APPENDIX D

TRANSPORTATION IMPACT ANALYSIS

TRANSPORTATION IMPACT ANALYSIS

Transportation Impact Analysis

Point Molate Development

City of Richmond

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February 17, 2020

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TRANSPORTATION IMPACT ANALYSIS

1) INTRODUCTION

This traffic impact study describes the existing and future conditions for transportation with and without the proposed project, which consists of construction of the following components:

1) *Retail and Restaurants* – 40,000 square feet
2) *Office Space* – 584,574 square feet
3) *Single Family Homes* – 274 units
4) *Apartments, Townhomes, and Condominiums* – 986 units
5) *Public Ferry Parking* – 100 parking spaces

The proposed project would be access via Stenmark Drive which connects to the I-580 Freeway just east of the Richmond-San Rafael Bridge. This study also describes the regulatory setting; the criterion used for determining the significance of environmental impacts; and summarizes potential environmental impacts related to transportation and appropriate mitigation measures. This study has been conducted in accordance with the requirements and methodologies set forth by the City of Richmond, the Contra Costa Transportation Authority (CCTA), Caltrans, and the applicable provisions of CEQA.

Summary of Required Mitigations and Recommended Improvement Measures - The following is a summary of the proposed mitigation measures to address the transportation impacts of the project. Based on a detailed analysis of traffic operations with and without each of the proposed mitigations, implementation of the following mitigation measures could reduce some project impacts to a *less-than-significant* level. The remaining impacts would be *significant and unavoidable*. **Figure 1** shows the locations of the intersections where significant impacts were identified.

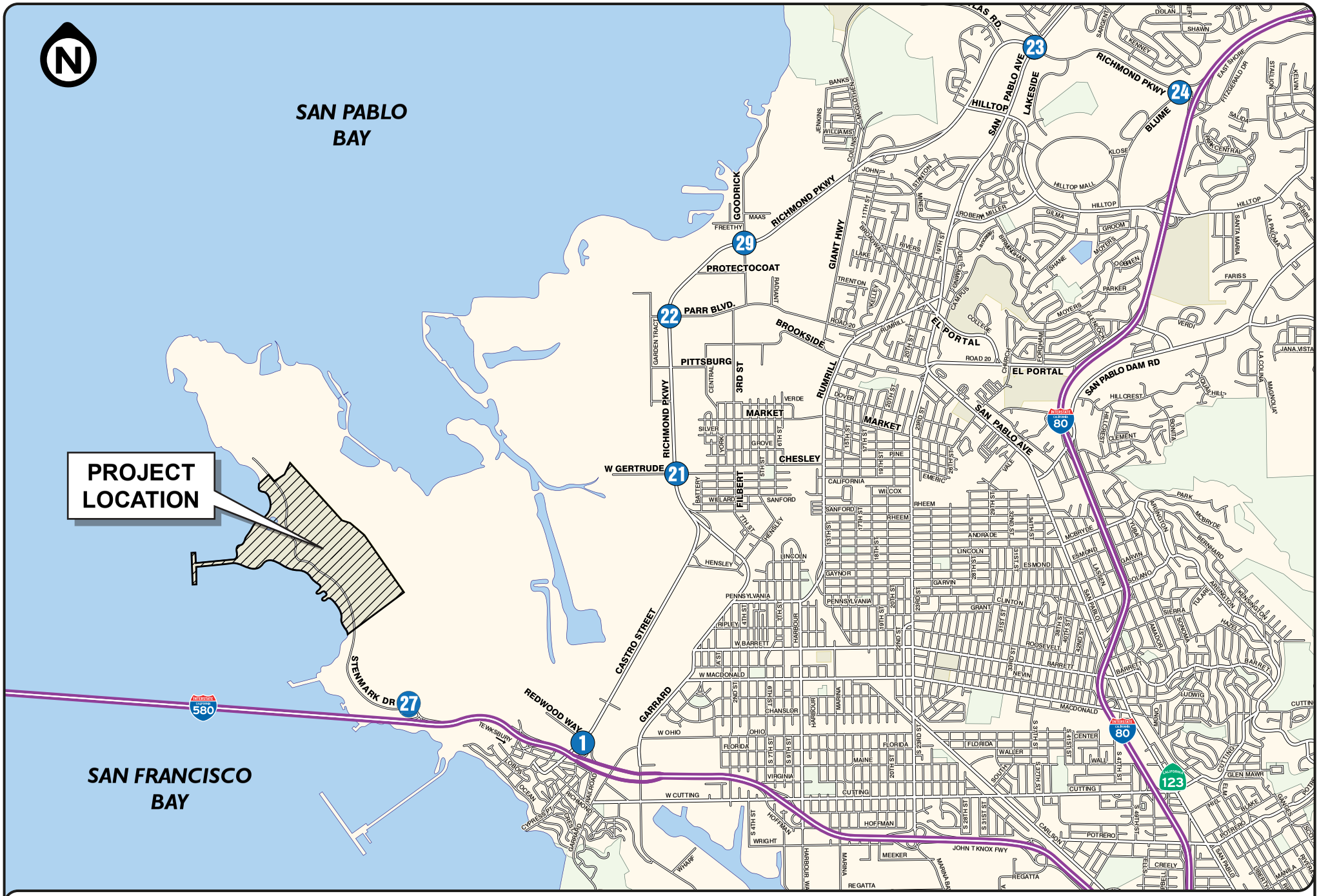

FIGURE 1 | INTERSECTIONS WHERE SIGNIFICANT IMPACTS WERE IDENTIFIED

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Impact #1 Impacts to intersection operations - The project would contribute to LOS operations exceeding the established standards at the following nine intersections:

Castro Street and the I-580 Westbound Ramps (Caltrans)
Richmond Parkway at Gertrude Avenue (City of Richmond)
Richmond Parkway at Parr Boulevard (City of Richmond)
Richmond Parkway at San Pablo Avenue (Contra Costa County)
Richmond Parkway and Blume Drive/I-80 WB Ramps (Caltrans)
Stenmark Drive at Dutra Materials Road (City of Richmond)
Richmond Parkway and Goodrick Avenue (Contra Costa County)
Sir Francis Drake Blvd. at the U.S. 101 Northbound Ramps (City of Larkspur)
Sir Francis Drake Blvd. at the Larkspur Ferry Terminal Entrance/Larkspur Landing Circle (City of Larkspur)

The addition of traffic from the proposed project would contribute to these nine intersections exceeding the established LOS standards. Without implementation of the recommended mitigation measures below, the development of the proposed project would result in a potentially significant impact to the LOS at these intersections. Implementation of the following mitigation measures would reduce the impacts at all intersections to a less-than-significant level in all of the plus project scenarios, with the exception of the intersections of the Richmond Parkway at Castro Street and the I-580 Westbound Ramps (Intersection #1), Richmond Parkway at San Pablo Avenue (Intersection #23), Richmond Parkway at Blume Drive and the I-80 Westbound Ramps (Intersection #24), Richmond Parkway at Goodrick Avenue (Intersection #29) and also the intersections of Sir Francis Drake Boulevard with the U.S. 101 Northbound Ramps and with the Larkspur Ferry Terminal Entrance/Larkspur Landing Circle. The development of the proposed project would result in potentially ***significant and unavoidable*** impacts to the LOS at these six intersections.

Mitigation Measures

Prior to construction the project shall mitigate the above-identified impacts by paying a proportionate share of the construction costs of the following improvement, subject to City approval. The intersection mitigation measures required for the project to meet the established LOS standards are:

MM 1 (a) Castro Street and the I-580 Westbound Ramps/Chevron Entrance (Intersection #1 – Existing Plus Project) – 1) Installation of a dual south bound left turn lane on Castro Street and 2) Installation of a third northbound through lane on Castro Street. Because the project applicant and the City of Richmond

do not control the funding, prioritization and/or construction of improvement projects under the jurisdiction of Caltrans, this impact would remain ***significant and unavoidable.***

MM 1 (b) *Richmond Parkway at Gertrude Avenue (Intersection #21 – Cumulative Plus Project) – Conversion of the northbound exclusive right turn lane to a shared through-right lane.*

MM 1 (c) *Richmond Parkway at Parr Boulevard (Intersection #22 – Cumulative Plus Project) – Conversion of the northbound and southbound exclusive right turn lanes to shared through-right lanes.*

MM 1 (d) *Richmond Parkway at San Pablo Avenue (Intersection #23 – Cumulative Plus Project) – Restriping of northbound San Pablo Avenue from the Richmond Parkway to Crestwood Drive to provide three through lanes and an associated modification of the traffic signal at Kay Road to accommodate the detectors required for the additional northbound through lane that would be added at this intersection. Because the project applicant and the City of Richmond do not control the funding, prioritization and/or construction of improvement projects in the County, this impact would remain* ***significant and unavoidable.***

MM 1 (e) *Richmond Parkway and Goodrick Avenue (Intersection #29 – All Plus Project Scenarios) – Conversion of the eastbound exclusive right turn lane to a shared through-right lane. Because the project applicant and the City of Richmond do not control the funding, prioritization and/or construction of improvement projects in the County, this impact would remain* ***significant and unavoidable.***

Impact #2 Impacts related to conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or potential decreases to the performance or safety of such facilities.

The project would not result in degradation of the level of service (or a significant increase in delay) on any roadway segments currently being utilized by bus transit in the area and would not increase ridership beyond existing capacity. As such, no significant impacts to bus transit are expected. In addition, the project would not significantly impact or change the design of any existing transportation facility or create any new safety problems in the area. The project is also proposing to include a TDM program that will include shuttle service to the Richmond BART

station and construction of bicycle lanes along Stenmark Drive from I-580 to the project site. As proposed, the project will have adequate pedestrian facilities that connect it to the surrounding pedestrian network. Therefore, based on the City's significance criteria the project's impacts on alternative transportation would be considered less than significant and no mitigation would be required.

Mitigation Measure(s)
None required.

Impact #3 Impacts to freeway operations – The project would contribute trips to a segment of Interstate 580 that exceeds the established delay index standards during the AM peak hour.

The development of the proposed project would increase the total traffic on I-580 freeway during both AM and PM peak hours. For I-580 the West County Action Plan specifies a maximum delay index of 2.5. As shown in Table 8 in Section 4.8 the proposed project would increase the delay index under both existing and cumulative conditions by about 0.2, and any increase to the delay index on a segment that is already exceeding its established threshold is considered a significant impact. The proposed project would add traffic to Interstate 580 in the westbound direction during the existing AM peak hour, which is already reported to exceed the County's established delay index standard of 2.5 as part of the CCTA's 2019 monitoring program. Therefore, the proposed project would make a cumulatively considerable contribution to future impacts on freeway operations.

Mitigation Measure

Prior to construction the project shall mitigate the above-identified impacts by paying the required traffic impact fees described below in Mitigation Measure 3, subject to City approval.

MM 3 *Payment of the Regional Transportation Development Impact Mitigation Fee –The project shall pay the West County Subregional Transportation Mitigation Program (STMP) Development Fees to fund regional freeway system improvements including I-580 improvements and the Richmond Parkway/San Pablo Avenue interchange.*

Discussion: Because the project applicant and the City of Richmond do not control the funding, prioritization and/or construction of improvement projects funded by this fee, the freeway impacts would remain ***cumulatively considerable.***

2) PROJECT DESCRIPTION

The proposed project would consist of the components listed below. In this case the apartments, townhomes and condominiums have been separated into the land use categories required for project trip generation forecasting:

1) *Retail and Restaurants* – 40,000 square feet
2) *Office Space* – 584,574 square feet
3) *Single Family Homes* – 274 units
4) *Low-Rise Apartments and Townhomes* (1 to 2 floors) – 636 units
5) *Mid-Rise Apartments and Condominiums* (3 to 10 floors) – 350 units
6) *Public Ferry Parking* – 100 parking spaces

Please note there may be some final refinements to the project description but the above listed quantities represent the maximum development assumptions for the project and the worst case assumption with respect to trip generation for the site. The majority of the existing buildings on the site are currently vacant so no reductions in traffic were taken to account for the removal of any existing land uses. **Figure 2** shows the location of the project and the surrounding roadway network. **Figure 3** shows the proposed site plan for the project.

