606	0	0	571	504	193	0	169	399	0	0
V/C Ratio(X)	0.75	0.25	0.00	0.00	0.61	0.73	0.20	0.00	0.65	0.86	0.00	0.00
Avail Cap(c_a), veh/h	681	2718	0	0	1359	1201	908	0	796	809	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.7	13.3	0.0	0.0	22.5	23.6	31.9	0.0	33.6	28.1	0.0	0.0
Incr Delay (d2), s/veh	10.0	0.0	0.0	0.0	1.3	2.5	0.2	0.0	1.6	2.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	1.9	0.0	0.0	5.1	5.7	0.7	0.0	2.0	6.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.6	13.3	0.0	0.0	23.7	26.1	32.1	0.0	35.1	30.2	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	D	C	A	A
Approach Vol, veh/h		495			716			148			343	
Approach Delay, s/veh		19.7			24.9			34.4			30.2	
Approach LOS		B			C			C			C	

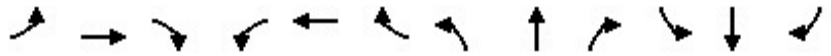
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		39.9		23.7	10.2	29.6		14.9				
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4				
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s		7.4		18.2	6.2	18.3		7.3				
Green Ext Time (p_c), s		1.6		1.5	0.3	5.9		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		25.3
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



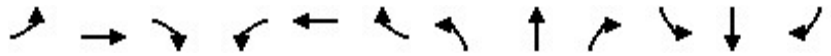
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	371	173	304	456	0	0	0	0	387	242	197
Future Volume (veh/h)	0	371	173	304	456	0	0	0	0	387	242	197
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	379	177	310	465	0				395	247	201
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1901	845	390	2488	0				653	343	283
Arrive On Green	0.00	0.53	0.53	0.23	1.00	0.00				0.18	0.18	0.18
Sat Flow, veh/h	0	3647	1579	3456	3647	0				3563	1870	1546
Grp Volume(v), veh/h	0	379	177	310	465	0				395	247	201
Grp Sat Flow(s),veh/h/ln	0	1777	1579	1728	1777	0				1781	1870	1546
Q Serve(g_s), s	0.0	4.7	4.9	7.1	0.0	0.0				8.6	10.4	10.3
Cycle Q Clear(g_c), s	0.0	4.7	4.9	7.1	0.0	0.0				8.6	10.4	10.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1901	845	390	2488	0				653	343	283
V/C Ratio(X)	0.00	0.20	0.21	0.80	0.19	0.00				0.61	0.72	0.71
Avail Cap(c_a), veh/h	0	1901	845	703	2488	0				1361	715	591
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.98	0.98	0.95	0.95	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.2	10.2	31.6	0.0	0.0				31.5	32.3	32.2
Incr Delay (d2), s/veh	0.0	0.2	0.6	1.4	0.2	0.0				0.3	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.6	1.6	2.6	0.1	0.0				3.6	4.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.4	10.8	33.0	0.2	0.0				31.8	33.4	33.4
LnGrp LOS	A	B	B	C	A	A				C	C	C
Approach Vol, veh/h		556			775						843	
Approach Delay, s/veh		10.5			13.3						32.7	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.9	49.8		20.3		63.7
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	9.1	6.9		12.4		2.0
Green Ext Time (p_c), s	0.4	2.8		2.0		3.4

Intersection Summary	
HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

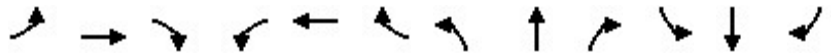


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	564	0	0	618	565	135	281	22	0	0	0
Future Volume (veh/h)	205	564	0	0	618	565	135	281	22	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	207	570	0	0	624	571	136	284	22			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1219	2649	0	0	1189	519	210	484	38			
Arrive On Green	0.71	1.00	0.00	0.00	0.33	0.33	0.14	0.14	0.14			
Sat Flow, veh/h	3456	3647	0	0	3647	1553	1524	3512	272			
Grp Volume(v), veh/h	207	570	0	0	624	571	160	135	146			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1553	1794	1702	1812			
Q Serve(g_s), s	1.7	0.0	0.0	0.0	11.9	28.1	7.1	6.3	6.4			
Cycle Q Clear(g_c), s	1.7	0.0	0.0	0.0	11.9	28.1	7.1	6.3	6.4			
Prop In Lane	1.00		0.00	0.00		1.00	0.85		0.15			
Lane Grp Cap(c), veh/h	1219	2649	0	0	1189	519	247	235	250			
V/C Ratio(X)	0.17	0.22	0.00	0.00	0.52	1.10	0.65	0.58	0.59			
Avail Cap(c_a), veh/h	1219	2649	0	0	1189	519	600	569	606			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	8.3	0.0	0.0	0.0	22.6	28.0	34.3	33.9	34.0			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	1.7	69.4	1.1	0.8	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.0	0.0	4.8	19.3	3.1	2.6	2.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.3	0.2	0.0	0.0	24.2	97.3	35.3	34.8	34.8			
LnGrp LOS	A	A	A	A	C	F	D	C	C			
Approach Vol, veh/h		777			1195			442				
Approach Delay, s/veh		2.3			59.1			35.0				
Approach LOS		A			E			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		67.5			34.5	33.0		16.5				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			3.7	30.1		9.1				
Green Ext Time (p_c), s		4.7			0.4	0.0		1.6				

Intersection Summary	
HCM 6th Ctrl Delay	36.4
HCM 6th LOS	D

Notes

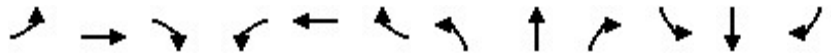
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	17	44	12	1152	20	0	0	0
Future Volume (veh/h)	0	0	0	0	17	44	12	1152	20	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		0.97			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	22	56	15	1477	26			
Peak Hour Factor				0.78	0.78	0.78	0.78	0.78	0.78			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	30	77	92	3450	60			
Arrive On Green				0.00	0.07	0.07	0.69	0.69	0.69			
Sat Flow, veh/h				0	465	1183	15	4996	87			
Grp Volume(v), veh/h				0	0	78	556	461	501			
Grp Sat Flow(s),veh/h/ln				0	0	1648	1866	1549	1684			
Q Serve(g_s), s				0.0	0.0	2.1	0.0	6.0	6.0			
Cycle Q Clear(g_c), s				0.0	0.0	2.1	6.0	6.0	6.0			
Prop In Lane				0.00		0.72	0.03		0.05			
Lane Grp Cap(c), veh/h				0	0	107	1370	1070	1163			
V/C Ratio(X)				0.00	0.00	0.73	0.41	0.43	0.43			
Avail Cap(c_a), veh/h				0	0	1450	2537	2045	2223			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	20.8	3.1	3.1	3.1			
Incr Delay (d2), s/veh				0.0	0.0	3.5	0.3	0.4	0.4			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.9	0.9	0.8	0.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	24.3	3.4	3.5	3.5			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					78			1518				
Approach Delay, s/veh					24.3			3.4				
Approach LOS					C			A				

Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	37.0							8.5				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	8.0							4.1				
Green Ext Time (p_c), s	23.4							0.3				

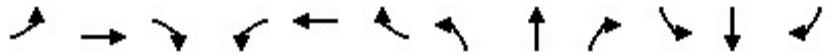
Intersection Summary												
HCM 6th Ctrl Delay			4.5									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	153	82	372	548	61	243	273	62	60	294	110
Future Volume (veh/h)	75	153	82	372	548	61	243	273	62	60	294	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	81	165	88	400	589	66	261	294	67	65	316	118
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	105	380	319	437	643	72	299	1238	269	84	652	227
Arrive On Green	0.06	0.20	0.20	0.25	0.39	0.39	0.17	0.30	0.30	0.05	0.18	0.18
Sat Flow, veh/h	1781	1870	1573	1781	1651	185	1781	4176	907	1781	3705	1290
Grp Volume(v), veh/h	81	165	88	400	0	655	261	237	124	65	288	146
Grp Sat Flow(s),veh/h/ln	1781	1870	1573	1781	0	1836	1781	1702	1678	1781	1702	1590
Q Serve(g_s), s	4.1	7.1	4.3	20.0	0.0	31.0	13.1	4.8	5.1	3.3	7.0	7.6
Cycle Q Clear(g_c), s	4.1	7.1	4.3	20.0	0.0	31.0	13.1	4.8	5.1	3.3	7.0	7.6
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.54	1.00		0.81
Lane Grp Cap(c), veh/h	105	380	319	437	0	715	299	1009	498	84	599	280
V/C Ratio(X)	0.77	0.43	0.28	0.92	0.00	0.92	0.87	0.23	0.25	0.77	0.48	0.52
Avail Cap(c_a), veh/h	584	818	688	584	0	803	584	2233	1101	584	2233	1043
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	31.9	30.8	33.6	0.0	26.5	37.1	24.3	24.4	43.1	33.9	34.2
Incr Delay (d2), s/veh	4.4	0.3	0.2	13.7	0.0	14.2	3.1	0.2	0.5	5.4	1.1	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	3.2	1.7	10.2	0.0	15.9	5.8	1.9	2.0	1.6	2.9	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	32.2	30.9	47.3	0.0	40.7	40.2	24.5	24.9	48.5	35.0	36.8
LnGrp LOS	D	C	C	D	A	D	D	C	C	D	D	D
Approach Vol, veh/h		334			1055			622			499	
Approach Delay, s/veh		35.4			43.2			31.2			37.3	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	32.4	26.8	23.5	19.8	21.4	9.8	40.5
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	15.3	7.1	22.0	9.1	15.1	9.6	6.1	33.0
Green Ext Time (p_c), s	0.1	4.5	0.5	0.8	0.3	5.4	0.1	2.6

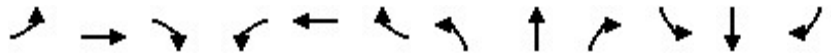
Intersection Summary	
HCM 6th Ctrl Delay	38.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	108	185	139	309	0	0	0	0	86	1724	656
Future Volume (veh/h)	0	108	185	139	309	0	0	0	0	86	1724	656
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	123	210	158	351	0				98	1959	745
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	504	427	237	528	0				1070	2240	775
Arrive On Green	0.00	0.27	0.27	0.27	0.27	0.00				0.60	0.60	0.60
Sat Flow, veh/h	0	1870	1585	659	2046	0				1781	3730	1290
Grp Volume(v), veh/h	0	123	210	239	270	0				98	1771	933
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1003	1617	0				1781	1702	1616
Q Serve(g_s), s	0.0	5.1	11.1	18.6	14.7	0.0				2.3	43.3	54.5
Cycle Q Clear(g_c), s	0.0	5.1	11.1	23.7	14.7	0.0				2.3	43.3	54.5
Prop In Lane	0.00		1.00	0.66		0.00				1.00		0.80
Lane Grp Cap(c), veh/h	0	504	427	330	435	0				1070	2044	971
V/C Ratio(X)	0.00	0.24	0.49	0.72	0.62	0.00				0.09	0.87	0.96
Avail Cap(c_a), veh/h	0	562	476	368	486	0				1070	2045	971
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	28.5	30.7	37.7	32.0	0.0				8.4	16.6	18.8
Incr Delay (d2), s/veh	0.0	0.1	0.3	5.6	1.7	0.0				0.1	4.4	20.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.3	4.3	6.1	5.9	0.0				0.9	16.4	23.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.6	31.1	43.3	33.7	0.0				8.5	21.0	39.1
LnGrp LOS	A	C	C	D	C	A				A	C	D
Approach Vol, veh/h		333			509						2802	
Approach Delay, s/veh		30.2			38.2						26.6	
Approach LOS		C			D						C	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		33.6		66.3		33.6
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		13.1		56.5		25.7
Green Ext Time (p_c), s		0.8		3.5		1.2

Intersection Summary		
HCM 6th Ctrl Delay		28.6
HCM 6th LOS		C



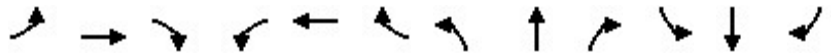
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	17	82	0	33	22	410	1204	22	0	0	0
Future Volume (veh/h)	96	17	82	0	33	22	410	1204	22	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	101	18	86	0	35	23	432	1267	23			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	330	45	1137	0	170	112	991	1985	36			
Arrive On Green	0.16	0.16	0.16	0.00	0.16	0.16	0.56	0.56	0.56			
Sat Flow, veh/h	975	279	1570	0	1045	687	1781	3569	65			
Grp Volume(v), veh/h	119	0	86	0	0	58	432	631	659			
Grp Sat Flow(s),veh/h/ln	1255	0	1570	0	0	1731	1781	1777	1856			
Q Serve(g_s), s	2.6	0.0	0.0	0.0	0.0	1.1	5.5	9.5	9.5			
Cycle Q Clear(g_c), s	3.7	0.0	0.0	0.0	0.0	1.1	5.5	9.5	9.5			
Prop In Lane	0.85		1.00	0.00		0.40	1.00		0.03			
Lane Grp Cap(c), veh/h	376	0	1137	0	0	281	991	988	1032			
V/C Ratio(X)	0.32	0.00	0.08	0.00	0.00	0.21	0.44	0.64	0.64			
Avail Cap(c_a), veh/h	1232	0	2097	0	0	1340	1356	1353	1413			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	15.3	0.0	1.6	0.0	0.0	14.1	5.0	5.9	5.9			
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.0	0.0	0.1	0.3	0.7	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.0	0.0	0.4	1.2	2.0	2.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.8	0.0	1.6	0.0	0.0	14.2	5.3	6.6	6.6			
LnGrp LOS	B	A	A	A	A	B	A	A	A			
Approach Vol, veh/h		205			58			1722				
Approach Delay, s/veh		9.9			14.2			6.3				
Approach LOS		A			B			A				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	26.0	12.7	12.7
Change Period (Y+Rc), s	4.5	* 6.4	6.4
Max Green Setting (Gmax), s	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	11.5	5.7	3.1
Green Ext Time (p_c), s	10.1	1.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	6.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	12	21	164	6	7	25	549	125	103	692	6
Future Volume (veh/h)	5	12	21	164	6	7	25	549	125	103	692	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	13	23	180	7	8	27	603	137	113	760	7
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	475	148	262	455	195	223	44	2024	617	218	2266	21
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.02	0.40	0.40	0.06	0.43	0.43
Sat Flow, veh/h	1394	604	1069	1368	795	908	1781	5106	1557	3456	5216	48
Grp Volume(v), veh/h	5	0	36	180	0	15	27	603	137	113	496	271
Grp Sat Flow(s),veh/h/ln	1394	0	1673	1368	0	1703	1781	1702	1557	1728	1702	1860
Q Serve(g_s), s	0.1	0.0	0.8	5.9	0.0	0.3	0.8	4.1	2.9	1.6	4.9	4.9
Cycle Q Clear(g_c), s	0.5	0.0	0.8	6.7	0.0	0.3	0.8	4.1	2.9	1.6	4.9	4.9
Prop In Lane	1.00		0.64	1.00		0.53	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	475	0	410	455	0	418	44	2024	617	218	1479	808
V/C Ratio(X)	0.01	0.00	0.09	0.40	0.00	0.04	0.61	0.30	0.22	0.52	0.34	0.34
Avail Cap(c_a), veh/h	1238	0	1327	1204	0	1350	1059	6072	1851	2055	4048	2212
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	14.7	17.3	0.0	14.5	24.4	10.4	10.1	22.9	9.4	9.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	4.9	0.1	0.3	0.7	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	1.7	0.0	0.1	0.3	1.2	0.9	0.6	1.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.7	0.0	14.7	17.5	0.0	14.5	29.2	10.6	10.4	23.6	9.6	9.7
LnGrp LOS	B	A	B	B	A	B	C	B	B	C	A	A
Approach Vol, veh/h		41			195			767			880	
Approach Delay, s/veh		14.7			17.3			11.2			11.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.6	25.7		17.2	5.7	27.6		17.2
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.0	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	3.6	6.1		2.8	2.8	6.9		8.7
Green Ext Time (p_c), s	0.2	9.6		0.1	0.0	5.6		0.3

Intersection Summary	
HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

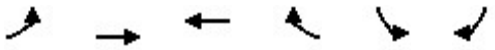
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3053	10	0	2868	0	0	0	3	0	0	0
Future Vol, veh/h	0	3053	10	0	2868	0	0	0	3	0	0	0
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	3355	11	0	3152	0	0	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1683	-	-	1577
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	0	0	0	71	0	0	84
Stage 1	0	-	-	0	-	0	0	0	-	0	0	-
Stage 2	0	-	-	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	71	-	-	84
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	58.2	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	71	-	-	-	-
HCM Lane V/C Ratio	0.046	-	-	-	-
HCM Control Delay (s)	58.2	-	-	-	0
HCM Lane LOS	F	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1106	1997	2752	56	29	56
Future Volume (veh/h)	1106	1997	2752	56	29	56
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1257	2269	3127	0	33	64
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	814	4265	2905		99	88
Arrive On Green	0.24	0.86	0.58	0.00	0.06	0.06
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1257	2269	3127	0	33	64
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	27.8	14.2	68.8	0.0	2.1	4.7
Cycle Q Clear(g_c), s	27.8	14.2	68.8	0.0	2.1	4.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	814	4265	2905		99	88
V/C Ratio(X)	1.54	0.53	1.08		0.33	0.73
Avail Cap(c_a), veh/h	814	4265	2905		479	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	2.3	24.6	0.0	53.6	54.9
Incr Delay (d2), s/veh	250.9	0.5	35.1	0.0	0.7	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	39.8	1.8	33.0	0.0	0.9	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	296.0	2.7	59.8	0.0	54.4	59.2
LnGrp LOS	F	A	F		D	E
Approach Vol, veh/h		3526	3127	A	97	
Approach Delay, s/veh		107.3	59.8		57.5	
Approach LOS		F	E		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		106.3		11.7	32.2	74.1
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		75.8		31.7	27.8	* 44
Max Q Clear Time (g_c+I1), s		16.2		6.7	29.8	70.8
Green Ext Time (p_c), s		56.4		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	84.5
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	328	919	78	48	1292	55	146	265	70	43	154	624
Future Volume (veh/h)	328	919	78	48	1292	55	146	265	70	43	154	624
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.95	1.00		0.88
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	353	988	84	52	1389	59	157	285	75	46	166	671
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	374	1551	132	181	1269	54	181	1012	250	60	934	589
Arrive On Green	0.21	0.47	0.47	0.13	0.49	0.49	0.10	0.25	0.25	0.03	0.18	0.18
Sat Flow, veh/h	1781	3310	281	1781	3473	147	1781	4033	994	1781	5106	1398
Grp Volume(v), veh/h	353	530	542	52	709	739	157	238	122	46	166	671
Grp Sat Flow(s),veh/h/ln	1781	1777	1815	1781	1777	1843	1781	1702	1623	1781	1702	1398
Q Serve(g_s), s	27.3	31.6	31.7	3.7	51.2	51.2	12.2	7.9	8.6	3.6	3.8	25.6
Cycle Q Clear(g_c), s	27.3	31.6	31.7	3.7	51.2	51.2	12.2	7.9	8.6	3.6	3.8	25.6
Prop In Lane	1.00		0.16	1.00		0.08	1.00		0.61	1.00		1.00
Lane Grp Cap(c), veh/h	374	833	850	181	649	674	181	854	407	60	934	589
V/C Ratio(X)	0.94	0.64	0.64	0.29	1.09	1.10	0.87	0.28	0.30	0.77	0.18	1.14
Avail Cap(c_a), veh/h	382	833	850	181	649	674	244	854	407	244	934	589
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.75	0.75	0.75	0.98	0.98	0.98	0.94	0.94	0.94
Uniform Delay (d), s/veh	54.5	28.2	28.2	56.0	36.0	36.0	62.0	42.2	42.5	67.1	48.3	43.3
Incr Delay (d2), s/veh	31.5	3.7	3.6	3.0	58.9	59.8	17.1	0.2	0.5	7.3	0.1	81.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.3	14.0	14.2	1.8	30.3	31.6	6.3	3.3	3.5	1.7	1.6	33.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.0	31.9	31.8	59.0	94.9	95.8	79.1	42.4	42.9	74.4	48.4	124.5
LnGrp LOS	F	C	C	E	F	F	E	D	D	E	D	F
Approach Vol, veh/h		1425			1500			517			883	
Approach Delay, s/veh		45.3			94.1			53.7			107.6	
Approach LOS		D			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	40.1	20.0	70.8	18.6	30.6	33.8	57.0
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	5.6	10.6	5.7	33.7	14.2	27.6	29.3	53.2
Green Ext Time (p_c), s	0.0	2.1	0.0	11.1	0.1	0.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	75.9
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	934	75	30	203	0	0	0	0	188	223	1217
Future Volume (veh/h)	0	934	75	30	203	0	0	0	0	188	223	1217
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1049	84	34	228	0				211	251	1367
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1677	134	59	2021	0				289	1637	537
Arrive On Green	0.00	1.00	1.00	0.03	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3422	266	1781	3647	0				835	4734	1553
Grp Volume(v), veh/h	0	560	573	34	228	0				462	0	1367
Grp Sat Flow(s),veh/h/ln	0	1777	1818	1781	1777	0				1829	1870	1553
Q Serve(g_s), s	0.0	0.0	0.0	2.6	4.1	0.0				31.0	0.0	48.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.6	4.1	0.0				31.0	0.0	48.4
Prop In Lane	0.00		0.15	1.00		0.00				0.46		1.00
Lane Grp Cap(c), veh/h	0	895	916	59	2021	0				632	1293	537
V/C Ratio(X)	0.00	0.63	0.63	0.57	0.11	0.00				0.73	0.00	2.55
Avail Cap(c_a), veh/h	0	895	916	313	2021	0				632	1293	537
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.83	0.83	0.79	0.79	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	66.7	13.9	0.0				40.1	0.0	45.8
Incr Delay (d2), s/veh	0.0	2.7	2.7	2.6	0.1	0.0				7.3	0.0	701.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.7	1.2	1.7	0.0				15.4	0.0	123.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	2.7	2.7	69.3	14.0	0.0				47.4	0.0	746.9
LnGrp LOS	A	A	A	E	B	A				D	A	F
Approach Vol, veh/h		1133			262						1829	
Approach Delay, s/veh		2.7			21.2						570.2	
Approach LOS		A			C						F	

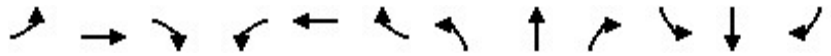
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.1	77.1		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	4.6	2.0		50.4		6.1
Green Ext Time (p_c), s	0.0	2.3		0.0		0.5

Intersection Summary		
HCM 6th Ctrl Delay	326.1	
HCM 6th LOS	F	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	793	371	0	0	207	140	45	104	36	0	0	0
Future Volume (veh/h)	793	371	0	0	207	140	45	104	36	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	844	395	0	0	220	149	48	111	38			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1518	1487	0	0	606	391	85	212	127			
Arrive On Green	0.44	0.79	0.00	0.00	0.29	0.29	0.08	0.08	0.08			
Sat Flow, veh/h	3456	1870	0	0	2151	1329	1029	2567	1537			
Grp Volume(v), veh/h	844	395	0	0	189	180	85	74	38			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1610	1819	1777	1537			
Q Serve(g_s), s	14.5	4.4	0.0	0.0	6.7	7.1	3.6	3.2	1.9			
Cycle Q Clear(g_c), s	14.5	4.4	0.0	0.0	6.7	7.1	3.6	3.2	1.9			
Prop In Lane	1.00		0.00	0.00		0.83	0.57		1.00			
Lane Grp Cap(c), veh/h	1518	1487	0	0	523	474	150	147	127			
V/C Ratio(X)	0.56	0.27	0.00	0.00	0.36	0.38	0.57	0.51	0.30			
Avail Cap(c_a), veh/h	1518	1487	0	0	580	525	389	380	329			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.75	0.75	0.00	0.00	1.00	1.00	0.98	0.98	0.98			
Uniform Delay (d), s/veh	16.6	2.1	0.0	0.0	22.3	22.4	35.3	35.1	34.5			
Incr Delay (d2), s/veh	0.3	0.3	0.0	0.0	0.2	0.2	1.2	1.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.2	0.7	0.0	0.0	2.6	2.5	1.6	1.4	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.0	2.5	0.0	0.0	22.4	22.6	36.5	36.1	35.0			
LnGrp LOS	B	A	A	A	C	C	D	D	D			
Approach Vol, veh/h		1239			369			197				
Approach Delay, s/veh		12.3			22.5			36.1				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.5			40.1	28.4		11.5				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		6.4			16.5	9.1		5.6				
Green Ext Time (p_c), s		1.4			1.7	1.2		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	17.0
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	100	2135	718	0	0	1995
Future Volume (veh/h)	100	2135	718	0	0	1995
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	108	0	772	0	0	2145
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	156		3181	0	259	5172
Arrive On Green	0.09	0.00	0.64	0.00	0.00	0.82
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	108	0	772	0	0	2145
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	6.5	0.0	7.3	0.0	0.0	10.1
Cycle Q Clear(g_c), s	6.5	0.0	7.3	0.0	0.0	10.1
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	156		3181	0	259	5172
V/C Ratio(X)	0.69		0.24	0.00	0.00	0.41
Avail Cap(c_a), veh/h	486		3181	0	740	5172
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.42	0.00	0.68	0.00	0.00	0.83
Uniform Delay (d), s/veh	48.7	0.0	8.5	0.0	0.0	2.6
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	2.3	0.0	0.0	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.6	0.0	8.6	0.0	0.0	2.8
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	108	A	772			2145
Approach Delay, s/veh	49.6		8.6			2.8
Approach LOS	D		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	20.4	75.1			95.5	14.5
Change Period (Y+Rc), s	4.4	4.9			4.9	4.9
Max Green Setting (Gmax), s	15.5	20.1			70.2	30.0
Max Q Clear Time (g_c+I1), s	10.3	9.3			12.1	8.5
Green Ext Time (p_c), s	0.0	4.7			36.8	0.1

Intersection Summary	
HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	243	2112	132	131	317	0	0	207	25
Future Volume (veh/h)	0	0	0	243	2112	132	131	317	0	0	207	25
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.88
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				259	2247	140	139	337	0	0	220	27
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				284	2624	166	155	1466	0	0	646	75
Arrive On Green				0.19	0.19	0.19	0.17	0.57	0.00	0.00	0.14	0.14
Sat Flow, veh/h				494	4575	290	1781	5274	0	0	4729	532
Grp Volume(v), veh/h				967	804	874	139	337	0	0	161	86
Grp Sat Flow(s),veh/h/ln				1846	1702	1811	1781	1702	0	0	1702	1689
Q Serve(g_s), s				56.5	49.9	51.2	8.4	3.6	0.0	0.0	4.7	5.1
Cycle Q Clear(g_c), s				56.5	49.9	51.2	8.4	3.6	0.0	0.0	4.7	5.1
Prop In Lane				0.27		0.16	1.00		0.00	0.00		0.31
Lane Grp Cap(c), veh/h				1059	976	1039	155	1466	0	0	482	239
V/C Ratio(X)				0.91	0.82	0.84	0.89	0.23	0.00	0.00	0.33	0.36
Avail Cap(c_a), veh/h				1059	976	1039	155	1629	0	0	591	293
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.46	0.46	0.46	0.66	0.66	0.00	0.00	0.95	0.95
Uniform Delay (d), s/veh				41.9	39.3	39.8	44.9	17.5	0.0	0.0	42.5	42.7
Incr Delay (d2), s/veh				7.0	3.8	4.0	31.3	0.1	0.0	0.0	0.3	0.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				29.9	23.7	25.9	4.7	1.3	0.0	0.0	2.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				48.9	43.0	43.8	76.2	17.5	0.0	0.0	42.8	43.3
LnGrp LOS				D	D	D	E	B	A	A	D	D
Approach Vol, veh/h					2646			476			247	
Approach Delay, s/veh					45.4			34.7			43.0	
Approach LOS					D			C			D	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	15.5	22.0	69.0	37.5
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	9.6	* 19	63.1	35.1
Max Q Clear Time (g_c+I1), s	10.4	7.1	58.5	5.6
Green Ext Time (p_c), s	0.0	0.9	4.2	2.5

Intersection Summary	
HCM 6th Ctrl Delay	43.7
HCM 6th LOS	D

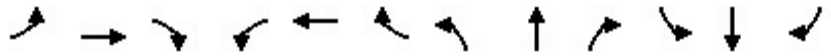
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	272	2459	0	0	0	0	0	178	62
Future Volume (veh/h)	0	0	0	272	2459	0	0	0	0	0	178	62
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				286	2588	0				0	187	65
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				347	3381	0				0	752	237
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				488	4930	0				0	3961	1193
Grp Volume(v), veh/h				1081	1793	0				0	166	86
Grp Sat Flow(s),veh/h/ln				1846	1702	0				0	1702	1582
Q Serve(g_s), s				61.2	53.7	0.0				0.0	4.5	5.1
Cycle Q Clear(g_c), s				61.2	53.7	0.0				0.0	4.5	5.1
Prop In Lane				0.26		0.00				0.00		0.75
Lane Grp Cap(c), veh/h				1311	2417	0				0	675	314
V/C Ratio(X)				0.83	0.74	0.00				0.00	0.25	0.27
Avail Cap(c_a), veh/h				1311	2417	0				0	675	314
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				35.6	32.8	0.0				0.0	37.2	37.4
Incr Delay (d2), s/veh				6.0	2.1	0.0				0.0	0.9	2.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				32.3	25.0	0.0				0.0	2.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				41.7	34.9	0.0				0.0	38.0	39.6
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					2874						252	
Approach Delay, s/veh					37.4						38.6	
Approach LOS					D						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				26.7		83.3						
Change Period (Y+Rc), s				4.9		5.2						
Max Green Setting (Gmax), s				21.8		78.1						
Max Q Clear Time (g_c+I1), s				7.1		63.2						
Green Ext Time (p_c), s				0.3		5.4						

Intersection Summary												
HCM 6th Ctrl Delay			37.5									
HCM 6th LOS			D									



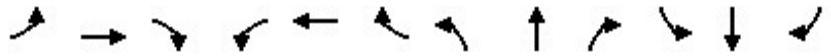
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2671	123	72	96	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2671	123	72	96	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2841	131	77	102	0			
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3506	159	297	434	0			
Arrive On Green				0.00	0.23	0.23	0.20	0.20	0.00			
Sat Flow, veh/h				0	5170	227	1451	2217	0			
Grp Volume(v), veh/h				0	1918	1054	95	84	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1824	1798	1777	0			
Q Serve(g_s), s				0.0	58.5	60.4	4.9	4.3	0.0			
Cycle Q Clear(g_c), s				0.0	58.5	60.4	4.9	4.3	0.0			
Prop In Lane				0.00		0.12	0.81		0.00			
Lane Grp Cap(c), veh/h				0	2386	1279	368	363	0			
V/C Ratio(X)				0.00	0.80	0.82	0.26	0.23	0.00			
Avail Cap(c_a), veh/h				0	2386	1279	368	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	35.1	35.8	36.8	36.5	0.0			
Incr Delay (d2), s/veh				0.0	3.0	6.1	1.7	1.5	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	27.5	31.5	2.4	2.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	38.1	42.0	38.5	38.0	0.0			
LnGrp LOS				A	D	D	D	D	A			
Approach Vol, veh/h					2972			179				
Approach Delay, s/veh					39.5			38.2				
Approach LOS					D			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						62.4		6.9				
Green Ext Time (p_c), s						14.0		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	39.4
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	346	2853	0	0	0	0	0	218	39
Future Volume (veh/h)	0	0	0	346	2853	0	0	0	0	0	218	39
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				353	2911	0				0	222	40
Peak Hour Factor				0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				371	3307	0				0	733	312
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				530	4887	0				0	3647	1514
Grp Volume(v), veh/h				1229	2035	0				0	222	40
Grp Sat Flow(s),veh/h/ln				1844	1702	0				0	1777	1514
Q Serve(g_s), s				72.2	63.0	0.0				0.0	5.8	2.4
Cycle Q Clear(g_c), s				72.2	63.0	0.0				0.0	5.8	2.4
Prop In Lane				0.29		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1292	2386	0				0	733	312
V/C Ratio(X)				0.95	0.85	0.00				0.00	0.30	0.13
Avail Cap(c_a), veh/h				1292	2386	0				0	733	312
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				40.4	36.9	0.0				0.0	37.0	35.6
Incr Delay (d2), s/veh				15.7	4.1	0.0				0.0	1.1	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				41.1	29.9	0.0				0.0	2.7	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				56.1	41.0	0.0				0.0	38.0	36.4
LnGrp LOS				E	D	A				A	D	D
Approach Vol, veh/h					3264						262	
Approach Delay, s/veh					46.7						37.8	
Approach LOS					D						D	

Timer - Assigned Phs	4	6
Phs Duration (G+Y+Rc), s	27.6	82.4
Change Period (Y+Rc), s	4.9	5.3
Max Green Setting (Gmax), s	22.7	77.1
Max Q Clear Time (g_c+I1), s	7.8	74.2
Green Ext Time (p_c), s	1.3	2.8

Intersection Summary	
HCM 6th Ctrl Delay	46.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	3111	55	140	79	0	0	0	0
Future Volume (veh/h)	0	0	0	0	3111	55	140	79	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	3207	57	144	81	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3761	66	316	315	0			
Arrive On Green				0.00	0.73	0.73	0.18	0.18	0.00			
Sat Flow, veh/h				0	5333	91	1781	1870	0			
Grp Volume(v), veh/h				0	2107	1157	144	81	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1852	1781	1777	0			
Q Serve(g_s), s				0.0	48.5	49.9	8.0	4.3	0.0			
Cycle Q Clear(g_c), s				0.0	48.5	49.9	8.0	4.3	0.0			
Prop In Lane				0.00		0.05	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2479	1348	316	315	0			
V/C Ratio(X)				0.00	0.85	0.86	0.46	0.26	0.00			
Avail Cap(c_a), veh/h				0	2479	1348	316	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	10.7	10.8	40.5	39.0	0.0			
Incr Delay (d2), s/veh				0.0	3.9	7.3	4.7	2.0	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	16.4	19.5	3.9	2.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	14.5	18.1	45.2	41.0	0.0			
LnGrp LOS				A	B	B	D	D	A			
Approach Vol, veh/h					3264			225				
Approach Delay, s/veh					15.8			43.7				
Approach LOS					B			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						51.9		10.0				
Green Ext Time (p_c), s						26.8		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

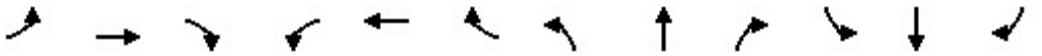
Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	135	480	13	100	0	0	0	17
Future Vol, veh/h	0	0	0	0	135	480	13	100	0	0	0	17
Conflicting Peds, #/hr	5	0	2	2	0	5	21	0	0	0	0	21
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	139	495	13	103	0	0	0	18

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	91	639	-	-	-	343
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	91	639	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	883	392	0	0	0	653
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	906	469	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	859	390	-	-	-	650
Mov Cap-2 Maneuver	-	-	-	859	390	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	882	467	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	17.5	10.7
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	390	-	-	650
HCM Lane V/C Ratio	0.264	-	-	0.027
HCM Control Delay (s)	17.5	-	-	10.7
HCM Lane LOS	C	-	-	B
HCM 95th %tile Q(veh)	1	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	712	83	1404	759	0
Future Volume (veh/h)	0	0	0	0	0	0	0	712	83	1404	759	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	809	94	1595	862	0
Peak Hour Factor	0.88	0.88	0.88				0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1079	334	3498	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.22	0.22	0.93	1.00	0.00
Sat Flow, veh/h		0					0	5149	1545	5023	1826	0
Grp Volume(v), veh/h		0.0					0	809	94	1595	862	0
Grp Sat Flow(s),veh/h/ln							0	1662	1545	1674	1826	0
Q Serve(g_s), s							0.0	16.7	5.6	4.5	0.0	0.0
Cycle Q Clear(g_c), s							0.0	16.7	5.6	4.5	0.0	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1079	334	3498	1740	0
V/C Ratio(X)							0.00	0.75	0.28	0.46	0.50	0.00
Avail Cap(c_a), veh/h							0	1205	374	3498	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.90	0.90	0.00
Uniform Delay (d), s/veh							0.0	40.3	36.0	1.4	0.0	0.0
Incr Delay (d2), s/veh							0.0	3.5	1.2	0.1	0.9	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	6.9	2.1	0.8	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	43.8	37.1	1.5	0.9	0.0
LnGrp LOS							A	D	D	A	A	A
Approach Vol, veh/h								903			2457	
Approach Delay, s/veh								43.1			1.3	
Approach LOS								D			A	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	81.0	29.0				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				40.0						
Max Q Clear Time (g_c+I1), s	6.5	18.7				2.0						
Green Ext Time (p_c), s	7.9	5.1				9.6						

Intersection Summary		
HCM 6th Ctrl Delay		12.5
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

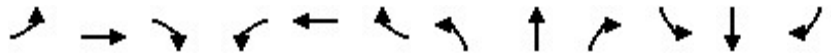
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱					↑↑↑↳		↰	↑↑↑	
Traffic Volume (veh/h)	54	1346	78	0	0	0	0	386	196	90	345	0
Future Volume (veh/h)	54	1346	78	0	0	0	0	386	196	90	345	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	59	1479	86				0	424	215	99	379	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	116	3087	942				0	632	283	129	1522	0
Arrive On Green	0.20	0.20	0.20				0.00	0.19	0.19	0.14	0.60	0.00
Sat Flow, veh/h	190	5075	1549				0	3572	1522	1781	5274	0
Grp Volume(v), veh/h	577	961	86				0	424	215	99	379	0
Grp Sat Flow(s),veh/h/ln	1861	1702	1549				0	1702	1522	1781	1702	0
Q Serve(g_s), s	30.4	27.4	5.0				0.0	12.7	14.7	5.9	3.9	0.0
Cycle Q Clear(g_c), s	30.4	27.4	5.0				0.0	12.7	14.7	5.9	3.9	0.0
Prop In Lane	0.10		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1132	2071	942				0	632	283	129	1522	0
V/C Ratio(X)	0.51	0.46	0.09				0.00	0.67	0.76	0.77	0.25	0.00
Avail Cap(c_a), veh/h	1132	2071	942				0	916	409	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.42	0.42	0.42				0.00	1.00	1.00	0.89	0.89	0.00
Uniform Delay (d), s/veh	29.4	28.2	19.2				0.0	41.7	42.5	46.1	16.4	0.0
Incr Delay (d2), s/veh	0.7	0.3	0.1				0.0	1.4	5.4	3.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	12.5	1.8				0.0	5.4	5.9	2.5	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	28.5	19.3				0.0	43.1	47.9	49.3	16.4	0.0
LnGrp LOS	C	C	B				A	D	D	D	B	A
Approach Vol, veh/h		1624						639			478	
Approach Delay, s/veh		28.5						44.7			23.2	
Approach LOS		C						D			C	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	71.8	38.2	12.4	25.8
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	32.4	5.9	7.9	16.7
Green Ext Time (p_c), s	10.4	2.1	0.1	3.7

Intersection Summary	
HCM 6th Ctrl Delay	31.4
HCM 6th LOS	C

Notes

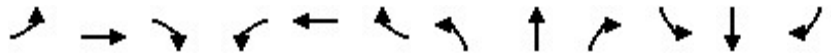
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



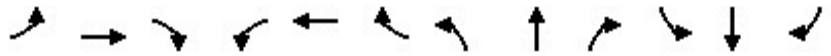
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1604	32	0	0	0	0	0	0	145	316	0
Future Volume (veh/h)	0	1604	32	0	0	0	0	0	0	145	316	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	1725	34							156	340	0
Peak Hour Factor	0.93	0.93	0.93							0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3003	59							499	1207	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5321	102							1521	3845	0
Grp Volume(v), veh/h	0	1139	620							184	312	0
Grp Sat Flow(s),veh/h/ln	0	1702	1851							1794	1702	0
Q Serve(g_s), s	0.0	33.4	33.4							10.4	9.3	0.0
Cycle Q Clear(g_c), s	0.0	33.4	33.4							10.4	9.3	0.0
Prop In Lane	0.00		0.05							0.85		0.00
Lane Grp Cap(c), veh/h	0	1984	1078							589	1117	0
V/C Ratio(X)	0.00	0.57	0.57							0.31	0.28	0.00
Avail Cap(c_a), veh/h	0	1984	1078							589	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	32.0	32.0							37.6	37.1	0.0
Incr Delay (d2), s/veh	0.0	1.2	2.2							1.4	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.5	17.2							5.2	4.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	33.3	34.3							39.0	37.7	0.0
LnGrp LOS	A	C	C							D	D	A
Approach Vol, veh/h		1759									496	
Approach Delay, s/veh		33.6									38.2	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	35.4	12.4
Green Ext Time (p_c), s	5.7	1.3

Intersection Summary	
HCM 6th Ctrl Delay	34.6
HCM 6th LOS	C



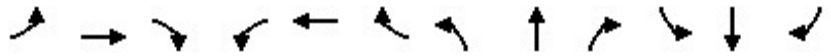
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1956	0	0	0	0	0	96	212	0	0	0
Future Volume (veh/h)	49	1956	0	0	0	0	0	96	212	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.94			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	53	2103	0				0	103	228			
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	70	2952	0				0	599	505			
Arrive On Green	0.19	0.19	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	122	5315	0				0	1870	1496			
Grp Volume(v), veh/h	810	1346	0				0	103	228			
Grp Sat Flow(s),veh/h/ln	1864	1702	0				0	1777	1496			
Q Serve(g_s), s	45.3	40.5	0.0				0.0	4.5	13.1			
Cycle Q Clear(g_c), s	45.3	40.5	0.0				0.0	4.5	13.1			
Prop In Lane	0.07		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1069	1953	0				0	599	505			
V/C Ratio(X)	0.76	0.69	0.00				0.00	0.17	0.45			
Avail Cap(c_a), veh/h	1069	1953	0				0	599	505			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	37.4	35.4	0.0				0.0	25.6	28.5			
Incr Delay (d2), s/veh	5.0	2.0	0.0				0.0	0.6	2.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	24.0	19.0	0.0				0.0	2.0	5.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	37.5	0.0				0.0	26.3	31.4			
LnGrp LOS	D	D	A				A	C	C			
Approach Vol, veh/h		2156						331				
Approach Delay, s/veh		39.3						29.8				
Approach LOS		D						C				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		68.0						42.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		63.1						37.1				
Max Q Clear Time (g_c+I1), s		47.3						15.1				
Green Ext Time (p_c), s		12.7						2.2				
Intersection Summary												
HCM 6th Ctrl Delay			38.0									
HCM 6th LOS			D									