3) EXISTING CONDITIONS

This section of the report describes the roadways, traffic conditions and other existing transportation characteristics in the vicinity of the project. The primary basis of the analysis is the peak hour level of service for the key intersections. The hours identified as the "peak" hours are generally between 7:15 a.m. and 8:15 a.m. and 4:30 p.m. and 5:30 p.m. for most of the transportation facilities described, based on the intersection turning movement counts collected for this analysis. Throughout this report, these peak hours will be identified as the AM and PM peak hours, respectively.

3.1 Project Study Intersections

Based on the project's trip generation and the potential for traffic impacts a list of project study intersections was prepared including all signalized intersections where more than 50 peak hour trips would be added as per the Contra Costa Transportation Authority's Technical Procedures.[1] **Figure 2** shows the location of the project study intersections. There are thirty (30) study intersections included in the analysis.

[1] *Final Technical Procedures*, Contra Costa Transportation Authority, Walnut Creek, CA, January 16, 2013.

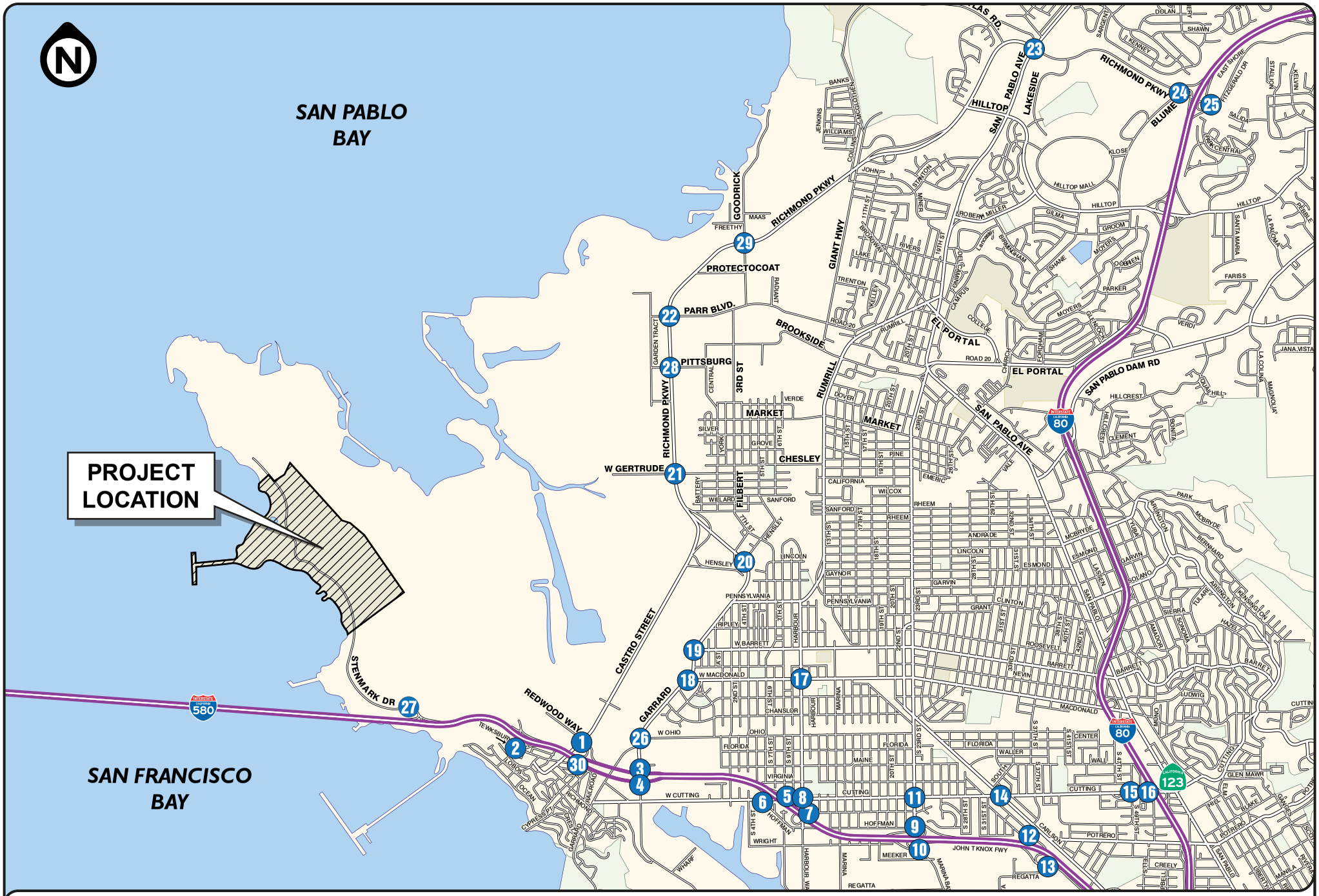

FIGURE 2 | PROJECT LOCATION & STUDY INTERSECTIONS

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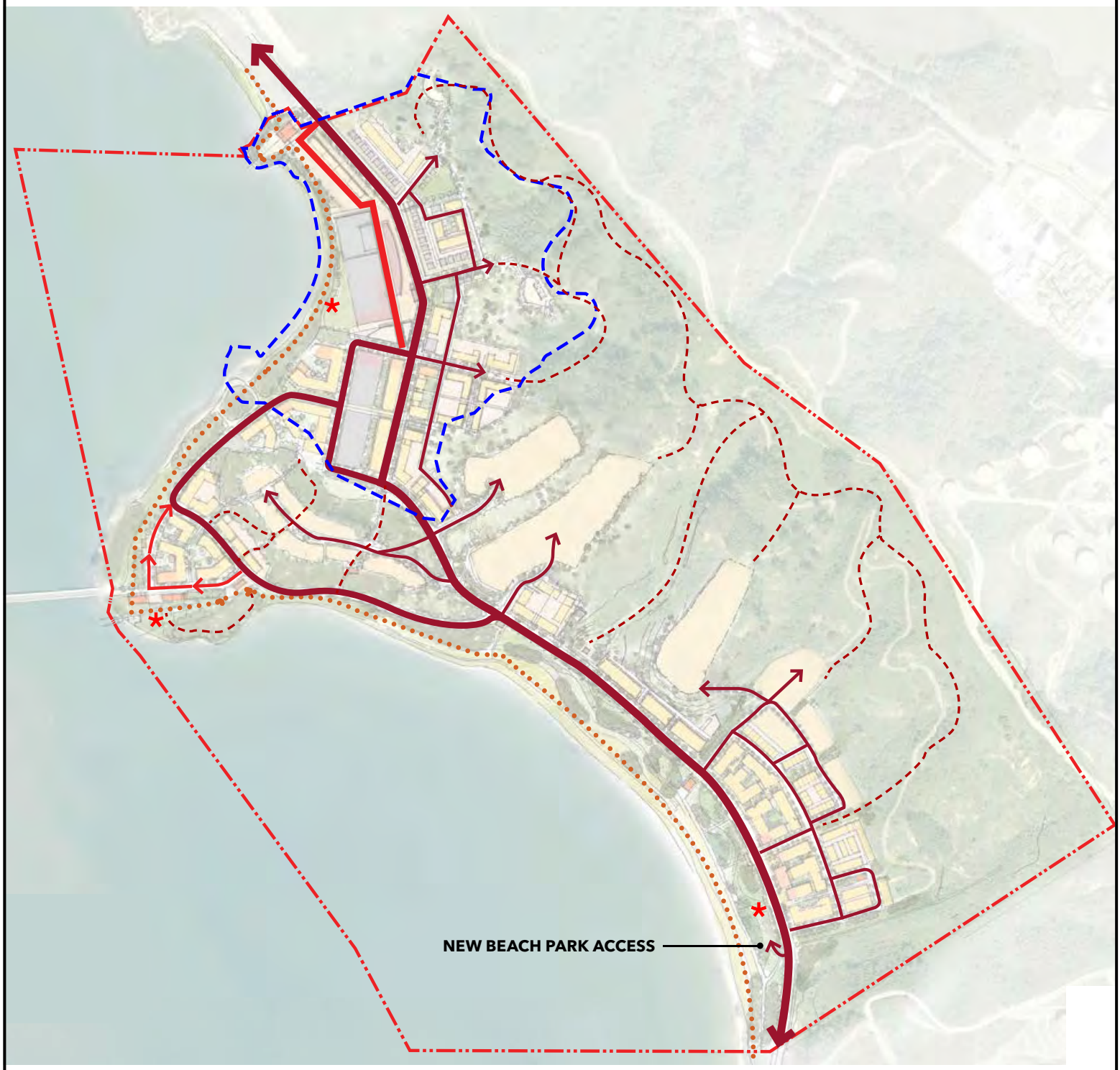

FIGURE 3 | SITE PLAN
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3.2 Traffic Analysis Scenarios

The study intersections were evaluated for the following four scenarios:

- Scenario 1: *Existing Conditions* – Level of Service (LOS) based on existing peak hour volumes and existing intersection configurations.
- Scenario 2: *Existing Plus Project* – Existing traffic volumes plus trips from the proposed project.
- Scenario 3: *Cumulative Conditions* – This scenario includes year 2040 cumulative volumes based on planned and approved projects the Countywide Travel Demand Model.
- Scenario 4: *Cumulative Plus Project Conditions* – This scenario includes year 2040 cumulative volumes based on the Countywide Travel Demand Model plus the trips from the proposed project.

3.3 Existing Roadway Network

Routes of Regional Significance - Routes of Regional Significance (RRS) are major roadway and freeway corridors that serve regional traffic. These are identified in Action Plans adopted by the Contra Costa Transportation Authority under the countywide Measure J program. Interstate 580, the Richmond Parkway, San Pablo Avenue, and 23rd Street are all identified as RRS in the East County Action Plan. As discussed previously, the project location and the surrounding roadway network are illustrated in **Figure 1**. The following is a more detailed description of some of the main roadways that could be affected by the project:

- **Interstate 580 (I-580) –** I-580 is a six lane (three lanes in each direction) freeway within the vicinity of the project site. I-580 begins in San Joaquin County at a junction with I-5, passes through cities in the Bay Area including Livermore, Pleasanton, Oakland, Berkeley, and Richmond, ending at a junction with US 101 in Marin County. I-580 crosses the Richmond/San Rafael Bridge just west of Western Drive at the bridge toll plaza. Access to the Point Molate project site westbound, is via a one-lane off-ramp at Western Drive. There is no current direct access for vehicles traveling eastbound on I-580 from Marin and Sonoma Counties. Vehicles traveling eastbound on I-580 must take a circuitous route past the project site, exiting the freeway to then circle back onto I-580 westbound back to the to the Western Drive off-ramp.

- **Richmond-San Rafael Bridge –** The Richmond-San Rafael Bridge is a 5.5-mile-long cantilever and truss bridge (total length including approaches) spanning the southern end of the San Pablo Bay connecting the Cities of Richmond and San Rafael via I-580. There are two westbound upper level lanes and two eastbound lower level lanes,

except between 2 PM and 7 PM when the shoulder lane is allowed to be used as a third eastbound lane. Please note that a pilot project has created a two-way bicycle path in the shoulder lane on the upper deck of the bridge.

- **Richmond Parkway –** The Richmond Parkway is a four-lane divided expressway running parallel to I-80 in the city of Richmond. Richmond Parkway runs in a north/south direction near I-580 and runs east/west near I-80. The Richmond Parkway provides access to the industrial areas of Richmond and also serves as a bypass by carrying traffic between I-80 in northern Richmond to I-580 just east of the Western Drive exit. The Richmond Parkway extends from the I-580 EB off-ramp, merges with traffic on Castro Street, crosses under I-580 and leads north. To the south of I-580 the roadway is designated as Castro Street, which provides access to Point Richmond.

- **San Pablo Avenue –** San Pablo Avenue is a four lane regional arterial that provides parallel access to I-80 from the Town of Crockett near the Carquinez Strait, through Hercules, Pinole, San Pablo, Richmond, El Cerrito, Berkeley, and then terminating to the south in downtown Oakland.

- **23rd Street**– 23rd Street is a major north/south route that traverses through central Richmond and San Pablo. Marina Bay Parkway becomes 23rd Street to the north of Cutting Boulevard. Twenty-Third Street then merges with San Pablo Avenue north of the City of Richmond. In downtown Richmond, 23rd Street becomes a one-way street parallel with 22nd Street serving as one-way north-south pair.

- **Stenmark Drive** – Stenmark Drive is the only road that provides direct access to the San Pablo Peninsula and the Project site. Presently Stenmark Drive is a two-lane roadway which varies from approximately 20 to 36 feet in width. There are no shoulders, curbs or gutters, sidewalks or bicycle lanes on Stenmark Drive. The road currently does not meet the City of Richmond's design standards.

3.4 Analysis Methodology

Existing operational conditions at the thirty (30) study intersections have been evaluated according to the requirements set forth by the Contra Costa County Transportation Authority (CCTA) using the methodology set forth in the Final Technical Procedures Update (dated January, 2013). Analysis of traffic operations was conducted using the 6th Edition of the *Highway Capacity Manual* (*HCM*) Level of Service (LOS) methodology with Synchro software.[2] Level of service is an expression, in the form of a scale, of the relationship between the capacity of an intersection (or roadway segment) to accommodate the volume of traffic moving through it at any given time. The level of service scale describes traffic flow with six ratings ranging from A to F, with "A" indicating relatively free flow of traffic and "F" indicating stop-and-go traffic

[2] *Highway Capacity Manual – 6th Edition,* Transportation Research Board, Washington D.C., 2016.

characterized by traffic jams. As the amount of traffic moving through a given intersection or roadway segment increases, the traffic flow conditions that motorists experience rapidly deteriorate as the capacity of the intersection or roadway segment is reached. Under such conditions, there is general instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays that lead to traffic congestion. This near-capacity situation is labeled level of service (LOS) E. Beyond LOS E, the intersection or roadway segment capacity has been exceeded, and arriving traffic would exceed the ability of the intersection to accommodate it.

Signalized intersections – For signalized intersections the *HCM* methodology determines the capacity of each lane group approaching the intersection. The LOS is then based on average control delay (in seconds per vehicle) for the various movements within the intersection. A combined weighted average control delay and LOS are presented for the intersection. A summary of the HCM results and copies of the detailed HCM LOS calculations are included in the appendix to this report.
Table 1 summarizes the relationship between LOS, average control delay, and the volume to capacity ratio at signalized intersections.

Unsignalized intersections – For all-way stop controlled and two-way stop controlled intersections the average control delay and LOS operating conditions are calculated by approach (e.g., northbound) and by movement (e.g., northbound left-turn) for those movements that are subject to delay. In general, the operating conditions for unsignalized intersections are presented for the worst approach. **Table 2** summarizes the relationship between LOS and average control delay at unsignalized intersections.

Freeway Delay - Consistent with the West County Action Plan, potential impacts to freeway operations were evaluated in terms of the delay index. The delay index measures travel congestion and is expressed as the ratio of the time required to travel between two points during the peak hour (the congested travel time) and the time required during uncongested off peak times. For example, a delay index of 2.0 means that congested travel time is twice as long as during an off peak travel time. The following shows the formula for calculating delay indices.

Delay Index = Measured Peak Hour Travel Time / Free Flow Travel Time

The measured peak hour travel time (the numerator of the delay index formula) was determined from speed runs conducted along I-580 during the AM and PM peak hours in the spring of 2019 as part of the CCTA CMP. The free flow travel time (the denominator of the delay index formula) is defined by the CCTA CMP as “the time it takes to traverse a roadway segment at the speed limit including the average uncongested delay experienced at traffic signals.”

It is important to note that achievement of the Multi-Modal Transportation Service Objectives (MTSO) delay index and average speed is measured over the length of I-580 from the Alameda County line to the Marin County line. For the I-580 freeway, the West County Action Plan

specifies a maximum MTSO delay index of 2.5 (WCCTAC, 2017). For segments where the established delay index standard is already exceeded, any increase in the delay index is considered a significant impact. For the Caltrans freeway facilities being studied, the operational standards and significance criteria are established by the CCTA acting as the designated CMA representing the jurisdictions of the County.

Transit, Bicycle, and Pedestrian Facilities Potential impacts to transit, bicycle, and pedestrian facilities were evaluated based on the compliance of the Modified Project with applicable programs, plans, ordinances, or policies related to transit, bicycle, and pedestrian facilities.

Vehicle Miles Traveled - One performance measure that can be used to quantify the transportation impacts of a project is VMT. This section presents the extent of the VMT-related transportation impacts caused by the Modified Project. The City does not currently have an adopted CEQA threshold for VMT and the Modified Project is not in a Transit Priority Area; therefore, the Modified Project would not conflict with an applicable VMT threshold and VMT information in this SEIR is provided for informational purposes.

3.5 Existing Intersection Capacity Conditions (Scenario 1)

The existing intersection geometry at each of the project study intersections can be seen in **Figure 4** and the existing traffic volumes at each are presented in **Figure 5.** Traffic counts at the study intersections were conducted in May of 2019 at times when local schools were in session. **Table 3** summarizes the associated LOS computation results for the existing weekday AM and PM peak hour conditions. Please note that the corresponding LOS analysis calculation sheets and information regarding the peak hour factors and signal timings are presented in the appendix to this report.

As shown in **Table 3**, all of the project study intersections currently have acceptable conditions (LOS D or better) during the weekday AM and PM peak hours with the exception of Intersection #1 (Castro Street and the I-580 Westbound Ramps), Intersection #24 (Richmond Parkway and Blume Drive/I-80 Westbound Ramps), Intersection #29 (Richmond Parkway and Goodrick Avenue) which would all exceed their established LOS standards. See Section 4.3 for a description of the applicable intersection thresholds.

3.6 Pedestrian and Bicycle Facilities

Bicycle and pedestrian facilities in the project study area are currently very limited with no marked crosswalks, sidewalks, or bicycle facilities provided in the immediate vicinity of the project site. Bicycle paths, lanes and routes are typical examples of bicycle transportation facilities, which are defined by Caltrans as being in one of the three classes:

Class I – Provides a completely separated facility designed for the exclusive use of bicyclists and pedestrians with crossing points minimized.

Class II – Provides a restricted right-of-way designated lane for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross-flows by pedestrians and motorists permitted.

Class III – Provides a route designated by signs or permanent markings and shared with pedestrians and motorists.

An extension to the Bay Trail from Point Richmond has been constructed to connect with the pilot project that created a bicycle path across the upper deck of the Richmond-San Rafael Bridge. An additional expansion of the Bay Trail to the Project Site was approved by the City in 2018. The Project would construct the portion of Bay Trail that runs through the Project Site.

3.7 Transit Service

Three major public mass transit operators provide service within or adjacent to the study area. These include BART, AC Transit and Amtrak. These operators are described below.

Bay Area Rapid Transit (BART) – BART is a rapid mass transit system which provides regional transportation connections to much of the Bay Area. It runs from the North Bay Area in Richmond to the South Bay Area in Fremont. In the east-west direction it runs from Pittsburg to the San Francisco Airport and Milbrae with several connections in Oakland. The Richmond BART station, which is closest to the proposed project, serves the City and other surrounding cities and has trains that run from about 6:00 am to 12:00 am daily, with a weekday peak hour frequency of about 20 minutes.

Amtrak – Amtrak provides inter-city rail service throughout California and the country. The Richmond station is located adjacent to the Richmond BART Station. The Richmond Station is also served by the Capitol Corridor line, which operates weekday commute service between San Jose and Sacramento.

AC Transit – AC Transit serves western portion of the County including the City of Richmond and its surrounding unincorporated areas. AC Transit is the primary bus service provider in 13 cities and adjacent unincorporated areas in Alameda and Contra Costa Counties, with Transbay service to destinations in San Francisco, San Mateo and Santa Clara Counties. Currently no direct bus service is provided to the San Pablo Peninsula, though both Golden Gate Transit and AC Transit provide service on routes within the general vicinity of Point Molate. AC Transit's nearest bus route is Route 72 which operates between Point Richmond and the Richmond BART station from about 5:00 AM to 11:00 PM on 15 minute headways. However, the nearest public bus stops for this line are currently in Point Richmond, which is over two miles from the project site.

Ferry Services - Ferry service in San Pablo and San Francisco bays are provided by both public and private entities, located in the cities of Vallejo, Oakland, Alameda (two terminals), Larkspur, Tiburon, Sausalito, and San Francisco (two terminals) (San Francisco Bay Area Water Emergency Transportation Authority [SFBAWETA], 2016).

TABLE 1
SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description of Operations	Average Delay (sec/veh)	Volume to Capacity Ratio
A	Insignificant Delays: No approach phase is fully used and no vehicle waits longer than one red indication.	≤ 10	< 0.60
B	Minimal Delays: An occasional approach phase is fully used. Drivers begin to feel restricted.	> 10 to 20	> 0.61 to 0.70
C	Acceptable Delays: Major approach phase may become fully used. Most drivers feel somewhat restricted.	> 20 to 35	> 0.71 to 0.80
D	Tolerable Delays: Drivers may wait through no more than one red indication. Queues may develop but dissipate rapidly without excessive delays.	> 35 to 55	> 0.81 to 0.90
E	Significant Delays: Volumes approaching capacity. Vehicles may wait through several signal cycles and long vehicle queues from upstream.	> 55 to 80	> 0.91 to 1.00
F	Excessive Delays: Represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.	> 80	> 1.00

SOURCES: *Highway Capacity Manual – 6th Edition*, Transportation Research Board, 2016. *Technical Procedures Update,* Contra Costa Transportation Authority, January 16, 2013.