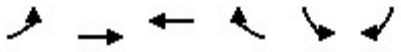
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2287	73	0	0	0	0	0	0	203	351	0
Future Volume (veh/h)	0	2287	73	0	0	0	0	0	0	203	351	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2334	74							207	358	0
Peak Hour Factor	0.98	0.98	0.98							0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3379	107							439	875	0
Arrive On Green	0.00	0.22	0.22							0.08	0.08	0.00
Sat Flow, veh/h	0	5252	160							1781	3647	0
Grp Volume(v), veh/h	0	1559	849							207	358	0
Grp Sat Flow(s),veh/h/ln	0	1702	1841							1781	1777	0
Q Serve(g_s), s	0.0	46.3	46.7							12.2	10.5	0.0
Cycle Q Clear(g_c), s	0.0	46.3	46.7							12.2	10.5	0.0
Prop In Lane	0.00		0.09							1.00		0.00
Lane Grp Cap(c), veh/h	0	2262	1223							439	875	0
V/C Ratio(X)	0.00	0.69	0.69							0.47	0.41	0.00
Avail Cap(c_a), veh/h	0	2262	1223							439	875	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	32.5	32.6							43.7	42.9	0.0
Incr Delay (d2), s/veh	0.0	1.7	3.3							3.6	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	21.6	24.0							6.3	5.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	34.2	35.9							47.3	44.3	0.0
LnGrp LOS	A	C	D							D	D	A
Approach Vol, veh/h		2408									565	
Approach Delay, s/veh		34.8									45.4	
Approach LOS		C									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	78.0	32.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	73.1	27.1
Max Q Clear Time (g_c+I1), s	48.7	14.2
Green Ext Time (p_c), s	19.6	2.5

Intersection Summary	
HCM 6th Ctrl Delay	36.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	2143	0	0	0	0	0	92	37	0	0	0
Future Volume (veh/h)	169	2143	0	0	0	0	0	92	37	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	184	2329	0				0	100	40			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	260	3520	0				0	483	184			
Arrive On Green	0.24	0.24	0.00				0.00	0.19	0.19			
Sat Flow, veh/h	361	5063	0				0	2610	958			
Grp Volume(v), veh/h	943	1570	0				0	69	71			
Grp Sat Flow(s),veh/h/ln	1852	1702	0				0	1777	1698			
Q Serve(g_s), s	51.4	45.6	0.0				0.0	3.6	3.9			
Cycle Q Clear(g_c), s	51.4	45.6	0.0				0.0	3.6	3.9			
Prop In Lane	0.20		0.00				0.00		0.56			
Lane Grp Cap(c), veh/h	1332	2448	0				0	341	326			
V/C Ratio(X)	0.71	0.64	0.00				0.00	0.20	0.22			
Avail Cap(c_a), veh/h	1332	2448	0				0	341	326			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	31.4	29.2	0.0				0.0	37.4	37.5			
Incr Delay (d2), s/veh	3.2	1.3	0.0				0.0	1.3	1.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	26.6	21.2	0.0				0.0	1.7	1.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.6	30.5	0.0				0.0	38.7	39.0			
LnGrp LOS	C	C	A				A	D	D			
Approach Vol, veh/h		2513						140				
Approach Delay, s/veh		32.0						38.9				
Approach LOS		C						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		84.0						26.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		79.1						21.1				
Max Q Clear Time (g_c+I1), s		53.4						5.9				
Green Ext Time (p_c), s		21.3						0.6				
Intersection Summary												
HCM 6th Ctrl Delay			32.4									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	39	1030	1120	19	68	197
Future Volume (veh/h)	39	1030	1120	19	68	197
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	41	1073	1167	20	71	205
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	468	3801	2274	39	510	234
Arrive On Green	0.53	1.00	0.90	0.90	0.15	0.15
Sat Flow, veh/h	1781	5149	5209	86	3456	1585
Grp Volume(v), veh/h	41	1073	769	418	71	205
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1808	1728	1585
Q Serve(g_s), s	1.4	0.0	5.0	5.0	2.1	14.9
Cycle Q Clear(g_c), s	1.4	0.0	5.0	5.0	2.1	14.9
Prop In Lane	1.00			0.05	1.00	1.00
Lane Grp Cap(c), veh/h	468	3801	1498	815	510	234
V/C Ratio(X)	0.09	0.28	0.51	0.51	0.14	0.88
Avail Cap(c_a), veh/h	468	3801	1498	815	1086	498
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.94	0.94	1.00	1.00
Uniform Delay (d), s/veh	21.0	0.0	3.4	3.4	43.8	49.2
Incr Delay (d2), s/veh	0.0	0.2	1.2	2.2	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	1.3	1.6	0.9	12.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.0	0.2	4.6	5.6	43.8	53.3
LnGrp LOS	C	A	A	A	D	D
Approach Vol, veh/h		1114	1187		276	
Approach Delay, s/veh		0.9	5.0		50.9	
Approach LOS		A	A		D	

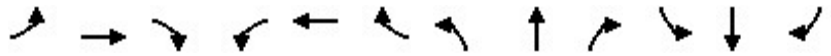
Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	95.7		22.3	36.7	59.0
Change Period (Y+Rc), s	5.7		4.9	5.7	* 5.8
Max Green Setting (Gmax), s	70.3		37.1	12.6	* 53
Max Q Clear Time (g_c+I1), s	2.0		16.9	3.4	7.0
Green Ext Time (p_c), s	26.7		0.5	0.0	23.4

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	978	13	12	1114	4	0	12	13	29	0	26
Future Volume (veh/h)	121	978	13	12	1114	4	0	12	13	29	0	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	125	1008	13	12	1148	0	0	12	13	30	0	27
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	149	2290	30	505	3301		34	15	17	227	0	102
Arrive On Green	0.17	0.90	0.90	0.28	0.66	0.00	0.00	0.02	0.02	0.07	0.00	0.07
Sat Flow, veh/h	1781	5070	65	1781	4985	1585	1781	804	871	3456	0	1556
Grp Volume(v), veh/h	125	661	360	12	1148	0	0	0	25	30	0	27
Grp Sat Flow(s),veh/h/ln	1781	1662	1812	1781	1662	1585	1781	0	1676	1728	0	1556
Q Serve(g_s), s	8.0	3.8	3.8	0.6	11.9	0.0	0.0	0.0	1.8	1.0	0.0	1.9
Cycle Q Clear(g_c), s	8.0	3.8	3.8	0.6	11.9	0.0	0.0	0.0	1.8	1.0	0.0	1.9
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	149	1501	819	505	3301		34	0	32	227	0	102
V/C Ratio(X)	0.84	0.44	0.44	0.02	0.35		0.00	0.00	0.79	0.13	0.00	0.26
Avail Cap(c_a), veh/h	175	1501	819	505	3301		92	0	87	999	0	450
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.4	3.3	3.3	30.5	8.7	0.0	0.0	0.0	57.6	52.0	0.0	52.4
Incr Delay (d2), s/veh	22.1	0.9	1.7	0.0	0.3	0.0	0.0	0.0	14.6	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	1.1	1.3	0.2	3.8	0.0	0.0	0.0	0.9	0.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.4	4.2	5.0	30.5	9.0	0.0	0.0	0.0	72.2	52.1	0.0	52.9
LnGrp LOS	E	A	A	C	A		A	A	E	D	A	D
Approach Vol, veh/h		1146			1160	A		25			57	
Approach Delay, s/veh		11.7			9.3			72.2			52.5	
Approach LOS		B			A			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.2	59.0		12.6	14.3	84.0		7.1
Change Period (Y+Rc), s	5.8	* 5.7		4.9	4.4	5.8		4.9
Max Green Setting (Gmax), s	4.6	* 53		34.1	11.6	46.2		6.1
Max Q Clear Time (g_c+I1), s	2.6	5.8		3.9	10.0	13.9		3.8
Green Ext Time (p_c), s	0.0	15.6		0.1	0.0	15.7		0.0

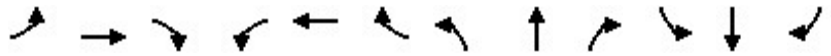
Intersection Summary	
HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	259	849	207	591	1353	0	178	41	379	0	30	156
Future Volume (veh/h)	259	849	207	591	1353	0	178	41	379	0	30	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		1.00	1.00		1.00	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	267	875	213	609	1395	0	184	42	0	0	31	161
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	60	1242	571	1278	3745	0	429	232		0	149	210
Arrive On Green	0.03	0.25	0.25	0.37	0.60	0.00	0.12	0.12	0.00	0.00	0.08	0.08
Sat Flow, veh/h	1781	4985	1502	3456	6537	0	3456	1870	1585	0	1870	2632
Grp Volume(v), veh/h	267	875	213	609	1395	0	184	42	0	0	31	161
Grp Sat Flow(s),veh/h/ln	1781	1662	1502	1728	1570	0	1728	1870	1585	0	1870	1316
Q Serve(g_s), s	4.0	18.9	12.2	15.9	13.6	0.0	5.8	2.4	0.0	0.0	1.8	7.1
Cycle Q Clear(g_c), s	4.0	18.9	12.2	15.9	13.6	0.0	5.8	2.4	0.0	0.0	1.8	7.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	60	1242	571	1278	3745	0	429	232		0	149	210
V/C Ratio(X)	4.42	0.70	0.37	0.48	0.37	0.00	0.43	0.18		0.00	0.21	0.77
Avail Cap(c_a), veh/h	60	1242	571	1278	3745	0	1084	586		0	239	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	0.91	0.91	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	40.3	27.0	28.4	12.4	0.0	47.8	46.3	0.0	0.0	50.8	53.2
Incr Delay (d2), s/veh	1577.4	3.4	1.9	0.1	0.3	0.0	0.2	0.1	0.0	0.0	0.7	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.2	7.8	5.5	6.3	4.4	0.0	2.5	1.1	0.0	0.0	0.9	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1634.4	43.7	28.9	28.5	12.7	0.0	48.0	46.4	0.0	0.0	51.5	59.0
LnGrp LOS	F	D	C	C	B	A	D	D		A	D	E
Approach Vol, veh/h		1355			2004			226	A		192	
Approach Delay, s/veh		354.8			17.5			47.7			57.8	
Approach LOS		F			B			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	49.1	35.1		14.3	8.4	75.8		19.5
Change Period (Y+Rc), s	5.4	* 5.7		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	16.6	* 29		15.1	4.0	42.3		37.0
Max Q Clear Time (g_c+I1), s	17.9	20.9		9.1	6.0	15.6		7.8
Green Ext Time (p_c), s	0.0	5.8		0.4	0.0	20.2		0.5

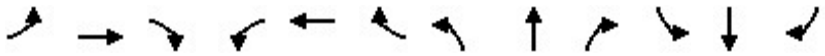
Intersection Summary		
HCM 6th Ctrl Delay	142.4	
HCM 6th LOS	F	

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



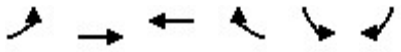
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	5	16	4	6	314	12	200	9	518	308	61
Future Volume (veh/h)	35	5	16	4	6	314	12	200	9	518	308	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.94	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	15	17	0	0	342	13	213	10	551	328	65
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	33	38	0	313	520	117	650	30	604	1360	266
Arrive On Green	0.04	0.04	0.04	0.00	0.00	0.17	0.07	0.19	0.19	0.34	0.46	0.46
Sat Flow, veh/h	1781	785	890	0	1870	3104	1781	3445	161	1781	2943	575
Grp Volume(v), veh/h	30	0	32	0	0	342	13	109	114	551	196	197
Grp Sat Flow(s),veh/h/ln	1781	0	1675	0	1870	1552	1781	1777	1829	1781	1777	1741
Q Serve(g_s), s	1.0	0.0	1.1	0.0	0.0	6.3	0.4	3.2	3.3	18.1	4.1	4.2
Cycle Q Clear(g_c), s	1.0	0.0	1.1	0.0	0.0	6.3	0.4	3.2	3.3	18.1	4.1	4.2
Prop In Lane	1.00		0.53	0.00		1.00	1.00		0.09	1.00		0.33
Lane Grp Cap(c), veh/h	76	0	71	0	313	520	117	335	345	604	821	804
V/C Ratio(X)	0.39	0.00	0.45	0.00	0.00	0.66	0.11	0.33	0.33	0.91	0.24	0.24
Avail Cap(c_a), veh/h	117	0	110	0	889	1475	117	845	869	788	1515	1484
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	0.0	28.5	0.0	0.0	23.8	26.8	21.4	21.4	19.3	9.9	10.0
Incr Delay (d2), s/veh	2.5	0.0	3.2	0.0	0.0	0.5	0.2	0.4	0.4	10.9	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.5	0.0	0.0	2.2	0.2	1.3	1.3	8.3	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	0.0	31.7	0.0	0.0	24.3	27.0	21.8	21.8	30.2	10.0	10.1
LnGrp LOS	C	A	C	A	A	C	C	C	C	C	B	B
Approach Vol, veh/h		62			342			236			944	
Approach Delay, s/veh		31.3			24.3			22.1			21.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	34.7	15.5		6.6	8.0	32.2		14.2
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	27.6	29.0		4.0	4.0	52.0		29.0
Max Q Clear Time (g_c+I1), s	20.1	5.3		3.1	2.4	6.2		8.3
Green Ext Time (p_c), s	0.6	0.9		0.0	0.0	1.9		0.8

Intersection Summary	
HCM 6th Ctrl Delay	22.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	150	2	4	67	122	198
Future Volume (veh/h)	150	2	4	67	122	198
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	156	0	4	0	126	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	771	405	710		272	
Arrive On Green	0.22	0.00	0.38	0.00	0.08	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	156	0	4	0	126	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	1.3	0.0	0.0	0.0	1.3	0.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0	0.0	1.3	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	771	405	710		272	
V/C Ratio(X)	0.20	0.00	0.01		0.46	
Avail Cap(c_a), veh/h	1063	558	710		1218	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	11.8	0.0	7.1	0.0	16.2	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.0	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.0	0.0	7.1	0.0	17.5	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		156	4	A	126	A
Approach Delay, s/veh		12.0	7.1		17.5	
Approach LOS		B	A		B	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	12.0		6.9		18.0
Change Period (Y+Rc), s	4.0		4.0		4.0
Max Green Setting (Gmax), s	11.0		13.0		14.0
Max Q Clear Time (g_c+I1), s	3.3		3.3		2.0
Green Ext Time (p_c), s	0.3		0.2		0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

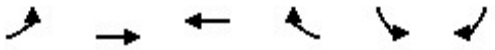
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	116	60	0	0	1
Future Vol, veh/h	9	116	60	0	0	1
Conflicting Peds, #/hr	7	0	0	7	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	135	70	0	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	77	0	-	0	166	44
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	89	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1520	-	-	-	808	1017
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1510	-	-	-	791	1008
Mov Cap-2 Maneuver	-	-	-	-	791	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	918	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1510	-	-	-	1008
HCM Lane V/C Ratio	0.007	-	-	-	0.001
HCM Control Delay (s)	7.4	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



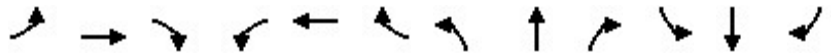
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	2536	3228	0	0	0
Future Volume (veh/h)	0	2536	3228	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	0	2669	3398	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	2	4761	7063		3	1
Arrive On Green	0.00	0.96	0.96	0.00	0.00	0.00
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	0	2669	3398	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	0.0	6.1	4.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	6.1	4.5	0.0	0.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	2	4761	7063		3	1
V/C Ratio(X)	0.00	0.56	0.48		0.00	0.00
Avail Cap(c_a), veh/h	115	4761	7063		149	69
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.3	0.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.7	0.5	0.0	0.0	0.0
LnGrp LOS	A	A	A		A	A
Approach Vol, veh/h		2669	3398	A	0	
Approach Delay, s/veh		0.7	0.5		0.0	
Approach LOS		A	A			

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		118.0		0.0	0.0	118.0
Change Period (Y+Rc), s		5.3		4.9	4.4	5.3
Max Green Setting (Gmax), s		102.7		5.1	7.6	90.7
Max Q Clear Time (g_c+I1), s		8.1		0.0	0.0	6.5
Green Ext Time (p_c), s		90.1		0.0	0.0	83.8

Intersection Summary	
HCM 6th Ctrl Delay	0.6
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	3060	47	122	1494	30	27	0	166	1	0	0
Future Volume (veh/h)	4	3060	47	122	1494	30	27	0	166	1	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	3255	50	130	1589	32	29	0	177	1	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	60	3327	812	669	4448	90	267	0	207	215	272	0
Arrive On Green	0.03	0.53	0.53	0.19	0.70	0.70	0.15	0.00	0.15	0.15	0.00	0.00
Sat Flow, veh/h	1781	6281	1534	3456	6381	128	1415	0	1424	1206	1870	0
Grp Volume(v), veh/h	4	3255	50	130	1173	448	29	0	177	1	0	0
Grp Sat Flow(s),veh/h/ln	1781	1570	1534	1728	1570	1799	1415	0	1424	1206	1870	0
Q Serve(g_s), s	0.3	59.7	1.9	3.7	11.9	11.9	2.1	0.0	14.3	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.3	59.7	1.9	3.7	11.9	11.9	2.1	0.0	14.3	2.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.07	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	60	3327	812	669	3283	1254	267	0	207	215	272	0
V/C Ratio(X)	0.07	0.98	0.06	0.19	0.36	0.36	0.11	0.00	0.86	0.00	0.00	0.00
Avail Cap(c_a), veh/h	74	3327	812	669	3283	1254	446	0	387	367	509	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	55.2	27.1	13.5	39.9	7.2	7.2	44.0	0.0	49.2	44.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	11.3	0.1	0.0	0.3	0.8	0.1	0.0	3.9	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	22.6	0.6	1.5	3.4	4.1	0.8	0.0	5.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.4	38.4	13.6	39.9	7.5	8.0	44.1	0.0	53.1	45.0	0.0	0.0
LnGrp LOS	E	D	B	D	A	A	D	A	D	D	A	A
Approach Vol, veh/h		3309			1751			206			1	
Approach Delay, s/veh		38.1			10.0			51.8			45.0	
Approach LOS		D			B			D			D	

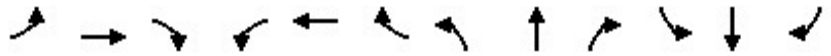
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.1	67.8		22.1	8.4	87.5		22.1
Change Period (Y+Rc), s	5.3	* 5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	8.8	* 63		32.1	4.9	66.4		32.1
Max Q Clear Time (g_c+I1), s	5.7	61.7		4.2	2.3	13.9		16.3
Green Ext Time (p_c), s	0.1	0.8		0.0	0.0	35.2		0.4

Intersection Summary	
HCM 6th Ctrl Delay	29.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	3062	0	6	1470	72	0	0	0	5	0	5
Future Volume (veh/h)	11	3062	0	6	1470	72	0	0	0	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	0.98		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	3223	0	6	1547	76	0	0	0	5	0	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	500	4279	0	48	3696	181	0	33	0	156	0	28
Arrive On Green	0.28	0.86	0.00	0.03	0.60	0.60	0.00	0.00	0.00	0.02	0.00	0.02
Sat Flow, veh/h	1781	5149	0	1781	6174	303	0	1870	0	3397	0	1567
Grp Volume(v), veh/h	12	3223	0	6	1180	443	0	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1767	0	1870	0	1698	0	1567
Q Serve(g_s), s	0.7	38.9	0.0	0.5	20.1	20.1	0.0	0.0	0.0	0.2	0.0	0.5
Cycle Q Clear(g_c), s	0.7	38.9	0.0	0.5	20.1	20.1	0.0	0.0	0.0	0.2	0.0	0.5
Prop In Lane	1.00		0.00	1.00		0.17	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	500	4279	0	48	2820	1058	0	33	0	156	0	28
V/C Ratio(X)	0.02	0.75	0.00	0.13	0.42	0.42	0.00	0.00	0.00	0.03	0.00	0.18
Avail Cap(c_a), veh/h	500	4279	0	48	2820	1058	0	399	0	821	0	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	0.00	0.94	0.94	0.94	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.1	4.3	0.0	71.3	16.1	16.1	0.0	0.0	0.0	72.5	0.0	72.6
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.4	0.4	1.1	0.0	0.0	0.0	0.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	7.4	0.0	0.2	7.0	8.1	0.0	0.0	0.0	0.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.1	5.0	0.0	71.7	16.5	17.3	0.0	0.0	0.0	72.5	0.0	73.8
LnGrp LOS	D	A	A	E	B	B	A	A	A	E	A	E
Approach Vol, veh/h		3235			1629			0			10	
Approach Delay, s/veh		5.1			16.9			0.0			73.1	
Approach LOS		A			B						E	