TABLE 2
UNSIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description of Operations	Average Delay (seconds/vehicle)
A	No delay for stop-controlled approaches.	0 to 10
B	Operations with minor delays.	> 10 to 15
C	Operations with moderate delays.	> 15 to 25
D	Operations with some delays.	> 25 to 35
E	Operations with high delays and long queues.	> 35 to 50
F	Operation with extreme congestion, with very high delays and long queues unacceptable to most drivers.	> 50

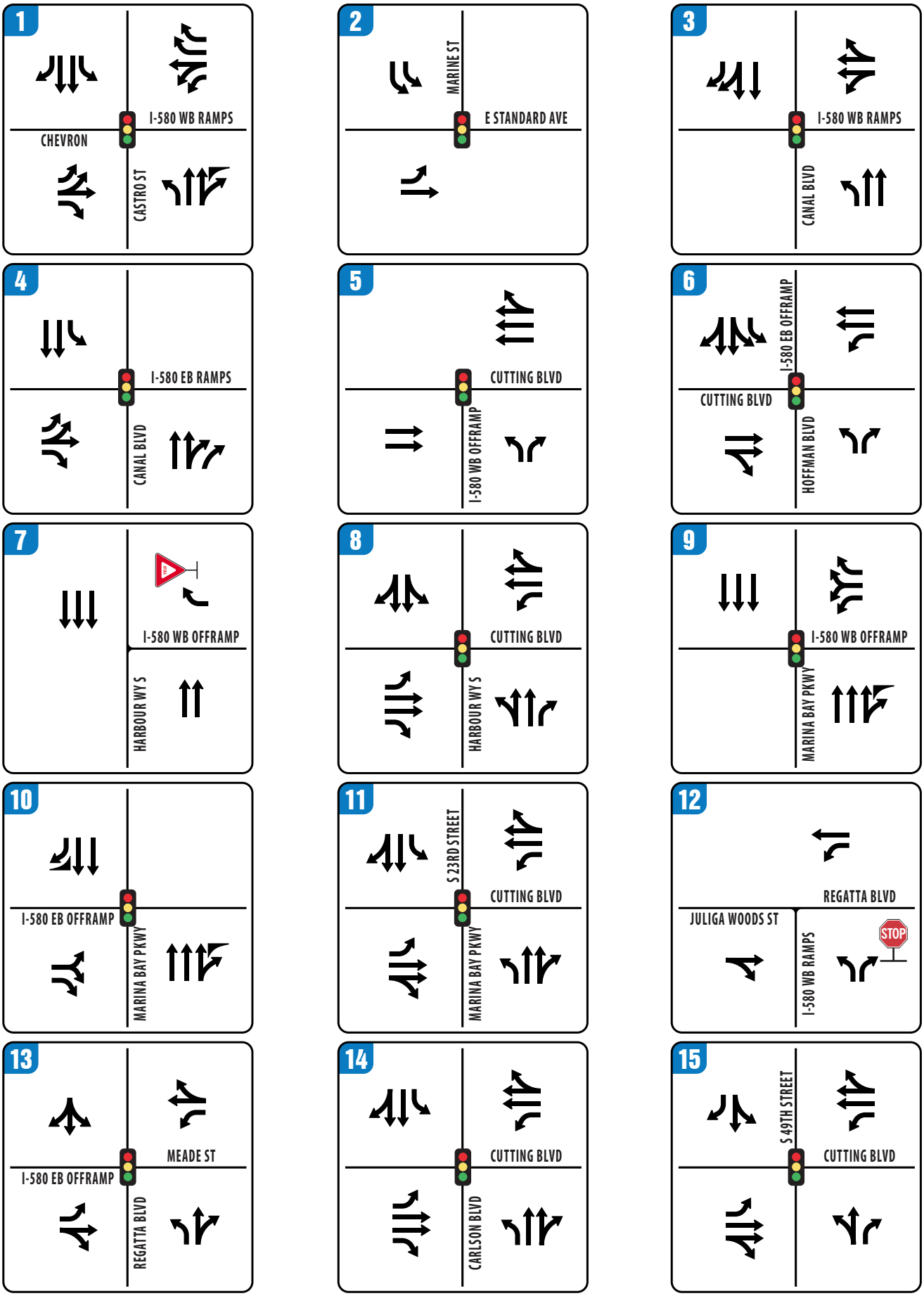

FIGURE 4 | EXISTING LANE CONFIGURATIONS – PAGE 1 of 2

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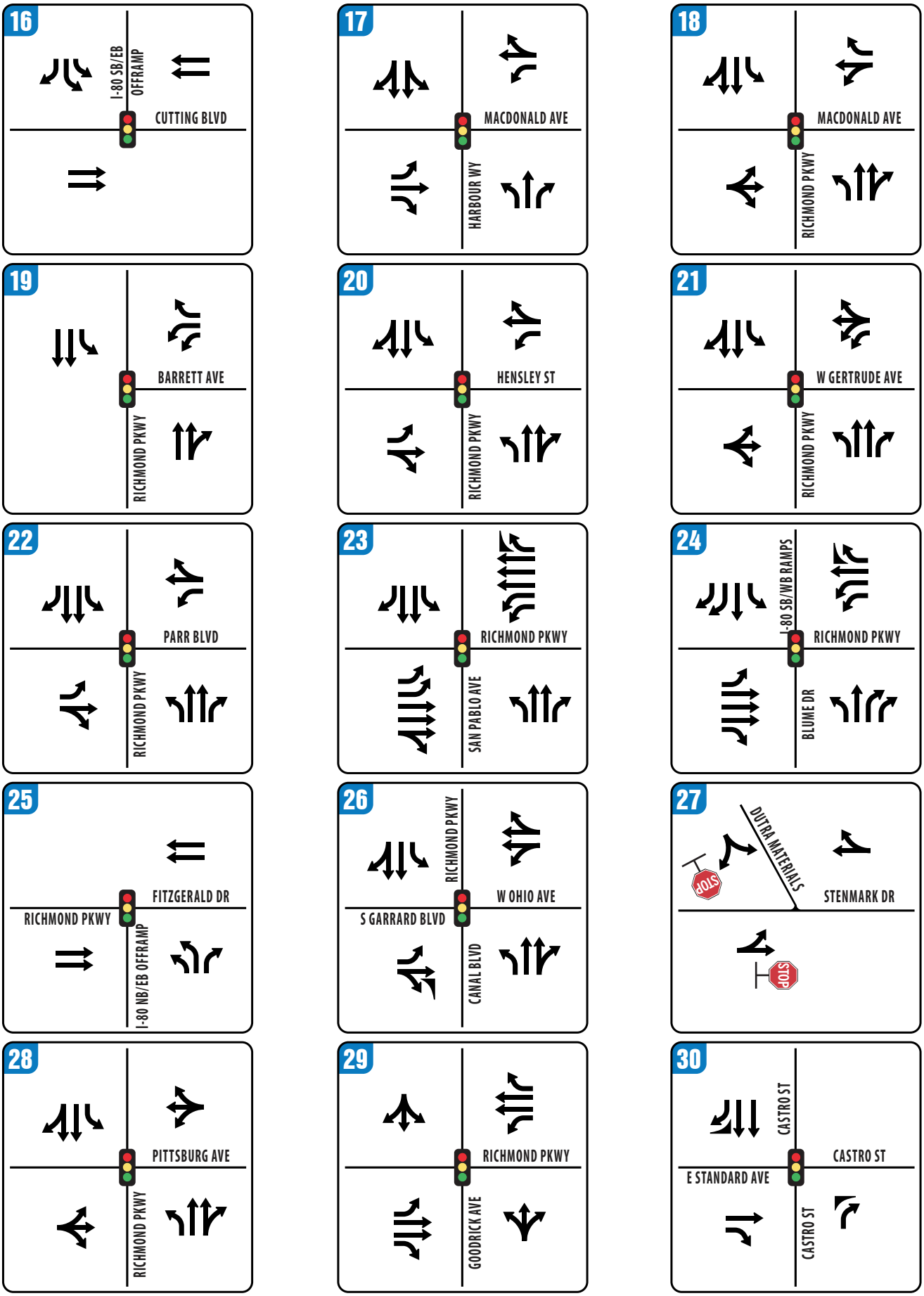

FIGURE 4 | EXISTING LANE CONFIGURATIONS – PAGE 2 of 2

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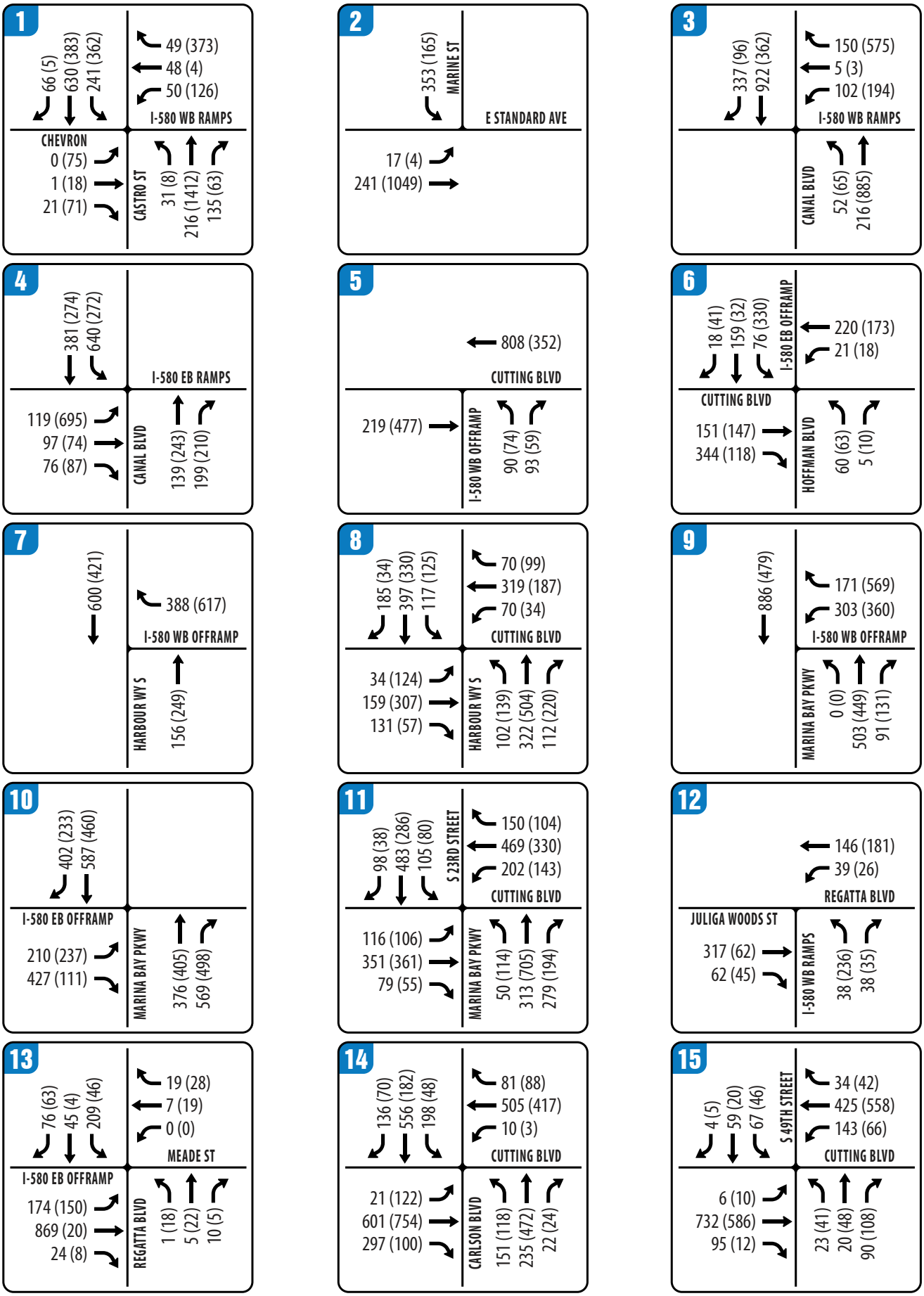