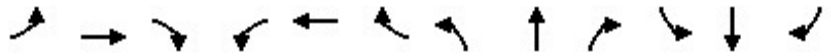
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	134.1		7.5	47.4	95.1		7.5
Change Period (Y+Rc), s	4.4	5.3		4.9	5.3	* 5.3		4.9
Max Green Setting (Gmax), s	4.0	99.4		32.0	13.6	* 90		32.0
Max Q Clear Time (g_c+I1), s	2.5	40.9		2.5	2.7	22.1		0.0
Green Ext Time (p_c), s	0.0	58.0		0.0	0.0	38.7		0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3026	3	29	1661	0	0	0	19	0	0	0
Future Volume (veh/h)	0	3026	3	29	1661	0	0	0	19	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	0	3254	3	31	1786	0						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	2	4505	4	42	4713	0						
Arrive On Green	0.00	0.88	0.88	0.02	0.95	0.00						
Sat Flow, veh/h	1781	5143	5	1781	5149	0						
Grp Volume(v), veh/h	0	2102	1155	31	1786	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1825	1781	1662	0						
Q Serve(g_s), s	0.0	20.4	20.4	1.7	2.9	0.0						
Cycle Q Clear(g_c), s	0.0	20.4	20.4	1.7	2.9	0.0						
Prop In Lane	1.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	2	2911	1598	42	4713	0						
V/C Ratio(X)	0.00	0.72	0.72	0.74	0.38	0.00						
Avail Cap(c_a), veh/h	86	2924	1606	112	4713	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	2.0	2.0	46.3	0.2	0.0						
Incr Delay (d2), s/veh	0.0	1.3	2.4	9.2	0.2	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	0.5	1.1	0.8	0.1	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	3.3	4.4	55.5	0.4	0.0						
LnGrp LOS	A	A	A	E	A	A						
Approach Vol, veh/h		3257			1817							
Approach Delay, s/veh		3.7			1.3							
Approach LOS		A			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	6.6	88.8			0.0	95.5						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	6.6	84.0			4.6	85.4						
Max Q Clear Time (g_c+I1), s	3.7	22.4			0.0	4.9						
Green Ext Time (p_c), s	0.0	61.2			0.0	59.2						
Intersection Summary												
HCM 6th Ctrl Delay			2.9									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	19.4

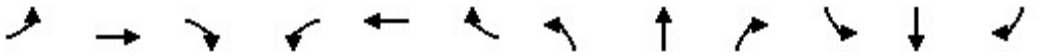
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	166	0	0	1590	727
Future Vol, veh/h	0	166	0	0	1590	727
Conflicting Peds, #/hr	0	0	10	0	0	10
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	184	0	0	1767	808

Major/Minor	Minor2			Major2	
Conflicting Flow All	2181	1298		-	0
Stage 1	2181	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	75	~ 131		-	-
Stage 1	43	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	74	~ 130		-	-
Mov Cap-2 Maneuver	74	-		-	-
Stage 1	43	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	289.9	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	130	-	-
HCM Lane V/C Ratio	-	1.419	-	-
HCM Control Delay (s)	0	289.9	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	12.4	-	-

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



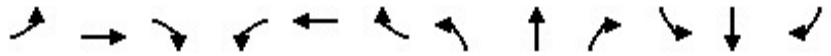
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	789	124	68	856	330	50	34	26	196	89	130
Future Volume (veh/h)	129	789	124	68	856	330	50	34	26	196	89	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	145	887	139	76	962	371	56	38	29	220	100	146
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	2869	868	98	2661	807	253	227	176	352	449	391
Arrive On Green	0.19	1.00	1.00	0.02	0.17	0.17	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	5106	1545	1781	5106	1547	764	898	696	1321	1777	1546
Grp Volume(v), veh/h	145	887	139	76	962	371	58	0	65	220	100	146
Grp Sat Flow(s),veh/h/ln	1781	1702	1545	1781	1702	1547	792	0	1567	1321	1777	1546
Q Serve(g_s), s	9.3	0.0	0.0	5.0	19.6	25.4	5.1	0.0	3.8	18.4	5.3	9.2
Cycle Q Clear(g_c), s	9.3	0.0	0.0	5.0	19.6	25.4	14.3	0.0	3.8	22.2	5.3	9.2
Prop In Lane	1.00		1.00	1.00		1.00	0.97		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	170	2869	868	98	2661	807	260	0	396	352	449	391
V/C Ratio(X)	0.85	0.31	0.16	0.78	0.36	0.46	0.22	0.00	0.16	0.63	0.22	0.37
Avail Cap(c_a), veh/h	319	2869	868	319	2661	807	313	0	469	413	532	463
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.94	0.94	0.94	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	0.0	0.0	57.2	31.5	33.9	42.1	0.0	34.4	43.1	34.9	36.4
Incr Delay (d2), s/veh	4.0	0.2	0.4	4.6	0.4	1.8	0.2	0.0	0.1	5.4	0.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.1	0.1	2.4	9.0	10.9	1.5	0.0	1.5	6.5	2.4	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.9	0.2	0.4	61.8	31.9	35.7	42.3	0.0	34.5	48.5	35.7	38.1
LnGrp LOS	D	A	A	E	C	D	D	A	C	D	D	D
Approach Vol, veh/h		1171			1409			123			466	
Approach Delay, s/veh		6.5			34.5			38.1			42.5	
Approach LOS		A			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	72.4		34.7	15.7	67.6		34.7				
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	21.1	* 47		35.3	21.1	46.2		35.3				
Max Q Clear Time (g_c+I1), s	7.0	2.0		24.2	11.3	27.4		16.3				
Green Ext Time (p_c), s	0.1	13.7		3.5	0.1	13.8		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		25.5	
HCM 6th LOS		C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	511	0	0	625	366	0	0	0	516	0	25
Future Volume (veh/h)	15	511	0	0	625	366	0	0	0	516	0	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	601	0	0	735	0	0	0	0	634	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	27	2481	0	2	2295		0	2	1	718	378	0
Arrive On Green	0.02	0.70	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.20	0.00	0.00
Sat Flow, veh/h	1781	3647	0	1781	3554	1585	0	1870	1585	3557	1870	0
Grp Volume(v), veh/h	18	601	0	0	735	0	0	0	0	634	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1585	0	1870	1585	1779	1870	0
Q Serve(g_s), s	1.2	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.4	0.0	0.0
Cycle Q Clear(g_c), s	1.2	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.4	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	27	2481	0	2	2295		0	2	1	718	378	0
V/C Ratio(X)	0.67	0.24	0.00	0.00	0.32		0.00	0.00	0.00	0.88	0.00	0.00
Avail Cap(c_a), veh/h	152	2481	0	152	2295		0	157	133	1118	588	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.94	0.00	0.00	0.00	0.00	0.79	0.00	0.00
Uniform Delay (d), s/veh	57.8	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.7	0.0	0.0
Incr Delay (d2), s/veh	10.1	0.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	2.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.4	0.0	0.0	0.1	0.0	0.0	0.0	0.0	9.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.0	6.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	48.6	0.0	0.0
LnGrp LOS	E	A	A	A	A		A	A	A	D	A	A
Approach Vol, veh/h		619			735	A		0			634	
Approach Delay, s/veh		8.5			0.3			0.0			48.6	
Approach LOS		A			A						D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	88.3		29.7	6.2	82.1		0.0				
Change Period (Y+Rc), s	4.4	* 5.9		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.1	* 41		37.1	10.1	39.8		9.9				
Max Q Clear Time (g_c+I1), s	10.0	9.3		22.4	3.2	2.0		0.0				
Green Ext Time (p_c), s	0.0	10.9		1.2	0.0	10.8		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

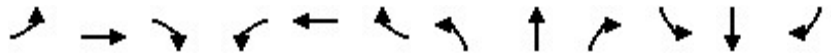
Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



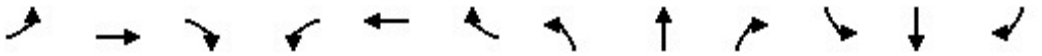
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	358	176	92	261	105	114	652	100	133	866	106
Future Volume (veh/h)	330	358	176	92	261	105	114	652	100	133	866	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	347	377	185	97	275	111	120	686	105	140	912	112
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	372	620	299	121	441	281	175	1357	207	196	1585	692
Arrive On Green	0.21	0.27	0.27	0.07	0.12	0.12	0.05	0.44	0.44	0.06	0.45	0.45
Sat Flow, veh/h	1781	2301	1109	1781	3554	1539	3456	3085	472	3456	3554	1552
Grp Volume(v), veh/h	347	290	272	97	275	111	120	395	396	140	912	112
Grp Sat Flow(s),veh/h/ln	1781	1777	1634	1781	1777	1539	1728	1777	1780	1728	1777	1552
Q Serve(g_s), s	22.2	16.5	17.0	6.2	8.5	4.4	4.0	18.6	18.6	4.6	22.2	2.3
Cycle Q Clear(g_c), s	22.2	16.5	17.0	6.2	8.5	4.4	4.0	18.6	18.6	4.6	22.2	2.3
Prop In Lane	1.00		0.68	1.00		1.00	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	372	479	440	121	441	281	175	781	783	196	1585	692
V/C Ratio(X)	0.93	0.61	0.62	0.80	0.62	0.40	0.69	0.51	0.51	0.72	0.58	0.16
Avail Cap(c_a), veh/h	378	668	614	149	888	475	286	781	783	280	1585	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	37.0	37.2	53.3	48.2	18.7	54.2	23.4	23.4	53.8	24.0	4.1
Incr Delay (d2), s/veh	29.2	0.5	0.5	17.6	0.5	0.3	1.8	2.3	2.3	1.8	1.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.7	7.2	6.8	3.4	3.8	1.8	1.8	8.2	8.2	2.1	9.5	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.3	37.5	37.7	70.9	48.8	19.1	56.0	25.7	25.7	55.6	25.5	4.6
LnGrp LOS	E	D	D	E	D	B	E	C	C	E	C	A
Approach Vol, veh/h		909			483			911			1164	
Approach Delay, s/veh		51.6			46.4			29.7			27.1	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	56.3	12.3	36.4	10.3	57.0	29.4	19.3
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	9.4	* 34	9.7	43.6	9.6	33.8	24.6	* 29
Max Q Clear Time (g_c+I1), s	6.6	20.6	8.2	19.0	6.0	24.2	24.2	10.5
Green Ext Time (p_c), s	0.0	1.7	0.0	1.3	0.0	2.1	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	36.9
HCM 6th LOS	D

Notes

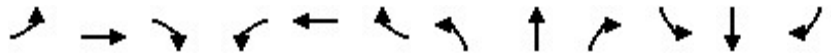
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	543	149	237	232	74	171	188	577	124	241	81
Future Volume (veh/h)	74	543	149	237	232	74	171	188	577	124	241	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.92	1.00		0.83
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	584	160	255	249	80	184	202	620	133	259	87
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	946	595	323	565	461	214	1234	653	162	1129	417
Arrive On Green	0.06	0.27	0.27	0.09	0.30	0.30	0.12	0.35	0.35	0.09	0.32	0.32
Sat Flow, veh/h	1781	3554	1520	3456	1870	1526	1781	3554	1456	1781	3554	1312
Grp Volume(v), veh/h	80	584	160	255	249	80	184	202	620	133	259	87
Grp Sat Flow(s),veh/h/ln	1781	1777	1520	1728	1870	1526	1781	1777	1456	1781	1777	1312
Q Serve(g_s), s	5.1	16.7	8.3	8.3	12.4	4.5	11.7	4.5	40.1	8.5	6.2	5.6
Cycle Q Clear(g_c), s	5.1	16.7	8.3	8.3	12.4	4.5	11.7	4.5	40.1	8.5	6.2	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	946	595	323	565	461	214	1234	653	162	1129	417
V/C Ratio(X)	0.78	0.62	0.27	0.79	0.44	0.17	0.86	0.16	0.95	0.82	0.23	0.21
Avail Cap(c_a), veh/h	462	1230	717	897	647	528	462	1234	653	462	1230	454
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.7	37.2	24.3	51.3	32.5	29.7	49.9	26.1	31.5	51.6	29.0	28.8
Incr Delay (d2), s/veh	4.8	0.8	0.3	1.7	0.3	0.1	3.9	0.1	23.3	4.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	7.3	3.1	3.7	5.6	1.7	5.4	1.9	20.5	4.0	2.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.5	38.0	24.6	53.0	32.8	29.8	53.8	26.2	54.8	55.6	29.1	28.9
LnGrp LOS	E	D	C	D	C	C	D	C	D	E	C	C
Approach Vol, veh/h		824			584			1006			479	
Approach Delay, s/veh		37.4			41.2			48.9			36.4	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	36.7	19.3	43.4	12.1	40.8	15.9	46.8
Change Period (Y+Rc), s	5.4	5.9	5.4	6.7	5.4	5.9	5.4	6.7
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	10.3	18.7	13.7	8.2	7.1	14.4	10.5	42.1
Green Ext Time (p_c), s	0.4	5.5	0.2	1.4	0.1	1.2	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	42.0
HCM 6th LOS	D



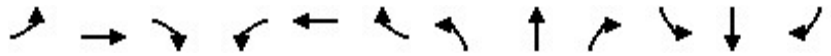
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	0	128	61	0	74	29	666	25	68	552	17
Future Volume (veh/h)	83	0	128	61	0	74	29	666	25	68	552	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	0.99		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	94	0	145	69	0	84	33	757	28	77	627	19
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	235	41	264	516	0	540	53	1731	64	98	1875	57
Arrive On Green	0.30	0.00	0.30	0.30	0.00	0.30	0.03	0.34	0.34	0.06	0.37	0.37
Sat Flow, veh/h	443	137	894	1238	0	1532	1781	5052	186	1781	5091	154
Grp Volume(v), veh/h	239	0	0	69	0	84	33	509	276	77	419	227
Grp Sat Flow(s),veh/h/ln	1474	0	0	1238	0	1532	1781	1702	1835	1781	1702	1841
Q Serve(g_s), s	3.2	0.0	0.0	0.0	0.0	1.8	0.9	5.5	5.6	2.0	4.2	4.3
Cycle Q Clear(g_c), s	6.2	0.0	0.0	2.0	0.0	1.8	0.9	5.5	5.6	2.0	4.2	4.3
Prop In Lane	0.39		0.61	1.00		1.00	1.00		0.10	1.00		0.08
Lane Grp Cap(c), veh/h	540	0	0	516	0	540	53	1167	629	98	1254	678
V/C Ratio(X)	0.44	0.00	0.00	0.13	0.00	0.16	0.62	0.44	0.44	0.78	0.33	0.34
Avail Cap(c_a), veh/h	1309	0	0	1176	0	1365	1114	4259	2295	1114	4259	2303
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.0	0.0	0.0	12.6	0.0	10.7	23.0	12.2	12.2	22.4	10.9	10.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.0	4.4	0.3	0.6	5.0	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	0.5	0.0	0.5	0.4	1.8	2.0	0.9	1.3	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.2	0.0	0.0	12.6	0.0	10.7	27.4	12.5	12.8	27.4	11.1	11.3
LnGrp LOS	B	A	A	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		239			153			818			723	
Approach Delay, s/veh		14.2			11.6			13.2			12.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.1	21.8		19.1	5.8	23.1		19.1
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.6	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	4.0	7.6		8.2	2.9	6.3		4.0
Green Ext Time (p_c), s	0.1	8.5		1.1	0.0	5.7		0.4

Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	24	211	255	65	200	223	601	24	33	1284	74
Future Volume (veh/h)	164	24	211	255	65	200	223	601	24	33	1284	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.84	1.00		0.87	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	173	25	222	268	68	211	235	633	25	35	1352	78
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	195	332	237	289	430	316	260	1738	757	45	1279	74
Arrive On Green	0.11	0.18	0.18	0.16	0.23	0.23	0.15	0.49	0.49	0.03	0.37	0.37
Sat Flow, veh/h	1781	1870	1333	1781	1870	1374	1781	3554	1547	1781	3414	197
Grp Volume(v), veh/h	173	25	222	268	68	211	235	633	25	35	702	728
Grp Sat Flow(s),veh/h/ln	1781	1870	1333	1781	1870	1374	1781	1777	1547	1781	1777	1834
Q Serve(g_s), s	15.3	1.8	26.3	23.8	4.7	22.4	20.8	17.7	1.3	3.1	60.0	60.0
Cycle Q Clear(g_c), s	15.3	1.8	26.3	23.8	4.7	22.4	20.8	17.7	1.3	3.1	60.0	60.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	195	332	237	289	430	316	260	1738	757	45	666	687
V/C Ratio(X)	0.89	0.08	0.94	0.93	0.16	0.67	0.90	0.36	0.03	0.77	1.05	1.06
Avail Cap(c_a), veh/h	334	350	250	334	430	316	334	1738	757	334	666	687
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.3	54.9	65.0	66.2	49.3	56.1	67.3	25.4	21.3	77.6	50.1	50.1
Incr Delay (d2), s/veh	7.3	0.0	38.5	27.8	0.1	4.3	24.5	0.2	0.0	9.9	50.2	51.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.9	11.5	13.1	2.2	8.2	11.3	7.7	0.5	1.6	35.8	37.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.6	54.9	103.5	94.0	49.3	60.4	91.7	25.6	21.3	87.5	100.3	101.2
LnGrp LOS	E	D	F	F	D	E	F	C	C	F	F	F
Approach Vol, veh/h		420			547			893			1465	
Approach Delay, s/veh		89.9			75.5			42.9			100.4	
Approach LOS		F			E			D			F	

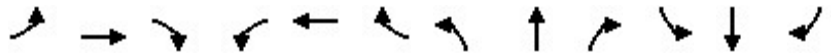
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	87.0	30.3	33.3	27.8	68.7	21.9	41.7
Change Period (Y+Rc), s	5.4	8.7	4.4	4.9	4.4	* 8.7	4.4	4.9
Max Green Setting (Gmax), s	30.6	60.0	30.0	30.0	30.0	* 60	30.0	30.0
Max Q Clear Time (g_c+I1), s	5.1	19.7	25.8	28.3	22.8	62.0	17.3	24.4
Green Ext Time (p_c), s	0.0	6.4	0.2	0.1	0.6	0.0	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	79.5
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



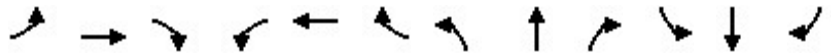
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	456	33	235	93	0	0	0	0	551	83	36
Future Volume (veh/h)	0	456	33	235	93	0	0	0	0	551	83	36
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	490	35	253	100	0				656	0	39
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	0				2	2	2
Cap, veh/h	380	759	335	399	763	0				878	0	728
Arrive On Green	0.00	0.21	0.21	0.22	0.22	0.00				0.25	0.00	0.25
Sat Flow, veh/h	1781	3554	1570	1781	3572	0				3563	0	1583
Grp Volume(v), veh/h	0	490	35	253	100	0				656	0	39
Grp Sat Flow(s),veh/h/ln	1781	1777	1570	1781	1702	0				1781	0	1583
Q Serve(g_s), s	0.0	5.8	0.8	5.9	1.1	0.0				7.8	0.0	0.6
Cycle Q Clear(g_c), s	0.0	5.8	0.8	5.9	1.1	0.0				7.8	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	380	759	335	399	763	0				878	0	728
V/C Ratio(X)	0.00	0.65	0.10	0.63	0.13	0.00				0.75	0.00	0.05
Avail Cap(c_a), veh/h	2329	4646	2053	2329	4450	0				2717	0	1546
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.5	14.5	16.1	14.2	0.0				16.0	0.0	6.9
Incr Delay (d2), s/veh	0.0	0.3	0.1	1.9	0.1	0.0				0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.9	0.2	2.1	0.3	0.0				2.8	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.8	14.6	18.0	14.3	0.0				16.5	0.0	6.9
LnGrp LOS	A	B	B	B	B	A				B	A	A
Approach Vol, veh/h		525			353						695	
Approach Delay, s/veh		16.7			16.9						15.9	
Approach LOS		B			B						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		13.8		17.5		14.6
Change Period (Y+Rc), s		4.0		6.2		4.3
Max Green Setting (Gmax), s		60.0		35.0		60.0
Max Q Clear Time (g_c+I1), s		7.8		9.8		7.9
Green Ext Time (p_c), s		2.0		1.4		2.4