FIGURE 5 | EXISTING AM(PM) PEAK HOUR TRAFFIC VOLUMES – PAGE 1 of 2

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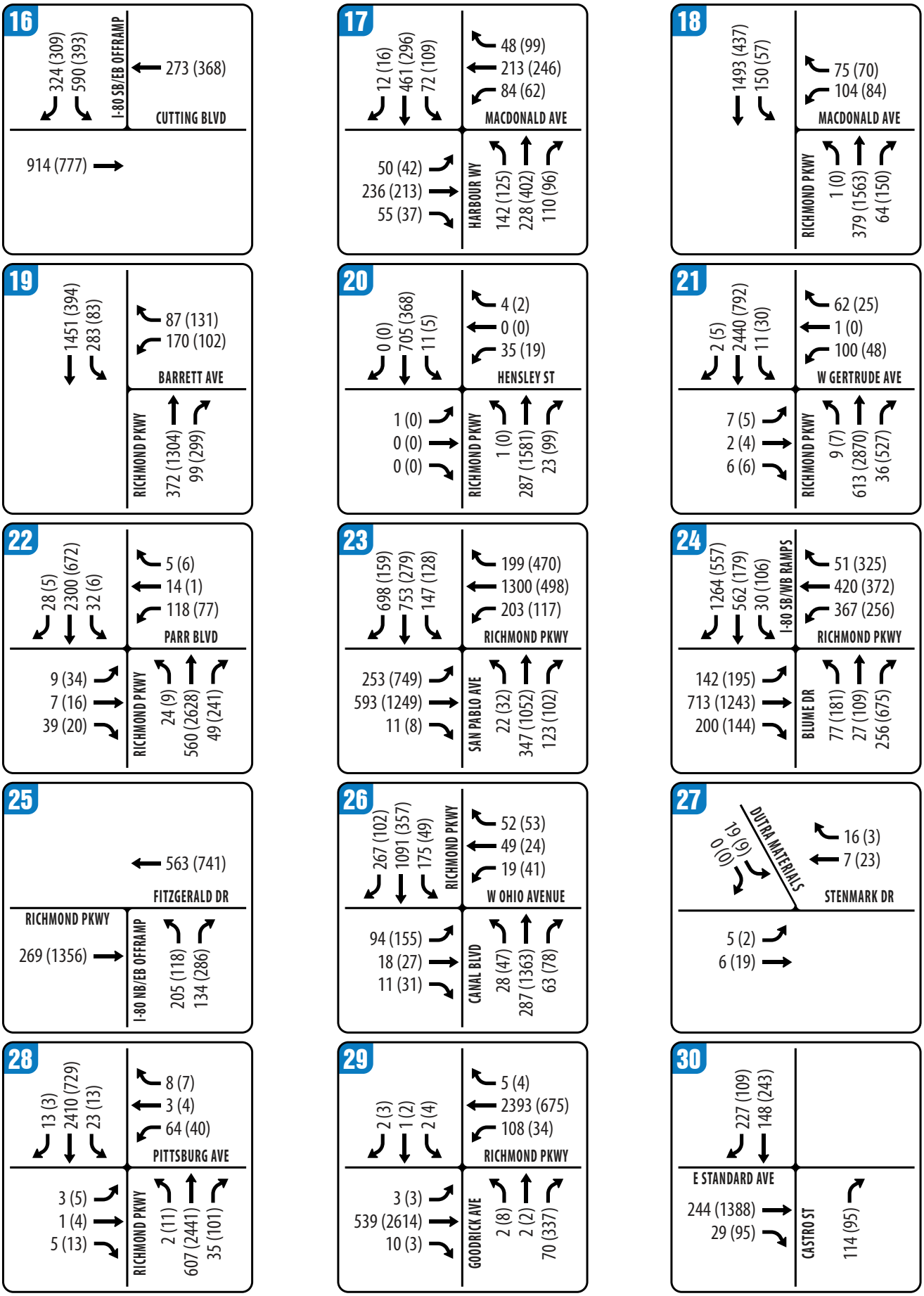

FIGURE 5 | EXISTING AM(PM) PEAK HOUR TRAFFIC VOLUMES – PAGE 2 of 2

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TABLE 3
EXISTING INTERSECTION LEVEL OF SERVICE CONDITIONS – PAGE 1 of 2

INTERSECTION		CONTROL	PEAK HOUR	EXISTING	
				Delay	LOS
1	CASTRO STREET & I-580 WB OFF-RAMPS / CHEVRON	Signalized	AM	13.5	B
			PM	**> 80.0**	**F**
2	MARINE STREET & I-580 EB RAMPS	Signalized	AM	2.3	A
			PM	8.8	A
3	CANAL BOULEVARD & I-580 WB RAMPS	Signalized	AM	10.1	B
			PM	17.7	B
4	CANAL BOULEVARD & I-580 EB RAMPS	Signalized	AM	14.8	B
			PM	14.9	B
5	I-580 WB RAMPS & CUTTING BOULEVARD	Signalized	AM	5.0	A
			PM	4.6	A
6	I-580 EB OFFRAMP / HOFFMAN BLVD & CUTTING BOULEVARD	Signalized	AM	8.5	A
			PM	8.4	A
7	HARBOUR WAY S & I-580 WB OFFRAMP	Side Street Stop	AM	12.0	B
			PM	20.6	C
8	HARBOUR WAY S & CUTTING BOULEVARD	Signalized	AM	26.7	C
			PM	25.9	C
9	MARINA BAY PARKWAY & I-580 WB RAMPS	Signalized	AM	6.3	A
			PM	7.3	A
10	MARINA BAY PARKWAY & I-580 EB RAMPS	Signalized	AM	9.0	A
			PM	6.7	A
11	MARINA BAY PARKWAY & CUTTING BOULEVARD	Signalized	AM	24.1	C
			PM	26.4	C
12	I-580 WB RAMPS & JULIGA WOODS STREET	Side Street Stop	AM	12.1	B
			PM	14.0	B
13	REGATTA BOULEVARD & I-580 EB OFFRAMP	Signalized	AM	18.2	B
			PM	9.7	A
14	CARLSON BOULEVARD & CUTTING BOULEVARD	Signalized	AM	22.9	C
			PM	13.9	B
15	S 49TH STREET & CUTTING BOULEVARD	Signalized	AM	30.2	C
			PM	14.1	B
16	I-80 WB OFFRAMP & CUTTING BOULEVARD	Signalized	AM	10.5	B
			PM	9.0	A
17	HARBOUR WAY & MACDONALD AVENUE	Signalized	AM	20.6	C
			PM	22.6	C
18	RICHMOND PARKWAY & MACDONALD AVENUE	Signalized	AM	9.7	A
			PM	9.9	A
19	RICHMOND PARKWAY & BARRETT AVENUE	Signalized	AM	9.2	A
			PM	13.0	B
20	RICHMOND PARKWAY & HENSLEY STREET	Signalized	AM	5.7	A
			PM	4.5	A
21	RICHMOND PARKWAY & W GERTRUDE AVENUE	Signalized	AM	17.2	B
			PM	41.6	D
22	RICHMOND PARKWAY & PARR BOULEVARD	Signalized	AM	22.5	C
			PM	26.8	C
23	RICHMOND PARKWAY & SAN PABLO AVENUE	Signalized	AM	**61.1**	**E**
			PM	42.5	D
24	BLUME DRIVE / I-80 WB RAMPS & RICHMOND PARKWAY	Signalized	AM	**74.2**	**E**
			PM	39.0	D

SOURCE: Abrams Associates, 2020 **NOTE:** Delay results are presented in terms of seconds per vehicle.

TABLE 3
EXISTING INTERSECTION LEVEL OF SERVICE CONDITIONS – PAGE 2 of 2

INTERSECTION		CONTROL	PEAK HOUR	EXISTING	
				Delay	LOS
25	RICHMOND PARKWAY & I-80 NB/EB RAMPS	Signalized	AM	6.0	A
			PM	9.8	A
26	CANAL BLVD & S GARRARD BLVD	Signalized	AM	16.4	B
			PM	19.5	B
27	STENMARK DRIVE & DUTRA MATERIALS	Side Street Stop	AM	8.8	A
			PM	8.9	A
28	RICHMOND PARKWAY & PITTSBURG AVENUE	Signalized	AM	12.8	B
			PM	12.7	B
29	RICHMOND PARKWAY & GOODRICK AVENUE	Signalized	AM	14.1	B
			PM	**75.7**	**E**
30	CASTRO STREET & E STANDARD AVENUE	Signalized	AM	2.0	A
			PM	1.8	A

SOURCE: Abrams Associates, 2020 **NOTE:** Delay results are presented in terms of seconds per vehicle.

On January 10, 2019, a new ferry route was opened between the San Francisco Ferry Terminal and the newly constructed ferry terminal in the City. The Richmond Ferry Terminal is approximately 1.5 miles south of the City's downtown core, and connects Richmond passengers to San Francisco in approximately 30 minutes. The ferry transports around 10,000 commuters daily to relieve commuters from traveling across the Bay Bridge. The four morning and two afternoon ferries depart to San Francisco every weekday with two morning and four afternoon ferries returning back to the Richmond Ferry Terminal. Summer weekend ferry service between Richmond and San Francisco launched on Saturday, August 3, 2019. The trial service ran on weekends throughout the months of August, September, and October and the first weekend of November. Currently, there is no weekend ferry service.

3.8 Standards and Objectives

Existing policies, laws and regulations that apply to the proposed project are summarized below.

Caltrans - The California Department of Transportation (Caltrans) has jurisdiction over State highways and roadways. Therefore, Caltrans controls all construction, modification, and maintenance of State highways, such as State Route (SR) 4. Any improvements to these roadways would require Caltrans' approval. The Guide for the Preparation of Traffic Impact Studies provides consistent guidance for Caltrans staff who review local development and land use change proposals. The Guide also informs local agencies about the information needed for Caltrans to analyze the traffic impacts to state highway facilities which include freeway segments, on- or off-ramps, and signalized intersections.

Contra Costa Countywide Comprehensive Transportation Plan Update (2017) - The transportation policies that are applicable within Contra Costa County are based on the Contra

Costa County Comprehensive Transportation Plan. This document identifies the criteria for analyzing transportation impacts and sets forth plans for future improvements in the county.

City of Richmond General Plan - The Transportation and Circulation Element included in the City of Richmond General Plan was prepared pursuant to Section 65302(b) of the California Government Code. The Transportation and Circulation Element addresses the location and extent of existing and planned transportation routes, terminals, and other local public utilities and facilities. The General Plan identifies roadway and transit goals and policies that have been adopted to ensure that the transportation system of the City will have adequate capacity to serve planned growth. These goals and policies are intended to provide a plan and implementation measures for an integrated, multi-modal transportation system that will safely and efficiently meet the transportation needs of all economic and social segments of the City.

Significance Criteria - According to CEQA guidelines, a project would have a significant impact if it would:

- Conflict with an applicable program, plan, ordinance or policy establishing measures of effectiveness for the performance of addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian facilities/paths?

  The goal of the City of Richmond (City) is to maintain a Level of Service (LOS) D during the peak hours, according to the General Plan. Please note that LOS E is acceptable for intersections on San Pablo Avenue, as per the West County Action Plan.[3] The City does not have plans, ordinances, or policies establishing measures of effectiveness for the performance of other parts of its circulation system.

  This analysis also includes intersections under the jurisdiction of Contra Costa County and Caltrans. For the Caltrans freeway facilities, the operational standards and significance criteria are established by the CCTA acting as the designated Congestion Management Agency (CMA) representing the jurisdictions of Contra Costa County. As the acting CMA, the CCTA establishes the traffic LOS standards for all state highway facilities in Contra Costa County, which supersede the general Caltrans operational standard for all state highways.[4]

  The City's and the CCTA's measures of effectiveness are summarized below:

  Signalized Intersections - Project-related operational impacts on the signalized study intersections in the City of Richmond are considered significant if project-related traffic causes the Level of Service (LOS) rating to deteriorate from LOS D to LOS E or F, from LOS E to LOS F, or at an intersection already operating at an unacceptable LOS F if the

[3] *West County Action Plan for Routes of Regional Significance*, Fehr & Peers, Walnut Creek, CA, September, 2017.
[4] *2013 Contra Costa Congestion Management Plan*, Contra Costa Transportation Authority, Walnut Creek, CA, 94598, December 19, 2013.

project were to increase the volumes by more than one percent. LOS E is the threshold for intersections on San Pablo Avenue, as defined in the West County Action Plan and affirmed by Policy CR1.10 of the General Plan

Unsignalized Intersections - Project-related operational impacts on unsignalized intersections are considered significant if project generated traffic causes the worst-case movement (or average of all movements for all-way stop-controlled intersections and roundabouts) deteriorates from LOS D or better to LOS E or F.

I-580 Freeway - For the State Route 4 freeway the East County Action Plan specifies a maximum MTSO delay index of 2.5.[5] For segments where the established delay index standard is already exceeded any increase in the delay index is considered a significant impact. The MTSO delay index and average speed is measured over the length of SR 4 from the Alameda County Line to the Marin County Line. For the Caltrans freeway facilities being studied, the operational standards and significance criteria are established by the CCTA acting as the designated Congestion Management Agency (CMA) representing the jurisdictions of Contra Costa County.

- Would the project conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)? This section states that vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should also be presumed to have a less than significant transportation impact.
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections).
- Result in inadequate emergency vehicle access.

[5] *West County Action Plan for Routes of Regional Significance*, Fehr & Peers Associates, Walnut Creek, CA, September, 2017.

4) TRANSPORTATION IMPACT ANALYSIS

4.1 Project Trip Generation

The proposed the proposed project would consist of the components listed below, which have been separated into the land use categories required for project trip generation forecasting:

1) *Retail and Restaurants* – 40,000 square feet
2) *Office Space* – 584,574 square feet
3) *Single Family Homes* – 274 units
4) *Low-Rise Apartments and Townhomes* (1 to 2 floors) – 636 units
5) *Mid-Rise Apartments and Condominiums* (3 to 10 floors) – 350 units
6) *Public Ferry Parking* – 100 parking spaces

Please note the above listed quantities represent the maximum development assumptions for the project and the worst case assumption with respect to trip generation for the site. The majority of the existing buildings on the site are currently vacant so no reductions in traffic were taken to account for the removal of any existing land uses. The resulting trip generation calculations are shown in **Table 4**. They are based on trip generation rates from the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 10th Edition. The total trip generation reflects all vehicle trips that would be counted at the project driveways, both inbound and outbound.

For the project's retail and restaurant components there were reduced by 25% to account for pass-by trips. In addition, based on the ITE Trip Generation Handbook a 20% reduction was taken to account for internal trips between the various uses on the site and other areas of Point Molate, such as the marina at Point San Pablo Harbor. The TDM measures would reduce the forecast project trips by 26 percent for Option 1 and 23 percent for Option 2, which would only be applied to the reduced trip generation after accounting for internal trips. However, it should be noted the CCTA's technical procedures only permit a maximum 10 percent reduction. Therefore, this transportation analysis uses only a 10 percent reduction to account for the implementation of the proposed TDM plan in the calculations. However, to determine compliance with the City's TDM requirements, the City can consider the full trip reductions anticipated by the TDM.

Please note the TDM plan is described in Section 4.17 and is currently planned to include funding for either a public or private shuttle service to the Richmond BART Station. For the purposes of determining the reasonable worst-case impacts of traffic on the surrounding street network from a proposed project, the trips generated by project Option 2 were estimated for the peak commute hours of 7:15 a.m. and 8:15 a.m. and 4:30 p.m. and 5:30 p.m., which represent the peak of "*adjacent street traffic*". This is the time period when the project traffic would generally contribute to the greatest amount of congestion.

TABLE 4
PROJECT TRIP GENERATION CALCULATIONS

Land Use	Size	ADT	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Retail and Restaurant Trip Rates		42.7	0.60	0.36	0.96	1.78	1.93	3.71
Unadjusted Retail and Restaurant Trip Generation	40,000 sq. ft.	1,708	23	15	38	71	77	148
25% Reduction for Pass-By Trips		427	6	4	10	18	19	37
Net New Retail and Restaurant Trip Generation		1,281	17	11	28	53	58	111
Office Trip Rates		8.18	0.81	0.13	0.94	0.13	0.71	0.84
Office Trip Generation	584,574 sq. ft.	4,782	472	77	549	79	412	491
Single Family Home Trip Rates		9.60	0.18	0.55	0.73	0.60	0.36	0.96
Single Family Home Trip Generation	274 units	2,630	50	150	200	166	97	263
Low-Rise Apartments and Townhomes Trip Rates		7.50	0.09	0.37	0.46	0.31	0.17	0.48
Low-Rise Apartments and Townhomes Trip Generation	636 units	4,770	59	234	293	198	107	305
Mid-Rise Apartments and Condominiums Trip Rates		5.45	0.09	0.24	0.33	0.31	0.17	0.48
Mid-Rise Apartments and Condominiums Trip Generation	350 units	1,908	30	86	116	90	57	147
Ferry Parking Trip Rates		2.81	0.33	0.09	0.42	0.11	0.32	0.43
Public Ferry Parking	100 spaces	281	33	9	42	11	32	43
Subtotals		*15,652*	*661*	*566*	*1,228*	*597*	*764*	*1,361*
Internal Trip Reduction (20%)		3,130	133	113	246	119	153	272
TDM Trip Reduction (10%)		1,252	53	45	98	48	61	109
Net New Off-Site Trip Generation from the Project		***11,270***	***476***	***408***	***884***	***430***	***550***	***980***

SOURCE: ITE Trip Generation Manual, 10th Edition

4.2 Project Trip Distribution

The trip distribution assumptions have been based on the project's proximity to freeway interchanges, the existing directional split at nearby intersections, and the overall land use patterns in the area as determined from the Countywide Travel Demand Model. **Figure 6** presents the project trip distribution percentages and **Figure 7** shows the project traffic that would be added at each of the study intersections. Please note that based on a comparison to the previously proposed casino project (Alternative A) the proposed project would generate about 300 more vehicles per hour during the AM peak hour but would generate about 375 less vehicles per hour than the prior casino project during the PM peak hour.

4.3 Existing Plus Project Traffic Capacity Conditions (Scenario 2)

This scenario evaluates the existing conditions with the addition of traffic from the proposed project. The traffic volumes for each of the study intersections for the Existing Plus Project scenario are shown in **Figure 8**. The capacity calculations for the Existing Plus Project scenario are shown in **Table 5**. The corresponding LOS analysis calculation sheets are presented in the appendix to this report. As shown in **Table 5**, all of the signalized study intersections would have acceptable conditions (LOS D or better) during the weekday AM and PM peak hours with the exception of Intersection #1 (Castro Street and the I-580 Westbound Ramps/Chevron Entrance), Intersection #24 (Richmond Parkway and Blume Drive/I-80 Westbound Ramps), Intersection #27 (Stenmark Drive and Dutra Materials Road), Intersection #29 (Richmond Parkway and Goodrick Avenue) which would all exceed the established standards.

Please note that the LOS impact at Intersection #27 occurs only in the plus project scenarios whereas the other three intersections are forecast to continue exceeding the established LOS standards regardless of whether or not the proposed project is implemented. However, the proposed project would increase the peak hour volumes by more than one percent at these intersections. Therefore, the project's contribution to traffic at these intersections would be considered a significant impact. Mitigations to improve the operations at these intersections are discussed in Section 5.