Intersection Summary	
HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	974	0	0	304	273	28	14	94	36	0	254
Future Volume (veh/h)	96	974	0	0	304	273	28	14	94	36	0	254
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	1070	0	0	334	300	31	15	103	40	0	279
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	141	1500	0	0	493	435	204	23	160	48	0	335
Arrive On Green	0.08	0.42	0.00	0.00	0.28	0.28	0.11	0.11	0.11	0.24	0.00	0.24
Sat Flow, veh/h	1781	3647	0	0	1881	1576	1781	203	1394	198	0	1382
Grp Volume(v), veh/h	105	1070	0	0	332	302	31	0	118	319	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1587	1781	0	1598	1580	0	0
Q Serve(g_s), s	3.9	16.7	0.0	0.0	11.2	11.4	1.1	0.0	4.7	12.8	0.0	0.0
Cycle Q Clear(g_c), s	3.9	16.7	0.0	0.0	11.2	11.4	1.1	0.0	4.7	12.8	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.99	1.00		0.87	0.13		0.87
Lane Grp Cap(c), veh/h	141	1500	0	0	490	438	204	0	183	383	0	0
V/C Ratio(X)	0.74	0.71	0.00	0.00	0.68	0.69	0.15	0.00	0.64	0.83	0.00	0.00
Avail Cap(c_a), veh/h	797	3180	0	0	1590	1420	1063	0	953	943	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	30.2	16.0	0.0	0.0	21.6	21.7	26.7	0.0	28.4	24.1	0.0	0.0
Incr Delay (d2), s/veh	9.0	0.2	0.0	0.0	2.0	2.3	0.1	0.0	1.4	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	5.6	0.0	0.0	4.3	4.0	0.4	0.0	1.8	4.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	16.3	0.0	0.0	23.6	24.1	26.9	0.0	29.8	25.9	0.0	0.0
LnGrp LOS	D	B	A	A	C	C	C	A	C	C	A	A
Approach Vol, veh/h		1175			634			149			319	
Approach Delay, s/veh		18.3			23.8			29.2			25.9	
Approach LOS		B			C			C			C	

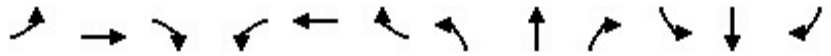
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		32.7		20.3	9.8	22.9		14.1				
Change Period (Y+Rc), s		* 4.4		4.0	4.5	4.4		6.4				
Max Green Setting (Gmax), s		* 60		40.0	30.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s		18.7		14.8	5.9	13.4		6.7				
Green Ext Time (p_c), s		5.2		1.5	0.3	5.1		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		21.6
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



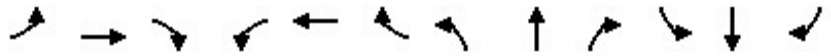
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	872	235	259	416	0	0	0	0	899	413	182
Future Volume (veh/h)	0	872	235	259	416	0	0	0	0	899	413	182
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	918	247	273	438	0				946	435	192
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1476	645	358	2031	0				1111	583	492
Arrive On Green	0.00	0.42	0.42	0.14	0.76	0.00				0.31	0.31	0.31
Sat Flow, veh/h	0	3647	1553	3456	3647	0				3563	1870	1576
Grp Volume(v), veh/h	0	918	247	273	438	0				946	435	192
Grp Sat Flow(s),veh/h/ln	0	1777	1553	1728	1777	0				1781	1870	1576
Q Serve(g_s), s	0.0	17.1	9.3	6.4	3.0	0.0				20.9	17.5	8.0
Cycle Q Clear(g_c), s	0.0	17.1	9.3	6.4	3.0	0.0				20.9	17.5	8.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1476	645	358	2031	0				1111	583	492
V/C Ratio(X)	0.00	0.62	0.38	0.76	0.22	0.00				0.85	0.75	0.39
Avail Cap(c_a), veh/h	0	1476	645	703	2031	0				1361	715	602
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.76	0.76	0.96	0.96	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	19.4	17.1	35.2	4.7	0.0				27.1	25.9	22.6
Incr Delay (d2), s/veh	0.0	1.5	1.3	1.2	0.2	0.0				3.8	2.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.5	3.2	2.5	0.9	0.0				9.1	7.9	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.9	18.4	36.4	4.9	0.0				30.9	28.4	22.8
LnGrp LOS	A	C	B	D	A	A				C	C	C
Approach Vol, veh/h		1165			711						1573	
Approach Delay, s/veh		20.3			17.0						29.2	
Approach LOS		C			B						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.1	39.8		31.1		52.9
Change Period (Y+Rc), s	4.4	4.9		4.9		4.9
Max Green Setting (Gmax), s	7.1	20.6		32.1		42.1
Max Q Clear Time (g_c+I1), s	8.4	19.1		22.9		5.0
Green Ext Time (p_c), s	0.3	1.0		3.3		3.2

Intersection Summary	
HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

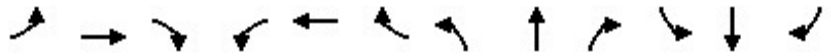


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	324	1431	0	0	545	479	124	268	40	0	0	0
Future Volume (veh/h)	324	1431	0	0	545	479	124	268	40	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1900	1870	1900			
Adj Flow Rate, veh/h	341	1506	0	0	574	504	131	282	42			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	1183	2612	0	0	1189	530	211	496	74			
Arrive On Green	0.68	1.00	0.00	0.00	0.33	0.33	0.15	0.15	0.15			
Sat Flow, veh/h	3456	3647	0	0	3647	1585	1422	3345	496			
Grp Volume(v), veh/h	341	1506	0	0	574	504	166	140	149			
Grp Sat Flow(s),veh/h/ln	1728	1777	0	0	1777	1585	1799	1702	1762			
Q Serve(g_s), s	3.3	0.0	0.0	0.0	10.8	26.1	7.3	6.4	6.6			
Cycle Q Clear(g_c), s	3.3	0.0	0.0	0.0	10.8	26.1	7.3	6.4	6.6			
Prop In Lane	1.00		0.00	0.00		1.00	0.79		0.28			
Lane Grp Cap(c), veh/h	1183	2612	0	0	1189	530	267	252	261			
V/C Ratio(X)	0.29	0.58	0.00	0.00	0.48	0.95	0.62	0.56	0.57			
Avail Cap(c_a), veh/h	1183	2612	0	0	1189	530	602	569	589			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.53	0.53	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	9.2	0.0	0.0	0.0	22.2	27.3	33.6	33.2	33.3			
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.0	1.4	28.6	0.9	0.7	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.0	0.2	0.0	0.0	4.3	13.0	3.2	2.6	2.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.3	0.5	0.0	0.0	23.6	55.8	34.4	33.9	34.0			
LnGrp LOS	A	A	A	A	C	E	C	C	C			
Approach Vol, veh/h		1847			1078			455				
Approach Delay, s/veh		2.1			38.7			34.1				
Approach LOS		A			D			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		66.6			33.6	33.0		17.4				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		46.1			13.1	* 28		28.1				
Max Q Clear Time (g_c+I1), s		2.0			5.3	28.1		9.3				
Green Ext Time (p_c), s		18.6			0.7	0.0		1.7				

Intersection Summary	
HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	23	46	23	1561	25	0	0	0
Future Volume (veh/h)	0	0	0	0	23	46	23	1561	25	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		0.99			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h				0	24	48	24	1643	26			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	2			
Cap, veh/h				0	31	62	94	3612	57			
Arrive On Green				0.00	0.06	0.06	0.72	0.72	0.72			
Sat Flow, veh/h				0	557	1113	28	4991	78			
Grp Volume(v), veh/h				0	0	72	619	514	560			
Grp Sat Flow(s),veh/h/ln				0	0	1670	1862	1549	1687			
Q Serve(g_s), s				0.0	0.0	2.1	0.0	6.9	6.9			
Cycle Q Clear(g_c), s				0.0	0.0	2.1	6.9	6.9	6.9			
Prop In Lane				0.00		0.67	0.04		0.05			
Lane Grp Cap(c), veh/h				0	0	93	1421	1121	1221			
V/C Ratio(X)				0.00	0.00	0.77	0.44	0.46	0.46			
Avail Cap(c_a), veh/h				0	0	1328	2289	1848	2012			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh				0.0	0.0	23.4	2.9	2.9	2.9			
Incr Delay (d2), s/veh				0.0	0.0	5.1	0.3	0.4	0.4			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.9	1.0	0.9	1.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	0.0	28.5	3.2	3.3	3.3			
LnGrp LOS				A	A	C	A	A	A			
Approach Vol, veh/h					72			1693				
Approach Delay, s/veh					28.5			3.3				
Approach LOS					C			A				

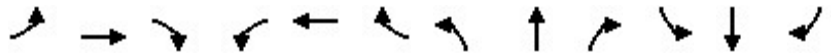
Timer - Assigned Phs	2							8				
Phs Duration (G+Y+Rc), s	42.0							8.3				
Change Period (Y+Rc), s	5.6							5.5				
Max Green Setting (Gmax), s	60.0							40.0				
Max Q Clear Time (g_c+I1), s	8.9							4.1				
Green Ext Time (p_c), s	27.5							0.3				

Intersection Summary												
HCM 6th Ctrl Delay			4.3									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	258	137	299	395	85	208	405	72	159	1044	75
Future Volume (veh/h)	101	258	137	299	395	85	208	405	72	159	1044	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	274	146	318	420	90	221	431	77	169	1111	80
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	132	335	283	344	445	95	248	1608	280	196	1645	118
Arrive On Green	0.07	0.18	0.18	0.19	0.30	0.30	0.14	0.37	0.37	0.11	0.34	0.34
Sat Flow, veh/h	1781	1870	1580	1781	1492	320	1781	4371	761	1781	4859	350
Grp Volume(v), veh/h	107	274	146	318	0	510	221	333	175	169	778	413
Grp Sat Flow(s),veh/h/ln	1781	1870	1580	1781	0	1812	1781	1702	1728	1781	1702	1805
Q Serve(g_s), s	7.5	17.9	10.6	22.3	0.0	34.9	15.5	8.7	9.0	11.9	24.9	25.0
Cycle Q Clear(g_c), s	7.5	17.9	10.6	22.3	0.0	34.9	15.5	8.7	9.0	11.9	24.9	25.0
Prop In Lane	1.00		1.00	1.00		0.18	1.00		0.44	1.00		0.19
Lane Grp Cap(c), veh/h	132	335	283	344	0	541	248	1252	636	196	1152	611
V/C Ratio(X)	0.81	0.82	0.52	0.92	0.00	0.94	0.89	0.27	0.27	0.86	0.68	0.68
Avail Cap(c_a), veh/h	420	588	497	420	0	570	420	1606	815	420	1606	852
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	50.2	47.2	50.4	0.0	43.6	53.8	28.2	28.3	55.6	36.1	36.1
Incr Delay (d2), s/veh	4.4	1.9	0.5	21.5	0.0	23.8	6.6	0.2	0.4	4.3	1.2	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	8.6	4.3	12.1	0.0	19.3	7.3	3.6	3.8	5.5	10.4	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.4	52.0	47.7	71.9	0.0	67.4	60.4	28.4	28.7	59.9	37.3	38.4
LnGrp LOS	E	D	D	E	A	E	E	C	C	E	D	D
Approach Vol, veh/h		527			828			729			1360	
Approach Delay, s/veh		53.0			69.1			38.2			40.4	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.4	52.1	29.0	27.7	22.1	48.4	13.8	42.9
Change Period (Y+Rc), s	4.4	5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	13.9	11.0	24.3	19.9	17.5	27.0	9.5	36.9
Green Ext Time (p_c), s	0.2	6.5	0.3	1.3	0.2	16.1	0.1	1.0

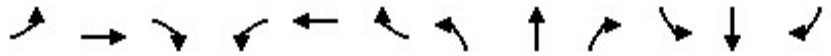
Intersection Summary	
HCM 6th Ctrl Delay	48.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	275	304	83	214	0	0	0	0	225	2409	402
Future Volume (veh/h)	0	275	304	83	214	0	0	0	0	225	2409	402
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	296	327	89	230	0				242	2590	432
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	513	434	151	507	0				1063	2651	419
Arrive On Green	0.00	0.27	0.27	0.27	0.27	0.00				0.60	0.60	0.60
Sat Flow, veh/h	0	1870	1582	332	1935	0				1781	4445	703
Grp Volume(v), veh/h	0	296	327	133	186	0				242	1950	1072
Grp Sat Flow(s),veh/h/ln	0	1870	1582	565	1617	0				1781	1702	1743
Q Serve(g_s), s	0.0	13.7	19.0	11.3	9.5	0.0				6.4	54.4	60.0
Cycle Q Clear(g_c), s	0.0	13.7	19.0	25.1	9.5	0.0				6.4	54.4	60.0
Prop In Lane	0.00		1.00	0.67		0.00				1.00		0.40
Lane Grp Cap(c), veh/h	0	513	434	215	443	0				1063	2031	1040
V/C Ratio(X)	0.00	0.58	0.75	0.62	0.42	0.00				0.23	0.96	1.03
Avail Cap(c_a), veh/h	0	558	472	238	482	0				1063	2031	1040
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	31.5	33.4	39.6	29.9	0.0				9.5	19.2	20.3
Incr Delay (d2), s/veh	0.0	0.7	5.3	3.5	0.5	0.0				0.2	12.2	36.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.3	7.9	3.4	3.7	0.0				2.4	22.6	32.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	32.1	38.7	43.2	30.4	0.0				9.7	31.3	56.3
LnGrp LOS	A	C	D	D	C	A				A	C	F
Approach Vol, veh/h		623			319						3264	
Approach Delay, s/veh		35.6			35.7						37.9	
Approach LOS		D			D						D	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		34.3		66.3		34.3
Change Period (Y+Rc), s		6.7		6.3		6.7
Max Green Setting (Gmax), s		30.0		60.0		30.0
Max Q Clear Time (g_c+I1), s		21.0		62.0		27.1
Green Ext Time (p_c), s		1.4		0.0		0.5

Intersection Summary		
HCM 6th Ctrl Delay		37.4
HCM 6th LOS		D



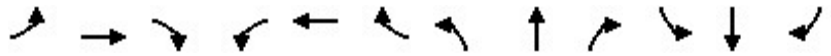
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	217	47	250	0	23	13	274	1598	47	0	0	0
Future Volume (veh/h)	217	47	250	0	23	13	274	1598	47	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	228	49	263	0	24	14	288	1682	49			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	426	66	1268	0	305	178	939	1858	54			
Arrive On Green	0.28	0.28	0.28	0.00	0.28	0.28	0.53	0.53	0.53			
Sat Flow, veh/h	1114	239	1571	0	1108	646	1781	3525	102			
Grp Volume(v), veh/h	277	0	263	0	0	38	288	845	886			
Grp Sat Flow(s),veh/h/ln	1354	0	1571	0	0	1754	1781	1777	1850			
Q Serve(g_s), s	9.7	0.0	0.0	0.0	0.0	0.9	5.0	23.6	23.9			
Cycle Q Clear(g_c), s	10.6	0.0	0.0	0.0	0.0	0.9	5.0	23.6	23.9			
Prop In Lane	0.82		1.00	0.00		0.37	1.00		0.06			
Lane Grp Cap(c), veh/h	492	0	1268	0	0	483	939	937	975			
V/C Ratio(X)	0.56	0.00	0.21	0.00	0.00	0.08	0.31	0.90	0.91			
Avail Cap(c_a), veh/h	878	0	1690	0	0	954	953	951	990			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	18.7	0.0	1.3	0.0	0.0	14.8	7.4	11.8	11.8			
Incr Delay (d2), s/veh	1.0	0.0	0.1	0.0	0.0	0.0	0.2	11.6	11.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.1	0.0	0.0	0.0	0.0	0.3	1.5	10.0	10.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.8	0.0	1.4	0.0	0.0	14.8	7.5	23.3	23.7			
LnGrp LOS	B	A	A	A	A	B	A	C	C			
Approach Vol, veh/h		540			38			2019				
Approach Delay, s/veh		10.8			14.8			21.2				
Approach LOS		B			B			C				

Timer - Assigned Phs	2		4				8		
Phs Duration (G+Y+Rc), s	33.6		21.6				21.6		
Change Period (Y+Rc), s	4.5		* 6.4				6.4		
Max Green Setting (Gmax), s	29.5		* 30				30.0		
Max Q Clear Time (g_c+I1), s	25.9		12.6				2.9		
Green Ext Time (p_c), s	3.1		2.5				0.1		

Intersection Summary		
HCM 6th Ctrl Delay	19.0	
HCM 6th LOS	B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	6	28	147	3	10	4	616	202	216	1387	9
Future Volume (veh/h)	5	6	28	147	3	10	4	616	202	216	1387	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	7	33	171	3	12	5	716	235	251	1613	10
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	432	66	311	408	76	303	9	2111	651	374	2704	17
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.01	0.41	0.41	0.11	0.52	0.52
Sat Flow, veh/h	1385	283	1332	1354	324	1297	1781	5106	1575	3456	5236	32
Grp Volume(v), veh/h	6	0	40	171	0	15	5	716	235	251	1049	574
Grp Sat Flow(s),veh/h/ln	1385	0	1614	1354	0	1621	1781	1702	1575	1728	1702	1864
Q Serve(g_s), s	0.2	0.0	1.2	6.9	0.0	0.4	0.2	5.8	6.3	4.3	13.1	13.1
Cycle Q Clear(g_c), s	0.6	0.0	1.2	8.1	0.0	0.4	0.2	5.8	6.3	4.3	13.1	13.1
Prop In Lane	1.00		0.82	1.00		0.80	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	432	0	377	408	0	379	9	2111	651	374	1758	963
V/C Ratio(X)	0.01	0.00	0.11	0.42	0.00	0.04	0.53	0.34	0.36	0.67	0.60	0.60
Avail Cap(c_a), veh/h	1017	0	1060	981	0	1064	877	5028	1551	1701	3352	1836
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	0.0	18.3	21.5	0.0	18.1	30.2	12.2	12.3	26.1	10.3	10.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	15.8	0.2	0.6	0.8	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.4	2.1	0.0	0.2	0.1	1.9	2.0	1.7	3.9	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	0.0	18.4	21.8	0.0	18.1	46.0	12.4	12.9	26.9	10.6	10.9
LnGrp LOS	B	A	B	C	A	B	D	B	B	C	B	B
Approach Vol, veh/h		46			186			956			1874	
Approach Delay, s/veh		18.4			21.5			12.7			12.9	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.0	30.9		19.0	4.7	37.2		19.0
Change Period (Y+Rc), s	4.4	* 5.7		* 4.8	4.4	5.7		* 4.8
Max Green Setting (Gmax), s	30.6	* 60		* 40	30.0	60.0		* 40
Max Q Clear Time (g_c+I1), s	16.3	8.3		3.2	2.2	15.1		10.1
Green Ext Time (p_c), s	0.4	12.8		0.1	0.0	16.3		0.3

Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

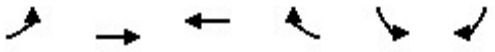
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	4191	12	0	2236	0	0	0	1	0	0	0
Future Vol, veh/h	0	4191	12	0	2236	0	0	0	1	0	0	0
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	0	4277	12	0	2282	0	0	0	1	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	2146	-	-	1141
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	0	0	0	34	0	0	167
Stage 1	0	-	-	0	-	0	0	0	-	0	0	-
Stage 2	0	-	-	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	34	-	-	167
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	114.1	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	34	-	-	-	-
HCM Lane V/C Ratio	0.03	-	-	-	-
HCM Control Delay (s)	114.1	-	-	-	0
HCM Lane LOS	F	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1545	2691	2346	137	87	17
Future Volume (veh/h)	1545	2691	2346	137	87	17
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	1609	2803	2444	0	91	18
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	1130	4210	2394		118	105
Arrive On Green	0.33	0.84	0.48	0.00	0.07	0.07
Sat Flow, veh/h	3456	5149	5149	1585	1781	1585
Grp Volume(v), veh/h	1609	2803	2444	0	91	18
Grp Sat Flow(s),veh/h/ln	1728	1662	1662	1585	1781	1585
Q Serve(g_s), s	38.6	23.5	56.7	0.0	5.9	1.3
Cycle Q Clear(g_c), s	38.6	23.5	56.7	0.0	5.9	1.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1130	4210	2394		118	105
V/C Ratio(X)	1.42	0.67	1.02		0.77	0.17
Avail Cap(c_a), veh/h	1130	4210	2394		453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.43	0.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	3.3	30.7	0.0	54.2	52.0
Incr Delay (d2), s/veh	195.7	0.8	17.8	0.0	3.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	46.3	3.6	24.7	0.0	2.7	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	235.4	4.1	48.4	0.0	58.1	52.3
LnGrp LOS	F	A	F		E	D
Approach Vol, veh/h		4412	2444	A	109	
Approach Delay, s/veh		88.5	48.4		57.2	
Approach LOS		F	D		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		105.0		13.0	43.0	62.0
Change Period (Y+Rc), s		5.3		5.2	4.4	* 5.3
Max Green Setting (Gmax), s		77.5		30.0	38.6	* 35
Max Q Clear Time (g_c+I1), s		25.5		7.9	40.6	58.7
Green Ext Time (p_c), s		51.4		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	73.9
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	314	1605	105	104	1016	113	107	314	146	206	793	634
Future Volume (veh/h)	314	1605	105	104	1016	113	107	314	146	206	793	634
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	365	1866	122	121	1181	131	124	365	170	240	922	737
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	382	1586	102	191	1184	131	148	490	214	244	1000	646
Arrive On Green	0.21	0.47	0.47	0.04	0.12	0.12	0.08	0.14	0.14	0.14	0.20	0.20
Sat Flow, veh/h	1781	3385	219	1781	3225	357	1781	3467	1515	1781	5106	1565
Grp Volume(v), veh/h	365	969	1019	121	649	663	124	358	177	240	922	737
Grp Sat Flow(s),veh/h/ln	1781	1777	1827	1781	1777	1805	1781	1702	1578	1781	1702	1565
Q Serve(g_s), s	28.3	65.6	65.6	9.4	51.1	51.4	9.6	14.1	15.2	18.8	24.8	27.4
Cycle Q Clear(g_c), s	28.3	65.6	65.6	9.4	51.1	51.4	9.6	14.1	15.2	18.8	24.8	27.4
Prop In Lane	1.00		0.12	1.00		0.20	1.00		0.96	1.00		1.00
Lane Grp Cap(c), veh/h	382	833	856	191	652	663	148	482	223	244	1000	646
V/C Ratio(X)	0.96	1.16	1.19	0.63	1.00	1.00	0.84	0.74	0.79	0.98	0.92	1.14
Avail Cap(c_a), veh/h	382	833	856	191	652	663	244	625	290	244	1000	646
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.84	0.84	0.84	0.97	0.97	0.97	0.82	0.82	0.82
Uniform Delay (d), s/veh	54.4	37.2	37.2	64.8	61.4	61.5	63.3	57.7	58.1	60.2	55.3	41.4
Incr Delay (d2), s/veh	34.7	86.5	97.4	12.7	31.2	32.0	5.5	3.6	11.0	47.0	11.7	78.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.2	47.1	51.1	5.1	30.1	30.8	4.6	6.3	6.7	11.6	11.6	35.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.1	123.7	134.6	77.6	92.6	93.5	68.7	61.3	69.1	107.3	67.0	119.7
LnGrp LOS	F	F	F	E	F	F	E	E	E	F	E	F
Approach Vol, veh/h		2353			1433			659			1899	
Approach Delay, s/veh		123.1			91.8			64.8			92.6	
Approach LOS		F			F			E			F	

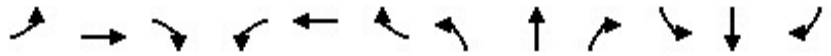
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.6	24.8	20.8	70.8	16.0	32.4	34.4	57.2
Change Period (Y+Rc), s	4.4	* 5	5.8	* 5.2	4.4	5.0	4.4	5.8
Max Green Setting (Gmax), s	19.2	* 26	9.8	* 66	19.2	25.6	30.0	45.6
Max Q Clear Time (g_c+I1), s	30.3	17.2	11.4	67.6	11.6	29.4	30.3	53.4
Green Ext Time (p_c), s	0.0	2.4	0.0	0.0	0.1	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	100.8
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1719	161	39	204	0	0	0	0	301	690	1057
Future Volume (veh/h)	0	1719	161	39	204	0	0	0	0	301	690	1057
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1829	171	41	217	0				320	734	1124
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1644	151	66	2021	0				542	1371	543
Arrive On Green	0.00	0.16	0.16	0.04	0.57	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3383	303	1781	3647	0				1567	3966	1570
Grp Volume(v), veh/h	0	974	1026	41	217	0				366	688	1124
Grp Sat Flow(s),veh/h/ln	0	1777	1815	1781	1777	0				1792	1870	1570
Q Serve(g_s), s	0.0	70.0	70.0	3.2	3.9	0.0				23.5	20.6	48.4
Cycle Q Clear(g_c), s	0.0	70.0	70.0	3.2	3.9	0.0				23.5	20.6	48.4
Prop In Lane	0.00		0.17	1.00		0.00				0.87		1.00
Lane Grp Cap(c), veh/h	0	888	907	66	2021	0				620	1293	543
V/C Ratio(X)	0.00	1.10	1.13	0.62	0.11	0.00				0.59	0.53	2.07
Avail Cap(c_a), veh/h	0	888	907	313	2021	0				620	1293	543
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.73	0.73	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	58.5	58.5	66.4	13.9	0.0				37.7	36.7	45.8
Incr Delay (d2), s/veh	0.0	45.5	60.2	2.6	0.1	0.0				4.1	1.6	488.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	44.7	49.3	1.5	1.6	0.0				11.2	9.9	92.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	104.0	118.6	69.0	14.0	0.0				41.8	38.3	534.1
LnGrp LOS	A	F	F	E	B	A				D	D	F
Approach Vol, veh/h		2000			258						2178	
Approach Delay, s/veh		111.5			22.7						294.7	
Approach LOS		F			C						F	

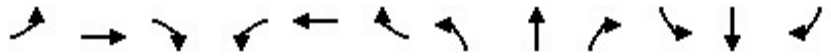
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.6	76.6		53.8		86.2
Change Period (Y+Rc), s	4.4	* 6.6		5.4		6.6
Max Green Setting (Gmax), s	24.6	* 51		48.4		79.6
Max Q Clear Time (g_c+I1), s	5.2	72.0		50.4		5.9
Green Ext Time (p_c), s	0.0	0.0		0.0		0.5

Intersection Summary		
HCM 6th Ctrl Delay		196.3
HCM 6th LOS		F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1053	937	0	0	210	161	42	245	124	0	0	0
Future Volume (veh/h)	1053	937	0	0	210	161	42	245	124	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	1132	1008	0	0	226	173	45	263	133			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	1572	1381	0	0	435	319	70	433	202			
Arrive On Green	0.45	0.74	0.00	0.00	0.22	0.22	0.14	0.14	0.14			
Sat Flow, veh/h	3456	1870	0	0	2050	1433	505	3117	1456			
Grp Volume(v), veh/h	1132	1008	0	0	204	195	164	144	133			
Grp Sat Flow(s),veh/h/ln	1728	1870	0	0	1777	1612	1845	1777	1456			
Q Serve(g_s), s	21.2	24.5	0.0	0.0	8.1	8.5	6.7	6.1	6.9			
Cycle Q Clear(g_c), s	21.2	24.5	0.0	0.0	8.1	8.5	6.7	6.1	6.9			
Prop In Lane	1.00		0.00	0.00		0.89	0.27		1.00			
Lane Grp Cap(c), veh/h	1572	1381	0	0	395	359	257	247	202			
V/C Ratio(X)	0.72	0.73	0.00	0.00	0.52	0.54	0.64	0.58	0.66			
Avail Cap(c_a), veh/h	1572	1381	0	0	580	526	394	380	311			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	0.92	0.92	0.92			
Uniform Delay (d), s/veh	17.7	5.9	0.0	0.0	27.3	27.5	32.6	32.3	32.6			
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.0	0.4	0.5	0.9	0.7	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.4	5.6	0.0	0.0	3.3	3.1	3.0	2.6	2.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.8	6.2	0.0	0.0	27.7	28.0	33.5	33.0	33.9			
LnGrp LOS	B	A	A	A	C	C	C	C	C			
Approach Vol, veh/h		2140			399			441				
Approach Delay, s/veh		12.4			27.8			33.4				
Approach LOS		B			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		64.0			41.3	22.7		16.0				
Change Period (Y+Rc), s		4.9			4.9	* 4.9		4.9				
Max Green Setting (Gmax), s		53.1			22.1	* 26		17.1				
Max Q Clear Time (g_c+I1), s		26.5			23.2	10.5		8.9				
Green Ext Time (p_c), s		5.3			0.0	1.3		1.0				

Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

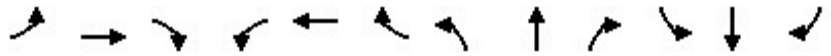
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	187	1555	898	0	0	2878
Future Volume (veh/h)	187	1555	898	0	0	2878
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1826	0	1870	1826
Adj Flow Rate, veh/h	195	0	935	0	0	2998
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	5	0	2	5
Cap, veh/h	227		3177	0	189	4922
Arrive On Green	0.13	0.00	0.64	0.00	0.00	0.78
Sat Flow, veh/h	1781	2790	5313	0	1781	6537
Grp Volume(v), veh/h	195	0	935	0	0	2998
Grp Sat Flow(s),veh/h/ln	1781	1395	1662	0	1781	1570
Q Serve(g_s), s	11.8	0.0	9.2	0.0	0.0	21.7
Cycle Q Clear(g_c), s	11.8	0.0	9.2	0.0	0.0	21.7
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	227		3177	0	189	4922
V/C Ratio(X)	0.86		0.29	0.00	0.00	0.61
Avail Cap(c_a), veh/h	487		3177	0	625	4922
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.00	0.56	0.00	0.00	0.64
Uniform Delay (d), s/veh	47.0	0.0	8.9	0.0	0.0	4.9
Incr Delay (d2), s/veh	2.5	0.0	0.0	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	2.9	0.0	0.0	4.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.5	0.0	8.9	0.0	0.0	5.3
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	195	A	935			2998
Approach Delay, s/veh	49.5		8.9			5.3
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	16.1	75.0				91.1	18.9
Change Period (Y+Rc), s	4.4	4.9				4.9	4.9
Max Green Setting (Gmax), s	28.6	27.1				70.1	30.1
Max Q Clear Time (g_c+I1), s	10.0	11.2				23.7	13.8
Green Ext Time (p_c), s	0.0	7.3				42.8	0.2

Intersection Summary	
HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



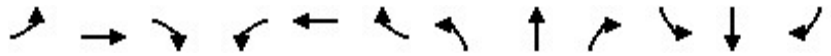
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	177	1582	102	145	448	0	0	920	55
Future Volume (veh/h)	0	0	0	177	1582	102	145	448	0	0	920	55
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.96
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				186	1665	107	153	472	0	0	968	58
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				275	2626	173	155	1629	0	0	853	51
Arrive On Green				0.19	0.19	0.19	0.17	0.64	0.00	0.00	0.17	0.17
Sat Flow, veh/h				479	4578	302	1781	5274	0	0	5082	294
Grp Volume(v), veh/h				717	600	641	153	472	0	0	670	356
Grp Sat Flow(s),veh/h/ln				1846	1702	1811	1781	1702	0	0	1702	1804
Q Serve(g_s), s				39.7	35.6	35.7	9.4	4.5	0.0	0.0	19.1	19.1
Cycle Q Clear(g_c), s				39.7	35.6	35.7	9.4	4.5	0.0	0.0	19.1	19.1
Prop In Lane				0.26		0.17	1.00		0.00	0.00		0.16
Lane Grp Cap(c), veh/h				1059	976	1039	155	1629	0	0	591	313
V/C Ratio(X)				0.68	0.61	0.62	0.98	0.29	0.00	0.00	1.13	1.14
Avail Cap(c_a), veh/h				1059	976	1039	155	1629	0	0	591	313
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.75	0.75	0.75	0.64	0.64	0.00	0.00	0.41	0.41
Uniform Delay (d), s/veh				35.1	33.4	33.5	45.3	14.4	0.0	0.0	45.5	45.5
Incr Delay (d2), s/veh				2.6	2.2	2.1	53.0	0.1	0.0	0.0	69.2	77.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				20.3	16.8	17.9	6.0	1.6	0.0	0.0	13.6	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				37.7	35.6	35.6	98.3	14.4	0.0	0.0	114.7	122.7
LnGrp LOS				D	D	D	F	B	A	A	F	F
Approach Vol, veh/h					1958			625			1026	
Approach Delay, s/veh					36.4			35.0			117.5	
Approach LOS					D			C			F	

Timer - Assigned Phs	3	4	6	8
Phs Duration (G+Y+Rc), s	15.5	25.5	69.0	41.0
Change Period (Y+Rc), s	5.9	* 6.4	5.9	5.9
Max Green Setting (Gmax), s	9.6	* 19	63.1	35.1
Max Q Clear Time (g_c+I1), s	11.4	21.1	41.7	6.5
Green Ext Time (p_c), s	0.0	0.0	11.9	3.7

Intersection Summary	
HCM 6th Ctrl Delay	59.2
HCM 6th LOS	E

Notes

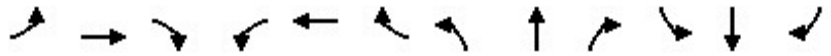
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	253	1820	0	0	0	0	0	517	77
Future Volume (veh/h)	0	0	0	253	1820	0	0	0	0	0	517	77
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				264	1896	0				0	539	80
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				428	3296	0				0	887	129
Arrive On Green				0.23	0.23	0.00				0.00	0.20	0.20
Sat Flow, veh/h				602	4811	0				0	4646	652
Grp Volume(v), veh/h				807	1353	0				0	407	212
Grp Sat Flow(s),veh/h/ln				1840	1702	0				0	1702	1725
Q Serve(g_s), s				43.2	38.5	0.0				0.0	12.0	12.3
Cycle Q Clear(g_c), s				43.2	38.5	0.0				0.0	12.0	12.3
Prop In Lane				0.33		0.00				0.00		0.38
Lane Grp Cap(c), veh/h				1307	2417	0				0	675	342
V/C Ratio(X)				0.62	0.56	0.00				0.00	0.60	0.62
Avail Cap(c_a), veh/h				1307	2417	0				0	675	342
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				28.7	27.0	0.0				0.0	40.2	40.3
Incr Delay (d2), s/veh				2.2	0.9	0.0				0.0	4.0	8.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				22.0	17.8	0.0				0.0	5.4	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				30.9	27.9	0.0				0.0	44.1	48.5
LnGrp LOS				C	C	A				A	D	D
Approach Vol, veh/h					2160						619	
Approach Delay, s/veh					29.0						45.6	
Approach LOS					C						D	

Timer - Assigned Phs		4		6					
Phs Duration (G+Y+Rc), s		26.7		83.3					
Change Period (Y+Rc), s		4.9		5.2					
Max Green Setting (Gmax), s		21.8		78.1					
Max Q Clear Time (g_c+I1), s		14.3		45.2					
Green Ext Time (p_c), s		0.7		3.7					

Intersection Summary		
HCM 6th Ctrl Delay	32.7	
HCM 6th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2003	101	91	193	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2003	101	91	193	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2065	104	94	199	0			
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3490	175	224	511	0			
Arrive On Green				0.00	0.23	0.23	0.07	0.07	0.00			
Sat Flow, veh/h				0	5148	250	1094	2592	0			
Grp Volume(v), veh/h				0	1409	760	156	137	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1825	1816	1777	0			
Q Serve(g_s), s				0.0	40.5	40.8	9.1	8.1	0.0			
Cycle Q Clear(g_c), s				0.0	40.5	40.8	9.1	8.1	0.0			
Prop In Lane				0.00		0.14	0.60		0.00			
Lane Grp Cap(c), veh/h				0	2386	1279	371	363	0			
V/C Ratio(X)				0.00	0.59	0.59	0.42	0.38	0.00			
Avail Cap(c_a), veh/h				0	2386	1279	371	363	0			
HCM Platoon Ratio				1.00	0.33	0.33	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	28.2	28.3	45.0	44.6	0.0			
Incr Delay (d2), s/veh				0.0	1.1	2.0	3.5	3.0	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	18.7	20.6	4.8	4.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	29.3	30.4	48.5	47.5	0.0			
LnGrp LOS				A	C	C	D	D	A			
Approach Vol, veh/h					2169			293				
Approach Delay, s/veh					29.7			48.0				
Approach LOS					C			D				

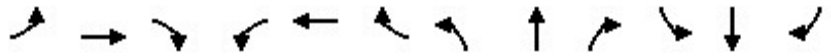
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						82.6		27.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						77.1		22.5				
Max Q Clear Time (g_c+I1), s						42.8		11.1				
Green Ext Time (p_c), s						23.0		1.3				

Intersection Summary		
HCM 6th Ctrl Delay	31.9	
HCM 6th LOS	C	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	252	2110	0	0	0	0	0	521	52
Future Volume (veh/h)	0	0	0	252	2110	0	0	0	0	0	521	52
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach					No						No	
Adj Sat Flow, veh/h/ln				1870	1870	0				0	1870	1870
Adj Flow Rate, veh/h				268	2245	0				0	554	55
Peak Hour Factor				0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				368	3311	0				0	733	320
Arrive On Green				0.23	0.23	0.00				0.00	0.21	0.21
Sat Flow, veh/h				525	4892	0				0	3647	1553
Grp Volume(v), veh/h				942	1571	0				0	554	55
Grp Sat Flow(s),veh/h/ln				1844	1702	0				0	1777	1553
Q Serve(g_s), s				52.0	46.0	0.0				0.0	16.1	3.2
Cycle Q Clear(g_c), s				52.0	46.0	0.0				0.0	16.1	3.2
Prop In Lane				0.28		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				1293	2386	0				0	733	320
V/C Ratio(X)				0.73	0.66	0.00				0.00	0.76	0.17
Avail Cap(c_a), veh/h				1293	2386	0				0	733	320
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				32.6	30.3	0.0				0.0	41.0	35.9
Incr Delay (d2), s/veh				3.6	1.4	0.0				0.0	7.1	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				26.8	21.4	0.0				0.0	7.8	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				36.2	31.8	0.0				0.0	48.2	37.1
LnGrp LOS				D	C	A				A	D	D
Approach Vol, veh/h					2513						609	
Approach Delay, s/veh					33.5						47.2	
Approach LOS					C						D	

Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				27.6		82.4						
Change Period (Y+Rc), s				4.9		5.3						
Max Green Setting (Gmax), s				22.7		77.1						
Max Q Clear Time (g_c+I1), s				18.1		54.0						
Green Ext Time (p_c), s				1.6		19.5						

Intersection Summary												
HCM 6th Ctrl Delay			36.1									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2287	27	163	140	0	0	0	0
Future Volume (veh/h)	0	0	0	0	2287	27	163	140	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach					No			No				
Adj Sat Flow, veh/h/ln				0	1870	1870	1870	1870	0			
Adj Flow Rate, veh/h				0	2407	28	172	147	0			
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	3789	44	316	315	0			
Arrive On Green				0.00	0.73	0.73	0.06	0.06	0.00			
Sat Flow, veh/h				0	5371	60	1781	1870	0			
Grp Volume(v), veh/h				0	1573	862	172	147	0			
Grp Sat Flow(s),veh/h/ln				0	1702	1859	1781	1777	0			
Q Serve(g_s), s				0.0	25.7	25.8	10.3	8.8	0.0			
Cycle Q Clear(g_c), s				0.0	25.7	25.8	10.3	8.8	0.0			
Prop In Lane				0.00		0.03	1.00		0.00			
Lane Grp Cap(c), veh/h				0	2479	1354	316	315	0			
V/C Ratio(X)				0.00	0.63	0.64	0.54	0.47	0.00			
Avail Cap(c_a), veh/h				0	2479	1354	316	315	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	7.6	7.6	47.5	46.7	0.0			
Incr Delay (d2), s/veh				0.0	1.3	2.3	6.6	4.9	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	8.4	9.6	5.5	4.6	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	8.8	9.9	54.1	51.7	0.0			
LnGrp LOS				A	A	A	D	D	A			
Approach Vol, veh/h					2435			319				
Approach Delay, s/veh					9.2			53.0				
Approach LOS					A			D				
Timer - Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						85.6		24.4				
Change Period (Y+Rc), s						5.5		4.9				
Max Green Setting (Gmax), s						80.1		19.5				
Max Q Clear Time (g_c+I1), s						27.8		12.3				
Green Ext Time (p_c), s						35.2		1.1				
Intersection Summary												
HCM 6th Ctrl Delay			14.3									
HCM 6th LOS			B									

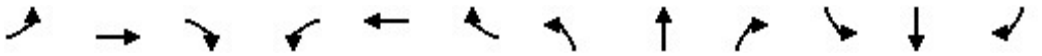
Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	180	656	3	105	0	0	0	25
Future Vol, veh/h	0	0	0	0	180	656	3	105	0	0	0	25
Conflicting Peds, #/hr	0	0	7	7	0	0	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	188	683	3	109	0	0	0	26

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	-	-	0	94	871	-	-	-	436
Stage 1	-	-	-	0	0	-	-	-	-
Stage 2	-	-	-	94	871	-	-	-	-
Critical Hdwy	-	-	-	7.54	6.54	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	879	288	0	0	0	568
Stage 1	0	-	-	-	-	0	0	0	-
Stage 2	0	-	-	902	367	0	0	0	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	839	288	-	-	-	568
Mov Cap-2 Maneuver	-	-	-	839	288	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	861	367	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	25	11.6
HCM LOS		D	B

Minor Lane/Major Mvmt	NBLn1	WBT	WBR	SBLn1
Capacity (veh/h)	288	-	-	568
HCM Lane V/C Ratio	0.38	-	-	0.046
HCM Control Delay (s)	25	-	-	11.6
HCM Lane LOS	D	-	-	B
HCM 95th %tile Q(veh)	1.7	-	-	0.1



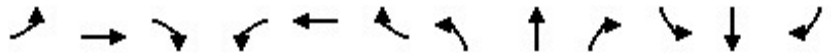
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	889	142	1693	1405	0
Future Volume (veh/h)	0	0	0	0	0	0	0	889	142	1693	1405	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.86	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	0	1870	0				0	1826	1870	1870	1826	0
Adj Flow Rate, veh/h	0	0	0				0	907	145	1728	1434	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	0				0	5	2	2	5	0
Cap, veh/h	0	0	0				0	1139	312	3437	1740	0
Arrive On Green	0.00	0.00	0.00				0.00	0.23	0.23	0.68	0.95	0.00
Sat Flow, veh/h		0					0	5149	1367	5023	1826	0
Grp Volume(v), veh/h		0.0					0	907	145	1728	1434	0
Grp Sat Flow(s),veh/h/ln							0	1662	1367	1674	1826	0
Q Serve(g_s), s							0.0	18.9	10.1	18.2	19.0	0.0
Cycle Q Clear(g_c), s							0.0	18.9	10.1	18.2	19.0	0.0
Prop In Lane							0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h							0	1139	312	3437	1740	0
V/C Ratio(X)							0.00	0.80	0.46	0.50	0.82	0.00
Avail Cap(c_a), veh/h							0	1205	330	3437	1740	0
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	1.00	1.00	0.72	0.72	0.00
Uniform Delay (d), s/veh							0.0	40.0	36.6	8.4	0.6	0.0
Incr Delay (d2), s/veh							0.0	4.6	2.8	0.1	3.4	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	7.9	3.5	5.4	1.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	44.6	39.4	8.4	3.9	0.0
LnGrp LOS							A	D	D	A	A	A
Approach Vol, veh/h								1052			3162	
Approach Delay, s/veh								43.9			6.4	
Approach LOS								D			A	

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	79.7	30.3				110.0						
Change Period (Y+Rc), s	4.4	* 5.2				5.2						
Max Green Setting (Gmax), s	40.0	* 27				40.0						
Max Q Clear Time (g_c+I1), s	20.2	20.9				21.0						
Green Ext Time (p_c), s	7.6	4.3				15.3						

Intersection Summary												
HCM 6th Ctrl Delay			15.8									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



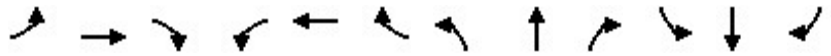
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	1772	76	0	0	0	0	490	241	216	920	0
Future Volume (veh/h)	58	1772	76	0	0	0	0	490	241	216	920	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.93	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	59	1808	78				0	500	246	220	939	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	81	2645	814				0	717	311	246	1985	0
Arrive On Green	0.17	0.17	0.17				0.00	0.21	0.21	0.28	0.78	0.00
Sat Flow, veh/h	157	5110	1573				0	3572	1478	1781	5274	0
Grp Volume(v), veh/h	701	1166	78				0	500	246	220	939	0
Grp Sat Flow(s),veh/h/ln	1863	1702	1573				0	1702	1478	1781	1702	0
Q Serve(g_s), s	39.2	35.2	4.6				0.0	15.0	17.3	13.1	7.1	0.0
Cycle Q Clear(g_c), s	39.2	35.2	4.6				0.0	15.0	17.3	13.1	7.1	0.0
Prop In Lane	0.08		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	964	1762	814				0	717	311	246	1985	0
V/C Ratio(X)	0.73	0.66	0.10				0.00	0.70	0.79	0.89	0.47	0.00
Avail Cap(c_a), veh/h	964	1762	814				0	916	398	325	2511	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.30	0.30	0.30				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	38.3	36.6	23.9				0.0	40.2	41.1	39.0	8.3	0.0
Incr Delay (d2), s/veh	1.5	0.6	0.1				0.0	1.8	8.5	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	16.2	1.8				0.0	6.3	6.9	4.9	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.7	37.2	24.0				0.0	42.0	49.6	41.2	8.3	0.0
LnGrp LOS	D	D	C				A	D	D	D	A	A
Approach Vol, veh/h		1945						746			1159	
Approach Delay, s/veh		37.6						44.5			14.5	
Approach LOS		D						D			B	

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	61.8	48.2	19.6	28.6
Change Period (Y+Rc), s	4.9	5.4	4.4	* 5.4
Max Green Setting (Gmax), s	45.6	54.1	20.1	* 30
Max Q Clear Time (g_c+I1), s	41.2	9.1	15.1	19.3
Green Ext Time (p_c), s	4.1	6.0	0.1	3.8

Intersection Summary	
HCM 6th Ctrl Delay	32.0
HCM 6th LOS	C

Notes

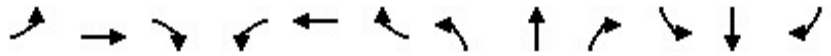
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



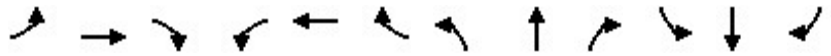
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2240	46	0	0	0	0	0	0	279	504	0
Future Volume (veh/h)	0	2240	46	0	0	0	0	0	0	279	504	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	2462	51							307	554	0
Peak Hour Factor	0.91	0.91	0.91							0.91	0.91	0.91
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	2999	62							568	1134	0
Arrive On Green	0.00	0.19	0.19							0.11	0.11	0.00
Sat Flow, veh/h	0	5314	106							1732	3624	0
Grp Volume(v), veh/h	0	1625	888							316	545	0
Grp Sat Flow(s),veh/h/ln	0	1702	1848							1784	1702	0
Q Serve(g_s), s	0.0	50.3	50.7							18.5	16.6	0.0
Cycle Q Clear(g_c), s	0.0	50.3	50.7							18.5	16.6	0.0
Prop In Lane	0.00		0.06							0.97		0.00
Lane Grp Cap(c), veh/h	0	1984	1077							585	1117	0
V/C Ratio(X)	0.00	0.82	0.82							0.54	0.49	0.00
Avail Cap(c_a), veh/h	0	1984	1077							585	1117	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	38.9	39.0							41.2	40.3	0.0
Incr Delay (d2), s/veh	0.0	3.9	7.2							3.6	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	24.0	27.2							9.4	7.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	42.8	46.2							44.7	41.9	0.0
LnGrp LOS	A	D	D							D	D	A
Approach Vol, veh/h		2513									861	
Approach Delay, s/veh		44.0									42.9	
Approach LOS		D									D	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	69.0	41.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	64.1	36.1
Max Q Clear Time (g_c+I1), s	52.7	20.5
Green Ext Time (p_c), s	6.6	2.3

Intersection Summary	
HCM 6th Ctrl Delay	43.7
HCM 6th LOS	D



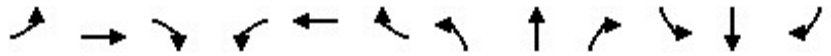
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	2785	0	0	0	0	0	202	259	0	0	0
Future Volume (veh/h)	69	2785	0	0	0	0	0	202	259	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.94			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	0				0	1870	1870			
Adj Flow Rate, veh/h	76	3060	0				0	222	285			
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	80	3440	0				0	431	362			
Arrive On Green	0.22	0.22	0.00				0.00	0.24	0.24			
Sat Flow, veh/h	120	5317	0				0	1870	1491			
Grp Volume(v), veh/h	1181	1955	0				0	222	285			
Grp Sat Flow(s),veh/h/ln	1864	1702	0				0	1777	1491			
Q Serve(g_s), s	68.6	60.8	0.0				0.0	11.9	19.7			
Cycle Q Clear(g_c), s	68.6	60.8	0.0				0.0	11.9	19.7			
Prop In Lane	0.06		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	1246	2275	0				0	431	362			
V/C Ratio(X)	0.95	0.86	0.00				0.00	0.51	0.79			
Avail Cap(c_a), veh/h	1246	2275	0				0	431	362			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	41.0	37.9	0.0				0.0	36.0	39.0			
Incr Delay (d2), s/veh	15.7	4.5	0.0				0.0	4.3	15.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	39.6	29.0	0.0				0.0	5.7	8.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.7	42.4	0.0				0.0	40.4	54.8			
LnGrp LOS	E	D	A				A	D	D			
Approach Vol, veh/h		3136						507				
Approach Delay, s/veh		47.8						48.5				
Approach LOS		D						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		78.4						31.6				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		73.5						26.7				
Max Q Clear Time (g_c+I1), s		70.6						21.7				
Green Ext Time (p_c), s		2.8						1.5				
Intersection Summary												
HCM 6th Ctrl Delay			47.9									
HCM 6th LOS			D									



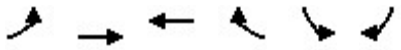
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3320	75	0	0	0	0	0	0	345	409	0
Future Volume (veh/h)	0	3320	75	0	0	0	0	0	0	345	409	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	1870							1870	1870	0
Adj Flow Rate, veh/h	0	3609	82							375	445	0
Peak Hour Factor	0.92	0.92	0.92							0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	3553	80							390	779	0
Arrive On Green	0.00	0.23	0.23							0.07	0.07	0.00
Sat Flow, veh/h	0	5304	116							1781	3647	0
Grp Volume(v), veh/h	0	2382	1309							375	445	0
Grp Sat Flow(s),veh/h/ln	0	1702	1848							1781	1777	0
Q Serve(g_s), s	0.0	76.1	76.1							23.1	13.3	0.0
Cycle Q Clear(g_c), s	0.0	76.1	76.1							23.1	13.3	0.0
Prop In Lane	0.00		0.06							1.00		0.00
Lane Grp Cap(c), veh/h	0	2355	1278							390	779	0
V/C Ratio(X)	0.00	1.01	1.02							0.96	0.57	0.00
Avail Cap(c_a), veh/h	0	2355	1278							390	779	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	42.4	42.4							50.6	46.0	0.0
Incr Delay (d2), s/veh	0.0	21.4	31.4							36.7	3.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	41.5	48.6							15.0	6.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	63.9	73.8							87.3	49.1	0.0
LnGrp LOS	A	F	F							F	D	A
Approach Vol, veh/h		3691									820	
Approach Delay, s/veh		67.4									66.5	
Approach LOS		E									E	

Timer - Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	81.0	29.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	76.1	24.1
Max Q Clear Time (g_c+I1), s	78.1	25.1
Green Ext Time (p_c), s	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	67.2
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	3232	12	0	0	0	0	150	34	0	0	0
Future Volume (veh/h)	164	3232	12	0	0	0	0	150	34	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870			
Adj Flow Rate, veh/h	193	3802	14				0	176	40			
Peak Hour Factor	0.85	0.85	0.85				0.85	0.85	0.85			
Percent Heavy Veh, %	2	2	2				0	2	2			
Cap, veh/h	181	3806	14				0	502	111			
Arrive On Green	0.24	0.24	0.24				0.00	0.17	0.17			
Sat Flow, veh/h	245	5162	20				0	2983	642			
Grp Volume(v), veh/h	1464	1212	1332				0	107	109			
Grp Sat Flow(s),veh/h/ln	1858	1702	1867				0	1777	1755			
Q Serve(g_s), s	81.1	77.5	77.7				0.0	5.8	6.0			
Cycle Q Clear(g_c), s	81.1	77.5	77.7				0.0	5.8	6.0			
Prop In Lane	0.13		0.01				0.00		0.37			
Lane Grp Cap(c), veh/h	1370	1255	1376				0	309	305			
V/C Ratio(X)	1.07	0.97	0.97				0.00	0.35	0.36			
Avail Cap(c_a), veh/h	1370	1255	1376				0	309	305			
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	41.6	40.3	40.3				0.0	40.0	40.1			
Incr Delay (d2), s/veh	45.0	18.5	17.7				0.0	3.0	3.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	57.4	41.7	45.5				0.0	2.8	2.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.6	58.8	58.1				0.0	43.0	43.3			
LnGrp LOS	F	E	E				A	D	D			
Approach Vol, veh/h		4009						216				
Approach Delay, s/veh		68.7						43.2				
Approach LOS		E						D				
Timer - Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		86.0						24.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		81.1						19.1				
Max Q Clear Time (g_c+I1), s		83.1						8.0				
Green Ext Time (p_c), s		0.0						0.9				
Intersection Summary												
HCM 6th Ctrl Delay			67.4									
HCM 6th LOS			E									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	14	1419	1148	5	118	179
Future Volume (veh/h)	14	1419	1148	5	118	179
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1826	1870	1870
Adj Flow Rate, veh/h	15	1542	1248	5	128	195
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	5	5	2	2
Cap, veh/h	417	3828	2484	10	491	225
Arrive On Green	0.23	0.77	0.97	0.97	0.14	0.14
Sat Flow, veh/h	1781	5149	5289	21	3456	1585
Grp Volume(v), veh/h	15	1542	809	444	128	195
Grp Sat Flow(s),veh/h/ln	1781	1662	1662	1822	1728	1585
Q Serve(g_s), s	0.8	12.3	1.7	1.7	3.9	14.2
Cycle Q Clear(g_c), s	0.8	12.3	1.7	1.7	3.9	14.2
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	417	3828	1611	883	491	225
V/C Ratio(X)	0.04	0.40	0.50	0.50	0.26	0.87
Avail Cap(c_a), veh/h	417	3828	1611	883	1086	498
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.91	0.91	1.00	1.00
Uniform Delay (d), s/veh	34.9	4.6	1.0	1.0	45.1	49.5
Incr Delay (d2), s/veh	0.0	0.3	1.0	1.9	0.1	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.1	0.6	0.8	1.7	12.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.9	4.9	2.0	2.8	45.2	53.4
LnGrp LOS	C	A	A	A	D	D
Approach Vol, veh/h		1557	1253		323	
Approach Delay, s/veh		5.2	2.3		50.1	
Approach LOS		A	A		D	

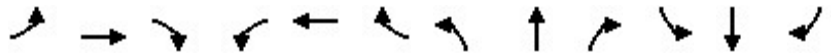
Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	96.3	21.7	33.3	63.0
Change Period (Y+Rc), s	5.7	4.9	5.7	* 5.8
Max Green Setting (Gmax), s	70.3	37.1	8.6	* 57
Max Q Clear Time (g_c+I1), s	14.3	16.2	2.8	3.7
Green Ext Time (p_c), s	38.9	0.6	0.0	27.0

Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	1374	19	16	1089	9	0	11	26	70	0	30
Future Volume (veh/h)	124	1374	19	16	1089	9	0	11	26	70	0	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	143	1579	22	18	1252	0	0	13	30	80	0	34
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	5	5	2	5	2	2	2	2	2	2	2
Cap, veh/h	625	3563	50	60	1867		58	16	37	213	0	97
Arrive On Green	0.70	1.00	1.00	0.03	0.37	0.00	0.00	0.03	0.03	0.06	0.00	0.06
Sat Flow, veh/h	1781	5066	71	1781	4985	1585	1781	499	1152	3456	0	1577
Grp Volume(v), veh/h	143	1036	565	18	1252	0	0	0	43	80	0	34
Grp Sat Flow(s),veh/h/ln	1781	1662	1813	1781	1662	1585	1781	0	1651	1728	0	1577
Q Serve(g_s), s	3.4	0.0	0.0	1.2	24.8	0.0	0.0	0.0	3.1	2.6	0.0	2.4
Cycle Q Clear(g_c), s	3.4	0.0	0.0	1.2	24.8	0.0	0.0	0.0	3.1	2.6	0.0	2.4
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	625	2337	1275	60	1867		58	0	54	213	0	97
V/C Ratio(X)	0.23	0.44	0.44	0.30	0.67		0.00	0.00	0.80	0.38	0.00	0.35
Avail Cap(c_a), veh/h	625	2337	1275	85	1867		107	0	99	999	0	456
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.9	0.0	0.0	55.6	30.8	0.0	0.0	0.0	56.7	53.2	0.0	53.1
Incr Delay (d2), s/veh	0.1	0.6	1.0	1.0	1.9	0.0	0.0	0.0	9.9	0.4	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.2	0.4	0.5	9.8	0.0	0.0	0.0	1.4	1.2	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.0	0.6	1.0	56.6	32.8	0.0	0.0	0.0	66.6	53.6	0.0	53.9
LnGrp LOS	B	A	A	E	C		A	A	E	D	A	D
Approach Vol, veh/h		1744			1270	A		43			114	
Approach Delay, s/veh		1.7			33.1			66.6			53.7	
Approach LOS		A			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	88.7		12.2	47.1	50.0		8.7
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.8		4.9
Max Green Setting (Gmax), s	5.6	51.3		34.1	12.6	* 44		7.1
Max Q Clear Time (g_c+I1), s	3.2	2.0		4.6	5.4	26.8		5.1
Green Ext Time (p_c), s	0.0	29.5		0.3	0.1	11.6		0.0

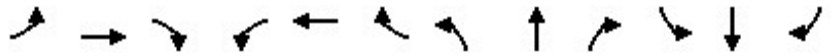
Intersection Summary	
HCM 6th Ctrl Delay	17.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



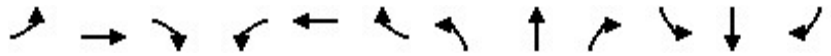
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	221	1402	305	763	1027	0	277	36	697	0	28	170
Future Volume (veh/h)	221	1402	305	763	1027	0	277	36	697	0	28	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	238	1508	328	820	1104	0	298	39	0	0	30	183
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	459	1449	630	1201	2406	0	369	200		0	161	226
Arrive On Green	0.26	0.29	0.29	0.35	0.38	0.00	0.11	0.11	0.00	0.00	0.09	0.09
Sat Flow, veh/h	1781	4985	1583	3456	6537	0	3456	1870	1585	0	1870	2615
Grp Volume(v), veh/h	238	1508	328	820	1104	0	298	39	0	0	30	183
Grp Sat Flow(s),veh/h/ln	1781	1662	1583	1728	1570	0	1728	1870	1585	0	1870	1308
Q Serve(g_s), s	13.5	34.3	18.6	24.0	15.5	0.0	9.9	2.2	0.0	0.0	1.8	8.1
Cycle Q Clear(g_c), s	13.5	34.3	18.6	24.0	15.5	0.0	9.9	2.2	0.0	0.0	1.8	8.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	459	1449	630	1201	2406	0	369	200		0	161	226
V/C Ratio(X)	0.52	1.04	0.52	0.68	0.46	0.00	0.81	0.20		0.00	0.19	0.81
Avail Cap(c_a), veh/h	459	1449	630	1201	2406	0	1116	604		0	176	246
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	0.61	0.61	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	41.9	27.0	32.9	27.2	0.0	51.5	48.1	0.0	0.0	50.1	53.0
Incr Delay (d2), s/veh	0.5	35.0	3.1	1.3	0.6	0.0	1.0	0.1	0.0	0.0	0.5	17.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	18.1	8.7	9.8	5.7	0.0	4.3	1.0	0.0	0.0	0.8	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.0	76.8	30.1	34.3	27.9	0.0	52.5	48.2	0.0	0.0	50.6	70.0
LnGrp LOS	D	F	C	C	C	A	D	D		A	D	E
Approach Vol, veh/h		2074			1924			337	A		213	
Approach Delay, s/veh		65.0			30.6			52.0			67.3	
Approach LOS		E			C			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.4	40.0		15.1	34.8	50.6		17.5
Change Period (Y+Rc), s	4.4	5.7		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	11.0	34.3		11.1	4.0	45.2		38.1
Max Q Clear Time (g_c+I1), s	26.0	36.3		10.1	15.5	17.5		11.9
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	17.0		0.7

Intersection Summary	
HCM 6th Ctrl Delay	49.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



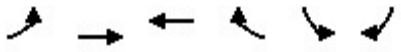
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	0	41	5	0	511	22	391	13	750	410	64
Future Volume (veh/h)	80	0	41	5	0	511	22	391	13	750	410	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.96	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	29	44	0	0	549	23	416	14	798	436	68
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	26	40	0	371	606	58	604	20	816	1841	285
Arrive On Green	0.04	0.04	0.04	0.00	0.00	0.20	0.03	0.17	0.17	0.46	0.60	0.60
Sat Flow, veh/h	1781	641	973	0	1870	3054	1781	3503	118	1781	3078	477
Grp Volume(v), veh/h	64	0	73	0	0	549	23	211	219	798	250	254
Grp Sat Flow(s),veh/h/ln	1781	0	1615	0	1870	1527	1781	1777	1844	1781	1777	1778
Q Serve(g_s), s	4.4	0.0	5.0	0.0	0.0	21.6	1.6	13.7	13.7	54.0	8.1	8.2
Cycle Q Clear(g_c), s	4.4	0.0	5.0	0.0	0.0	21.6	1.6	13.7	13.7	54.0	8.1	8.2
Prop In Lane	1.00		0.60	0.00		1.00	1.00		0.06	1.00		0.27
Lane Grp Cap(c), veh/h	72	0	66	0	371	606	58	307	318	816	1063	1063
V/C Ratio(X)	0.88	0.00	1.11	0.00	0.00	0.91	0.40	0.69	0.69	0.98	0.24	0.24
Avail Cap(c_a), veh/h	72	0	66	0	441	721	87	405	420	826	1143	1143
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.6	0.0	58.9	0.0	0.0	48.1	58.2	47.7	47.7	32.7	11.6	11.6
Incr Delay (d2), s/veh	66.5	0.0	144.6	0.0	0.0	12.4	1.6	2.5	2.4	25.6	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	4.7	0.0	0.0	9.3	0.7	6.2	6.5	28.0	3.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	125.1	0.0	203.5	0.0	0.0	60.5	59.9	50.2	50.2	58.3	11.6	11.7
LnGrp LOS	F	A	F	A	A	E	E	D	D	E	B	B
Approach Vol, veh/h		137			549			453			1302	
Approach Delay, s/veh		166.9			60.5			50.7			40.3	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	80.3	25.2		9.0	8.0	77.5		28.4
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	57.3	28.0		5.0	6.0	79.0		29.0
Max Q Clear Time (g_c+I1), s	56.0	15.7		7.0	3.6	10.2		23.6
Green Ext Time (p_c), s	0.2	1.6		0.0	0.0	2.6		0.8