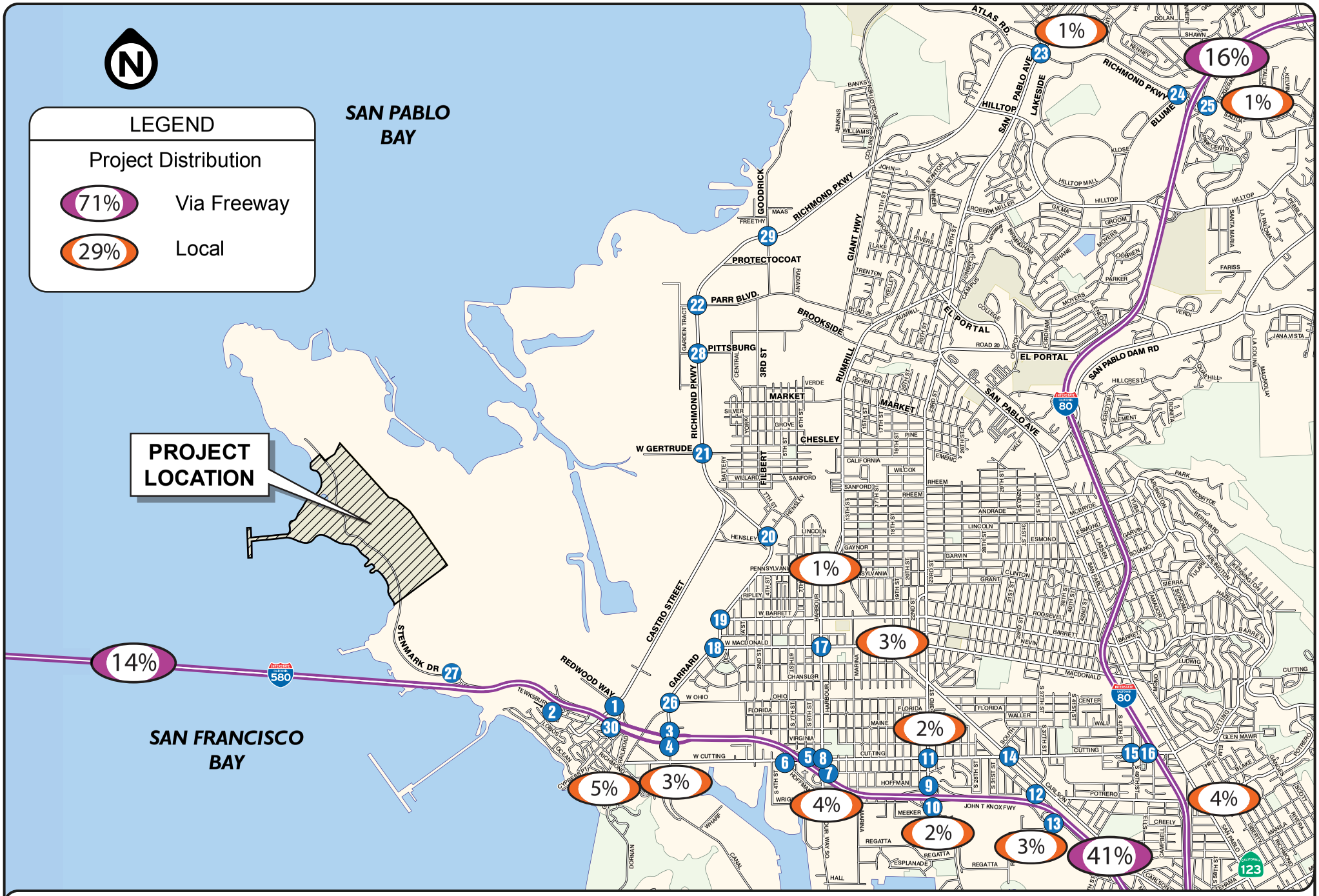

FIGURE 6 | PROJECT TRIP DISTRIBUTION

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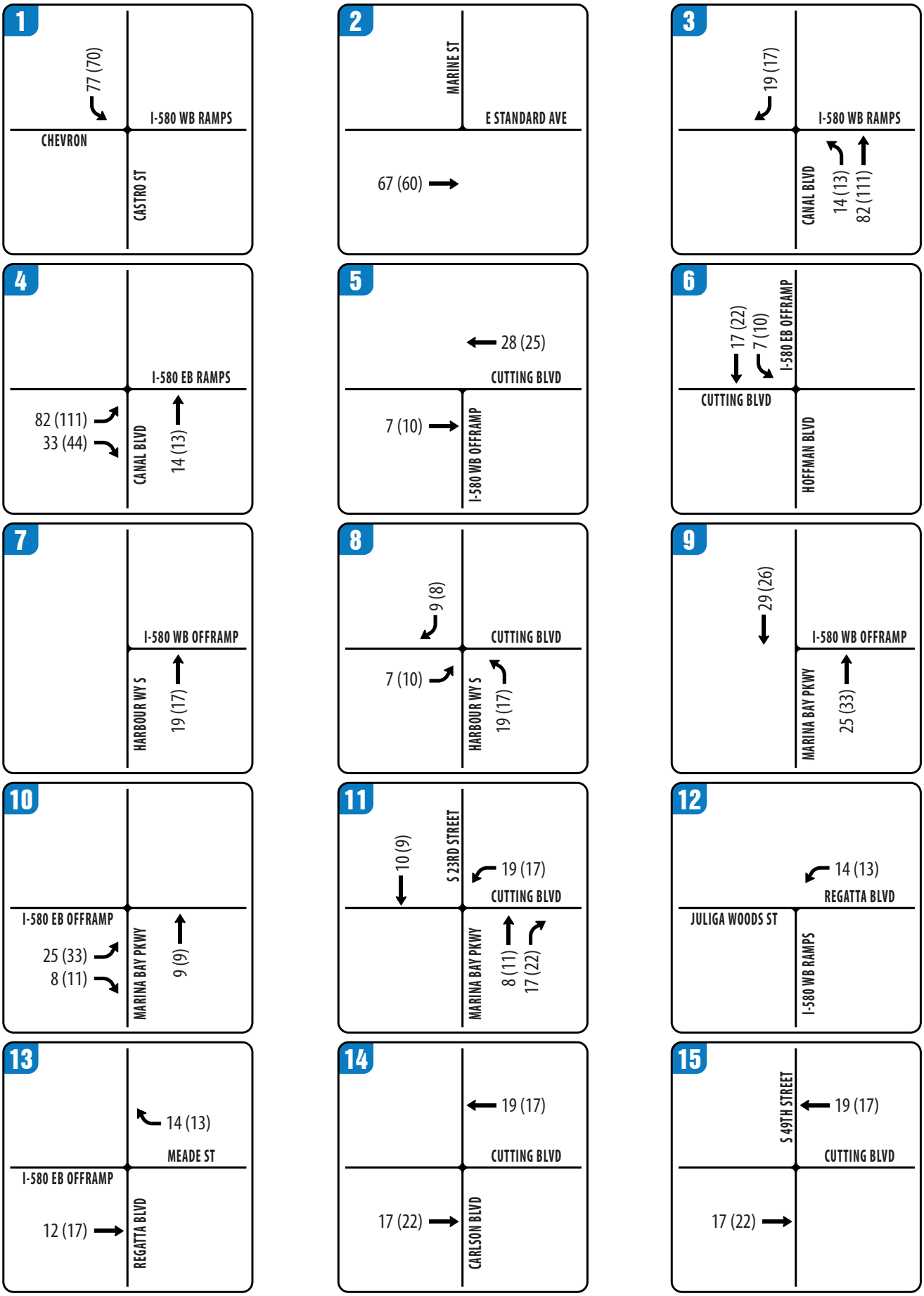

FIGURE 7 | PROJECT AM(PM) PEAK HOUR TRIPS – PAGE 1 of 2

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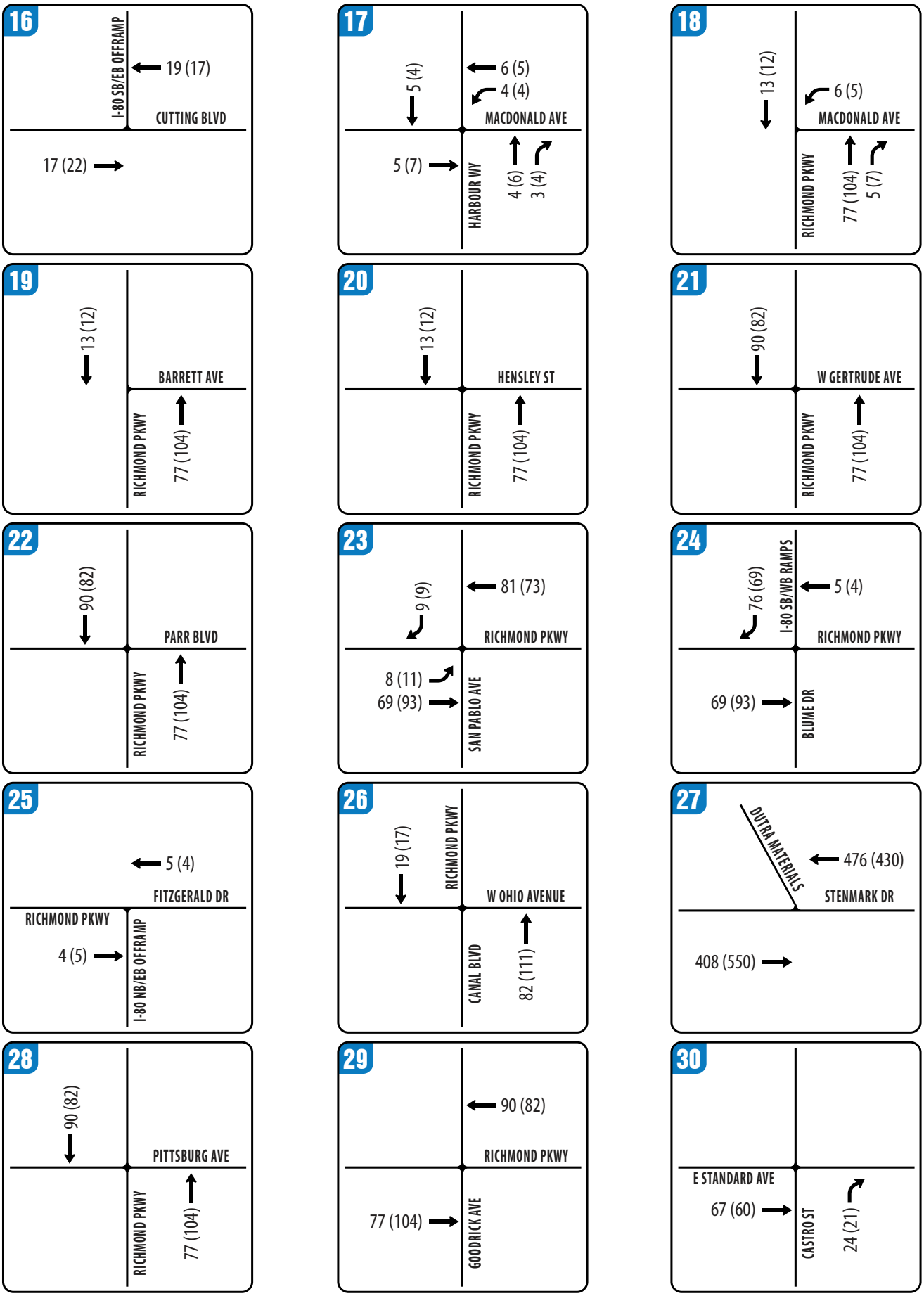

FIGURE 7 | PROJECT AM(PM) PEAK HOUR TRIPS – PAGE 2 of 2

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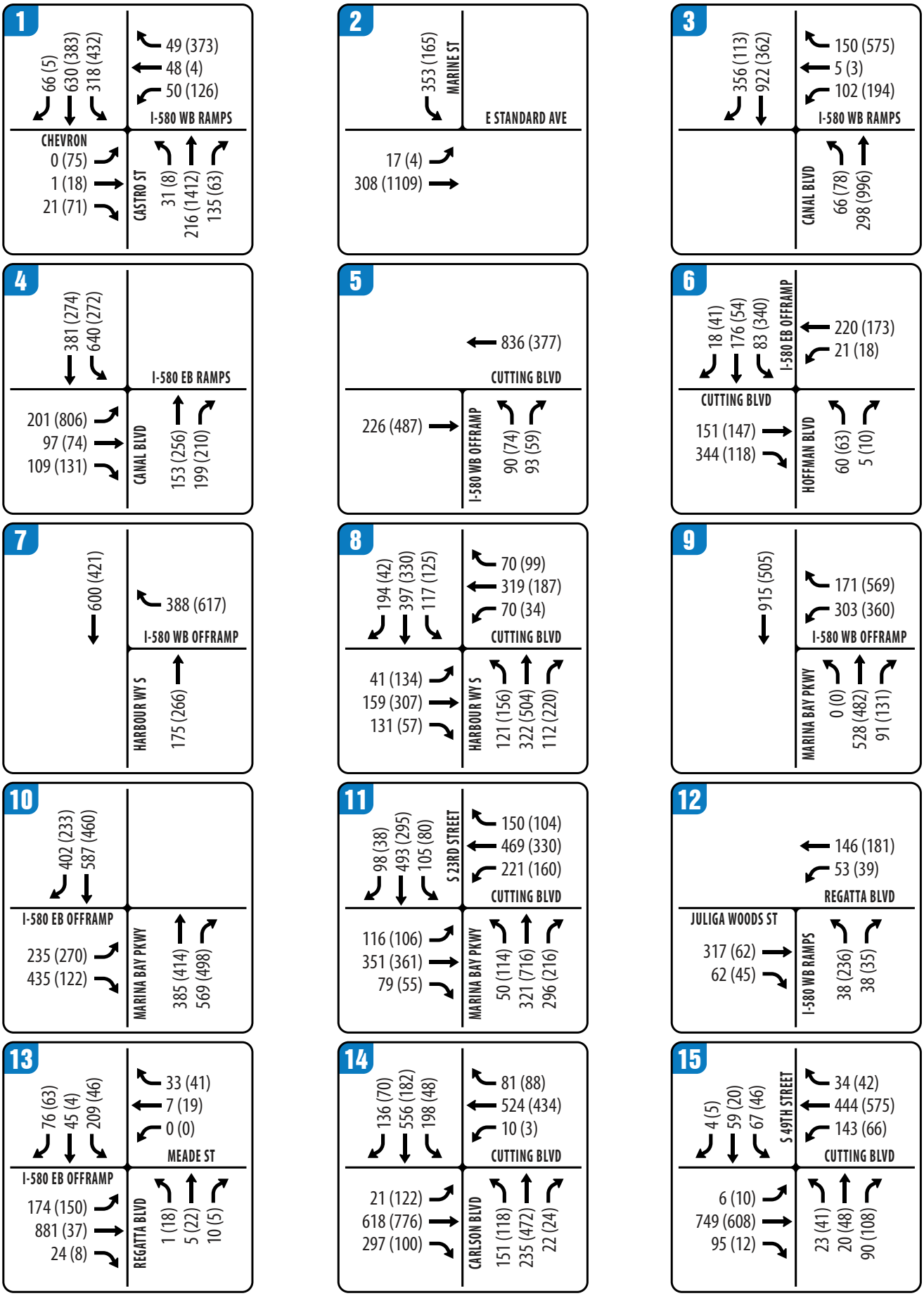