Intersection Summary	
HCM 6th Ctrl Delay	53.8
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	262	17	9	158	177	281
Future Volume (veh/h)	262	17	9	158	177	281
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	302	0	10	0	195	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	867	455	661		348	
Arrive On Green	0.24	0.00	0.35	0.00	0.10	0.00
Sat Flow, veh/h	3563	1870	1870	1585	3456	1585
Grp Volume(v), veh/h	302	0	10	0	195	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1728	1585
Q Serve(g_s), s	2.8	0.0	0.1	0.0	2.1	0.0
Cycle Q Clear(g_c), s	2.8	0.0	0.1	0.0	2.1	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	867	455	661		348	
V/C Ratio(X)	0.35	0.00	0.02		0.56	
Avail Cap(c_a), veh/h	989	519	661		1133	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	12.4	0.0	8.3	0.0	17.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.0	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.6	0.0	8.4	0.0	18.4	0.0
LnGrp LOS	B	A	A		B	
Approach Vol, veh/h		302	10	A	195	A
Approach Delay, s/veh		12.6	8.4		18.4	
Approach LOS		B	A		B	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	13.6		8.0		18.0
Change Period (Y+Rc), s	4.0		4.0		4.0
Max Green Setting (Gmax), s	11.0		13.0		14.0
Max Q Clear Time (g_c+I1), s	4.8		4.1		2.1
Green Ext Time (p_c), s	0.6		0.4		0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

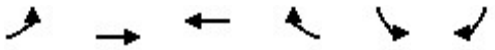
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	196	164	10	1	1
Future Vol, veh/h	9	196	164	10	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	228	191	12	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	203	0	-	0	331	102
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1366	-	-	-	638	933
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	878	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1366	-	-	-	633	933
Mov Cap-2 Maneuver	-	-	-	-	633	-
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	878	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1366	-	-	-	754
HCM Lane V/C Ratio	0.008	-	-	-	0.003
HCM Control Delay (s)	7.7	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	2822	3028	0	0	0
Future Volume (veh/h)	0	2822	3028	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	0	3002	3221	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	2	2
Cap, veh/h	361	4761	5233		3	1
Arrive On Green	0.00	0.96	0.71	0.00	0.00	0.00
Sat Flow, veh/h	1781	5149	7742	1585	3456	1585
Grp Volume(v), veh/h	0	3002	3221	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1662	1479	1585	1728	1585
Q Serve(g_s), s	0.0	8.0	26.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	8.0	26.6	0.0	0.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	361	4761	5233		3	1
V/C Ratio(X)	0.00	0.63	0.62		0.00	0.00
Avail Cap(c_a), veh/h	361	4761	5233		372	171
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.3	8.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	7.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	0.9	9.5	0.0	0.0	0.0
LnGrp LOS	A	A	A		A	A
Approach Vol, veh/h		3002	3221	A	0	
Approach Delay, s/veh		0.9	9.5		0.0	
Approach LOS		A	A			

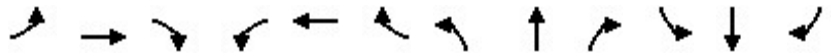
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		118.0		0.0	29.2	88.8
Change Period (Y+Rc), s		5.3		4.9	5.3	* 5.3
Max Green Setting (Gmax), s		95.1		12.7	7.2	* 84
Max Q Clear Time (g_c+I1), s		10.0		0.0	0.0	28.6
Green Ext Time (p_c), s		83.7		0.0	0.0	54.6

Intersection Summary	
HCM 6th Ctrl Delay	5.4
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



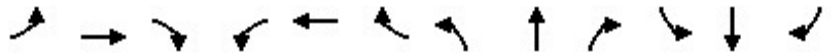
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	4114	58	114	1409	1	46	0	169	30	0	4
Future Volume (veh/h)	0	4114	58	114	1409	1	46	0	169	30	0	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.94		0.94	0.96		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	4424	62	123	1515	1	49	0	182	32	0	4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	5	2	2	5	5	2	2	2	2	2	2
Cap, veh/h	109	3545	894	229	3720	2	385	0	329	308	0	366
Arrive On Green	0.00	0.56	0.56	0.07	0.57	0.57	0.25	0.00	0.25	0.25	0.00	0.25
Sat Flow, veh/h	1781	6281	1583	3456	6532	4	1318	0	1341	1150	0	1490
Grp Volume(v), veh/h	0	4424	62	123	1093	423	49	0	182	32	0	4
Grp Sat Flow(s),veh/h/ln	1781	1570	1583	1728	1570	1825	1318	0	1341	1150	0	1490
Q Serve(g_s), s	0.0	66.6	2.1	4.1	15.3	15.3	3.4	0.0	14.0	2.7	0.0	0.2
Cycle Q Clear(g_c), s	0.0	66.6	2.1	4.1	15.3	15.3	3.7	0.0	14.0	6.3	0.0	0.2
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	3545	894	229	2683	1039	385	0	329	308	0	366
V/C Ratio(X)	0.00	1.25	0.07	0.54	0.41	0.41	0.13	0.00	0.55	0.10	0.00	0.01
Avail Cap(c_a), veh/h	109	3545	894	229	2683	1039	419	0	364	337	0	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.98	0.98	0.98	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	25.7	11.7	53.3	14.2	14.2	35.1	0.0	38.9	37.4	0.0	33.7
Incr Delay (d2), s/veh	0.0	114.1	0.2	1.3	0.5	1.2	0.1	0.0	0.5	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	49.9	0.7	1.8	5.1	6.2	1.1	0.0	4.7	0.8	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	139.8	11.8	54.7	14.7	15.4	35.1	0.0	39.4	37.5	0.0	33.7
LnGrp LOS	A	F	B	D	B	B	D	A	D	D	A	C
Approach Vol, veh/h		4486			1639			231			36	
Approach Delay, s/veh		138.0			17.9			38.5			37.1	
Approach LOS		F			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	71.9		33.9	11.6	72.5		33.9				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.8	66.6		32.0	4.2	67.2		32.0				
Max Q Clear Time (g_c+I1), s	6.1	68.6		8.3	0.0	17.3		16.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	31.5		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	103.0
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	4178	0	11	1185	60	0	0	0	5	0	5
Future Volume (veh/h)	9	4178	0	11	1185	60	0	0	0	5	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	4445	0	12	1261	64	0	0	0	5	0	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	5	5	2	5	5	2	2	2	2	2	2
Cap, veh/h	501	4245	0	48	3643	184	0	46	0	179	0	38
Arrive On Green	0.28	0.85	0.00	0.03	0.59	0.59	0.00	0.00	0.00	0.02	0.00	0.02
Sat Flow, veh/h	1781	5149	0	1781	6168	312	0	1870	0	3371	0	1549
Grp Volume(v), veh/h	10	4445	0	12	962	363	0	0	0	5	0	5
Grp Sat Flow(s),veh/h/ln	1781	1662	0	1781	1570	1770	0	1870	0	1686	0	1549
Q Serve(g_s), s	0.6	127.7	0.0	1.0	15.8	15.8	0.0	0.0	0.0	0.2	0.0	0.5
Cycle Q Clear(g_c), s	0.6	127.7	0.0	1.0	15.8	15.8	0.0	0.0	0.0	0.2	0.0	0.5
Prop In Lane	1.00		0.00	1.00		0.18	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	501	4245	0	48	2783	1045	0	46	0	179	0	38
V/C Ratio(X)	0.02	1.05	0.00	0.25	0.35	0.35	0.00	0.00	0.00	0.03	0.00	0.13
Avail Cap(c_a), veh/h	501	4245	0	48	2783	1045	0	370	0	763	0	307
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.00	0.97	0.97	0.97	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.9	11.1	0.0	71.5	15.8	15.8	0.0	0.0	0.0	71.5	0.0	71.6
Incr Delay (d2), s/veh	0.0	22.1	0.0	1.0	0.3	0.9	0.0	0.0	0.0	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	33.8	0.0	0.5	5.5	6.4	0.0	0.0	0.0	0.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.9	33.2	0.0	72.5	16.1	16.7	0.0	0.0	0.0	71.5	0.0	72.2
LnGrp LOS	D	F	A	E	B	B	A	A	A	E	A	E
Approach Vol, veh/h		4455			1337			0			10	
Approach Delay, s/veh		33.2			16.8			0.0			71.8	
Approach LOS		C			B						E	

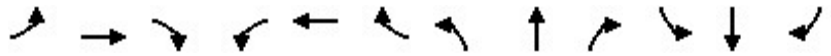
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	133.0		8.6	47.5	93.9		8.6
Change Period (Y+Rc), s	4.4	5.3		4.9	5.3	* 5.3		4.9
Max Green Setting (Gmax), s	4.0	101.7		29.7	17.1	* 89		29.7
Max Q Clear Time (g_c+I1), s	3.0	129.7		2.5	2.6	17.8		0.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	29.1		0.0

Intersection Summary	
HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	4157	1	15	1329	0	0	0	18	0	0	0
Future Volume (veh/h)	0	4157	1	15	1329	0	0	0	18	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach		No			No							
Adj Sat Flow, veh/h/ln	1870	1826	1826	1870	1826	0						
Adj Flow Rate, veh/h	0	4330	1	16	1384	0						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96						
Percent Heavy Veh, %	2	5	5	2	5	0						
Cap, veh/h	2	4564	1	26	4717	0						
Arrive On Green	0.00	0.89	0.89	0.01	0.95	0.00						
Sat Flow, veh/h	1781	5148	1	1781	5149	0						
Grp Volume(v), veh/h	0	2795	1536	16	1384	0						
Grp Sat Flow(s),veh/h/ln	1781	1662	1826	1781	1662	0						
Q Serve(g_s), s	0.0	58.2	58.3	0.9	2.0	0.0						
Cycle Q Clear(g_c), s	0.0	58.2	58.3	0.9	2.0	0.0						
Prop In Lane	1.00		0.00	1.00		0.00						
Lane Grp Cap(c), veh/h	2	2946	1619	26	4717	0						
V/C Ratio(X)	0.00	0.95	0.95	0.62	0.29	0.00						
Avail Cap(c_a), veh/h	118	2948	1619	73	4717	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	3.9	3.9	47.5	0.2	0.0						
Incr Delay (d2), s/veh	0.0	8.1	12.8	8.8	0.1	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	3.3	5.8	0.4	0.1	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.0	16.8	56.3	0.3	0.0						
LnGrp LOS	A	B	B	E	A	A						
Approach Vol, veh/h		4331			1400							
Approach Delay, s/veh		13.7			1.0							
Approach LOS		B			A							
Timer - Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	5.8	91.2			0.0	97.0						
Change Period (Y+Rc), s	4.4	5.2			4.4	5.2						
Max Green Setting (Gmax), s	1.4	86.0			6.4	83.6						
Max Q Clear Time (g_c+I1), s	2.9	60.3			0.0	4.0						
Green Ext Time (p_c), s	0.0	25.7			0.0	41.8						
Intersection Summary												
HCM 6th Ctrl Delay			10.6									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	209.4

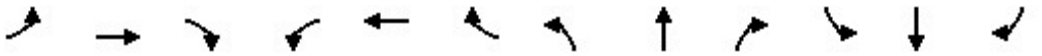
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	403	0	0	2376	437
Future Vol, veh/h	0	403	0	0	2376	437
Conflicting Peds, #/hr	0	3	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	429	0	0	2528	465

Major/Minor	Minor2			Major2	
Conflicting Flow All	2761	1500		-	0
Stage 1	2761	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	5.74	7.14		-	-
Critical Hdwy Stg 1	6.64	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.82	3.92		-	-
Pot Cap-1 Maneuver	36	~ 95		-	-
Stage 1	18	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	36	~ 95		-	-
Mov Cap-2 Maneuver	36	-		-	-
Stage 1	18	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	$ 1671	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	95	-	-
HCM Lane V/C Ratio	-	4.513	-	-
HCM Control Delay (s)	0	$ 1671	-	-
HCM Lane LOS	A	F	-	-
HCM 95th %tile Q(veh)	-	45.3	-	-

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



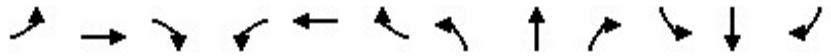
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	967	27	20	902	352	33	57	39	239	26	154
Future Volume (veh/h)	107	967	27	20	902	352	33	57	39	239	26	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.99		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	1087	30	22	1013	396	37	64	44	269	29	173
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	1596	492	450	2518	778	203	352	260	388	525	461
Arrive On Green	0.03	0.10	0.10	0.25	0.49	0.49	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1781	5106	1573	1781	5106	1577	533	1190	878	1270	1777	1561
Grp Volume(v), veh/h	120	1087	30	22	1013	396	69	0	76	269	29	173
Grp Sat Flow(s),veh/h/ln	1781	1702	1573	1781	1702	1577	1087	0	1514	1270	1777	1561
Q Serve(g_s), s	8.0	24.6	2.1	1.1	15.1	20.4	2.5	0.0	4.5	23.9	1.4	10.5
Cycle Q Clear(g_c), s	8.0	24.6	2.1	1.1	15.1	20.4	13.0	0.0	4.5	28.4	1.4	10.5
Prop In Lane	1.00		1.00	1.00		1.00	0.54		0.58	1.00		1.00
Lane Grp Cap(c), veh/h	148	1596	492	450	2518	778	367	0	448	388	525	461
V/C Ratio(X)	0.81	0.68	0.06	0.05	0.40	0.51	0.19	0.00	0.17	0.69	0.06	0.37
Avail Cap(c_a), veh/h	313	1974	608	450	2518	778	554	0	647	556	760	667
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.93	0.93	0.93	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.4	48.0	37.9	33.9	19.2	20.6	34.4	0.0	31.3	41.9	30.3	33.5
Incr Delay (d2), s/veh	3.8	2.2	0.2	0.0	0.4	2.2	0.1	0.0	0.1	6.3	0.1	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	11.5	0.8	0.5	5.7	7.5	1.7	0.0	1.7	8.1	0.6	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.2	50.3	38.1	33.9	19.7	22.8	34.5	0.0	31.4	48.2	30.4	34.9
LnGrp LOS	E	D	D	C	B	C	C	A	C	D	C	C
Approach Vol, veh/h		1237			1431			145			471	
Approach Delay, s/veh		51.0			20.8			32.9			42.2	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	36.4	43.2		40.4	14.4	65.3		40.4				
Change Period (Y+Rc), s	6.1	* 5.7		4.9	4.4	6.1		4.9				
Max Green Setting (Gmax), s	7.3	* 46		51.3	21.1	32.2		51.3				
Max Q Clear Time (g_c+I1), s	3.1	26.6		30.4	10.0	22.4		15.0				
Green Ext Time (p_c), s	0.0	10.9		5.1	0.1	8.2		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		35.8
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	620	1	0	562	532	1	0	0	469	0	33
Future Volume (veh/h)	50	620	1	0	562	532	1	0	0	469	0	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	681	1	0	618	0	1	0	0	549	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	1168	2	708	2079		19	0	17	671	352	0
Arrive On Green	0.04	0.22	0.22	0.00	0.19	0.00	0.01	0.00	0.00	0.19	0.00	0.00
Sat Flow, veh/h	1781	5265	8	1781	3554	1585	1781	0	1585	3563	1870	0
Grp Volume(v), veh/h	55	440	242	0	618	0	1	0	0	549	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1869	1781	1777	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	3.7	13.9	13.9	0.0	17.9	0.0	0.1	0.0	0.0	17.7	0.0	0.0
Cycle Q Clear(g_c), s	3.7	13.9	13.9	0.0	17.9	0.0	0.1	0.0	0.0	17.7	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	71	755	414	708	2079		19	0	17	671	352	0
V/C Ratio(X)	0.77	0.58	0.58	0.00	0.30		0.05	0.00	0.00	0.82	0.00	0.00
Avail Cap(c_a), veh/h	224	1166	640	708	2079		157	0	140	1101	578	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.91	0.00	1.00	0.00	0.00	0.87	0.00	0.00
Uniform Delay (d), s/veh	57.1	41.7	41.7	0.0	27.3	0.0	58.7	0.0	0.0	46.7	0.0	0.0
Incr Delay (d2), s/veh	6.5	3.3	5.9	0.0	0.3	0.0	0.4	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	6.0	6.9	0.0	8.5	0.0	0.0	0.0	0.0	7.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.6	45.0	47.6	0.0	27.6	0.0	59.1	0.0	0.0	47.6	0.0	0.0
LnGrp LOS	E	D	D	A	C		E	A	A	D	A	A
Approach Vol, veh/h		737			618	A		1			549	
Approach Delay, s/veh		47.3			27.6			59.1			47.6	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.6	31.7		28.5	9.2	76.1		6.2				
Change Period (Y+Rc), s	5.9	* 5.1		5.9	4.4	5.9		4.9				
Max Green Setting (Gmax), s	10.3	* 41		37.1	15.1	36.1		10.6				
Max Q Clear Time (g_c+I1), s	10.0	15.9		19.7	5.7	19.9		2.1				
Green Ext Time (p_c), s	0.0	10.7		1.0	0.0	6.1		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	41.0
HCM 6th LOS	D

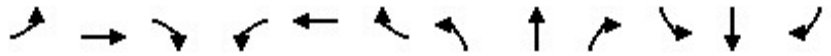
Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	253	127	91	470	183	198	883	90	120	818	184
Future Volume (veh/h)	284	253	127	91	470	183	198	883	90	120	818	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	302	269	135	97	500	195	211	939	96	128	870	196
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	323	711	346	82	605	342	257	1519	155	172	1572	697
Arrive On Green	0.18	0.31	0.31	0.05	0.17	0.17	0.07	0.47	0.47	0.05	0.44	0.44
Sat Flow, veh/h	1781	2305	1121	1781	3554	1543	3456	3253	333	3456	3554	1575
Grp Volume(v), veh/h	302	205	199	97	500	195	211	513	522	128	870	196
Grp Sat Flow(s),veh/h/ln	1781	1777	1649	1781	1777	1543	1728	1777	1808	1728	1777	1575
Q Serve(g_s), s	25.1	13.6	14.2	6.9	20.4	10.9	9.0	32.5	32.5	5.5	27.1	6.5
Cycle Q Clear(g_c), s	25.1	13.6	14.2	6.9	20.4	10.9	9.0	32.5	32.5	5.5	27.1	6.5
Prop In Lane	1.00		0.68	1.00		1.00	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	323	548	509	82	605	342	257	830	844	172	1572	697
V/C Ratio(X)	0.94	0.37	0.39	1.18	0.83	0.57	0.82	0.62	0.62	0.74	0.55	0.28
Avail Cap(c_a), veh/h	387	668	620	82	734	398	544	830	844	263	1572	697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.6	40.5	40.8	71.6	60.1	25.6	68.4	30.0	30.0	70.3	30.9	8.0
Incr Delay (d2), s/veh	25.7	0.2	0.2	153.6	5.1	0.5	2.5	3.4	3.4	2.4	1.4	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	6.0	5.9	6.7	9.6	4.1	4.1	14.7	15.0	2.5	12.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.3	40.7	40.9	225.1	65.2	26.2	70.9	33.4	33.4	72.7	32.3	9.1
LnGrp LOS	F	D	D	F	E	C	E	C	C	E	C	A
Approach Vol, veh/h		706			792			1246			1194	
Approach Delay, s/veh		60.3			75.2			39.7			32.8	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	75.3	11.3	51.5	15.5	71.7	32.4	30.4
Change Period (Y+Rc), s	4.4	* 5.3	4.4	5.2	4.4	5.3	5.2	* 4.9
Max Green Setting (Gmax), s	7.5	* 56	6.9	56.4	23.6	43.8	32.6	* 31
Max Q Clear Time (g_c+I1), s	7.5	34.5	8.9	16.2	11.0	29.1	27.1	22.4
Green Ext Time (p_c), s	0.0	2.5	0.0	0.9	0.1	2.4	0.1	1.1

Intersection Summary	
HCM 6th Ctrl Delay	48.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.