FIGURE 8 | EXISTING PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES – PAGE 1 of 2

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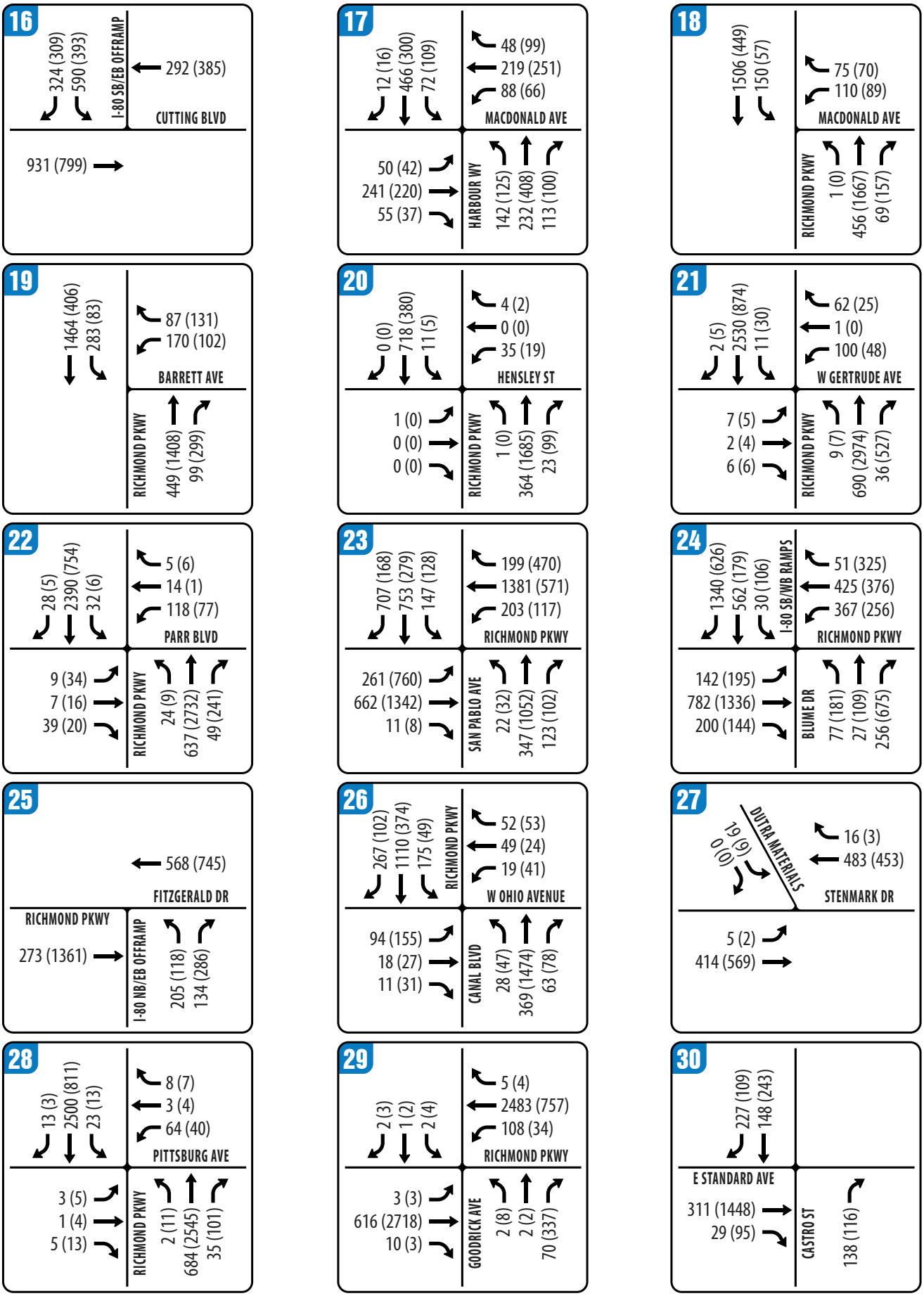

FIGURE 8 | EXISTING PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES – PAGE 2 of 2

TRANSPORTATION IMPACT ANALYSIS

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TABLE 5
EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS – PAGE 1 of 2

INTERSECTION		CONTROL	PEAK HOUR	EXISTING		EXISTING PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	CASTRO STREET & I-580 WB OFF-RAMPS / CHEVRON	Signalized	AM	13.5	B	13.9	B
			PM	**> 80.0**	**F**	**> 80.0**	**F**
2	MARINE STREET & I-580 EB RAMPS	Signalized	AM	2.3	A	2.0	A
			PM	8.8	A	14.9	B
3	CANAL BOULEVARD & I-580 WB RAMPS	Signalized	AM	10.1	B	10.2	B
			PM	17.7	B	20.0	C
4	CANAL BOULEVARD & I-580 EB RAMPS	Signalized	AM	14.8	B	17.2	B
			PM	14.9	B	15.9	B
5	I-580 WB RAMPS & CUTTING BOULEVARD	Signalized	AM	5.0	A	4.9	A
			PM	4.6	A	4.6	A
6	I-580 EB OFFRAMP / HOFFMAN BLVD & CUTTING BOULEVARD	Signalized	AM	8.5	A	8.7	A
			PM	8.4	A	8.5	A
7	HARBOUR WAY S & I-580 WB OFFRAMP	Side Street Stop	AM	12.0	B	12.2	B
			PM	20.6	C	21.4	C
8	HARBOUR WAY S & CUTTING BOULEVARD	Signalized	AM	26.7	C	27.5	C
			PM	25.9	C	26.7	C
9	MARINA BAY PARKWAY & I-580 WB RAMPS	Signalized	AM	6.3	A	6.3	A
			PM	7.3	A	7.4	A
10	MARINA BAY PARKWAY & I-580 EB RAMPS	Signalized	AM	9.0	A	9.2	A
			PM	6.7	A	7.1	A
11	MARINA BAY PARKWAY & CUTTING BOULEVARD	Signalized	AM	24.1	C	24.7	C
			PM	26.4	C	27.6	C
12	I-580 WB RAMPS & JULIGA WOODS STREET	Side Street Stop	AM	12.1	B	12.4	B
			PM	14.0	B	14.6	B
13	REGATTA BOULEVARD & I-580 EB OFFRAMP	Signalized	AM	18.2	B	18.7	B
			PM	9.7	A	9.7	A
14	CARLSON BOULEVARD & CUTTING BOULEVARD	Signalized	AM	22.9	C	23.2	C
			PM	13.9	B	14.0	B
15	S 49TH STREET & CUTTING BOULEVARD	Signalized	AM	30.2	C	30.1	C
			PM	14.1	B	14.6	B
16	I-80 WB OFFRAMP & CUTTING BOULEVARD	Signalized	AM	10.5	B	10.6	B
			PM	9.0	A	9.1	A
17	HARBOUR WAY & MACDONALD AVENUE	Signalized	AM	20.6	C	21.1	C
			PM	22.6	C	23.1	C
18	RICHMOND PARKWAY & MACDONALD AVENUE	Signalized	AM	9.7	A	9.9	A
			PM	9.9	A	11.0	B
19	RICHMOND PARKWAY & BARRETT AVENUE	Signalized	AM	9.2	A	9.4	A
			PM	13.0	B	14.1	B
20	RICHMOND PARKWAY & HENSLEY STREET	Signalized	AM	5.7	A	5.7	A
			PM	4.5	A	4.8	A
21	RICHMOND PARKWAY & W GERTRUDE AVENUE	Side Street Stop	AM	17.2	B	20.3	C
			PM	41.6	D	52.1	D
22	RICHMOND PARKWAY & PARR BOULEVARD	Signalized	AM	22.5	C	27.8	C
			PM	26.8	C	35.5	D
23	RICHMOND PARKWAY & SAN PABLO AVENUE	Signalized	AM	**61.1**	**E**	**65.6**	**E**
			PM	42.5	D	44.9	D
24	BLUME DRIVE / I-80 WB RAMPS & RICHMOND PARKWAY	Signalized	AM	**74.2**	**E**	**> 80.0**	**F**
			PM	39.0	D	45.7	D

SOURCE: Abrams Associates, 2020 **NOTE:** Delay results are presented in terms of seconds per vehicle.

TABLE 5
EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS – PAGE 2 of 2

INTERSECTION		CONTROL	PEAK HOUR	EXISTING		EXISTING PLUS PROJECT	
				Delay	LOS	Delay	LOS
25	RICHMOND PARKWAY & I-80 NB/EB RAMPS	Signalized	AM	6.0	A	6.0	A
			PM	9.8	A	9.9	A
26	CANAL BLVD & S GARRARD BLVD	Signalized	AM	16.4	B	16.4	B
			PM	19.5	B	21.1	C
27	STENMARK DRIVE & DUTRA MATERIALS	Side Street Stop	AM	8.8	A	20.2	C
			PM	8.9	A	35.0	E
28	RICHMOND PARKWAY & PITTSBURG AVENUE	Signalized	AM	12.8	B	15.0	B
			PM	12.7	B	15.5	B
29	RICHMOND PARKWAY & GOODRICK AVENUE	Signalized	AM	14.1	B	16.8	B
			PM	**75.7**	**E**	**> 80.0**	**F**
30	CASTRO STREET & E STANDARD AVENUE	Signalized	AM	2.0	A	2.0	A
			PM	1.8	A	1.8	A

SOURCE: Abrams Associates, 2020 **NOTE:** Delay results are presented in terms of seconds per vehicle.

4.4 Cumulative Traffic Capacity Conditions (Scenario 3)

For the cumulative conditions, the intersection traffic volumes were based on the existing turning movements plus incremental growth in background traffic (0.5% per year) based on the County's traffic model. No roadway improvements were assumed for the cumulative (2040) scenario as funding has not been identified for future roadway improvements in the vicinity of the Project Site. **Figure 9** presents the cumulative build-out traffic volumes for the project study intersections. **Table 6** summarizes the LOS results for the Cumulative (Year 2040) traffic conditions at each of the project study intersections. As shown on this table, the project study intersections would continue to have acceptable conditions during the weekday AM and PM peak commute hours with the exception of Intersection #1 (Castro Street and the I-580 Westbound Ramps), Intersection #21 (Richmond Parkway at Gertrude Avenue), Intersection #22 (Richmond Parkway at Parr Boulevard), Intersection #23 (Richmond Parkway at San Pablo Avenue), Intersection #24 (Richmond Parkway and Blume Drive/I-80 Westbound Ramps), Intersection #29 (Richmond Parkway and Goodrick Avenue) which would all exceed their established LOS standards.

4.5 Cumulative Plus Project Traffic Capacity Conditions (Scenario 4)

Table 6 summarizes the LOS results for the Cumulative Plus Project (Year 2040) traffic conditions at each of the project study intersection. **Figure 10** presents the cumulative build-out traffic volumes including the traffic from the proposed project. As shown on this table, all signalized study intersections would continue to have acceptable conditions during the weekday AM and PM peak commute hours with the exception of Intersection #1 (Castro Street and the I-580 Westbound Ramps), Intersection #21 (Richmond Parkway at Gertrude Ave.), Intersection #22 (Richmond Parkway at Parr Boulevard), Intersection #23 (Richmond Parkway at San Pablo Avenue), Intersection #24 (Richmond Parkway at Blume Drive/I-80 Westbound Ramps), Intersection #27 (Stenmark Drive and Dutra Materials Rd.), and Intersection #29 (Richmond

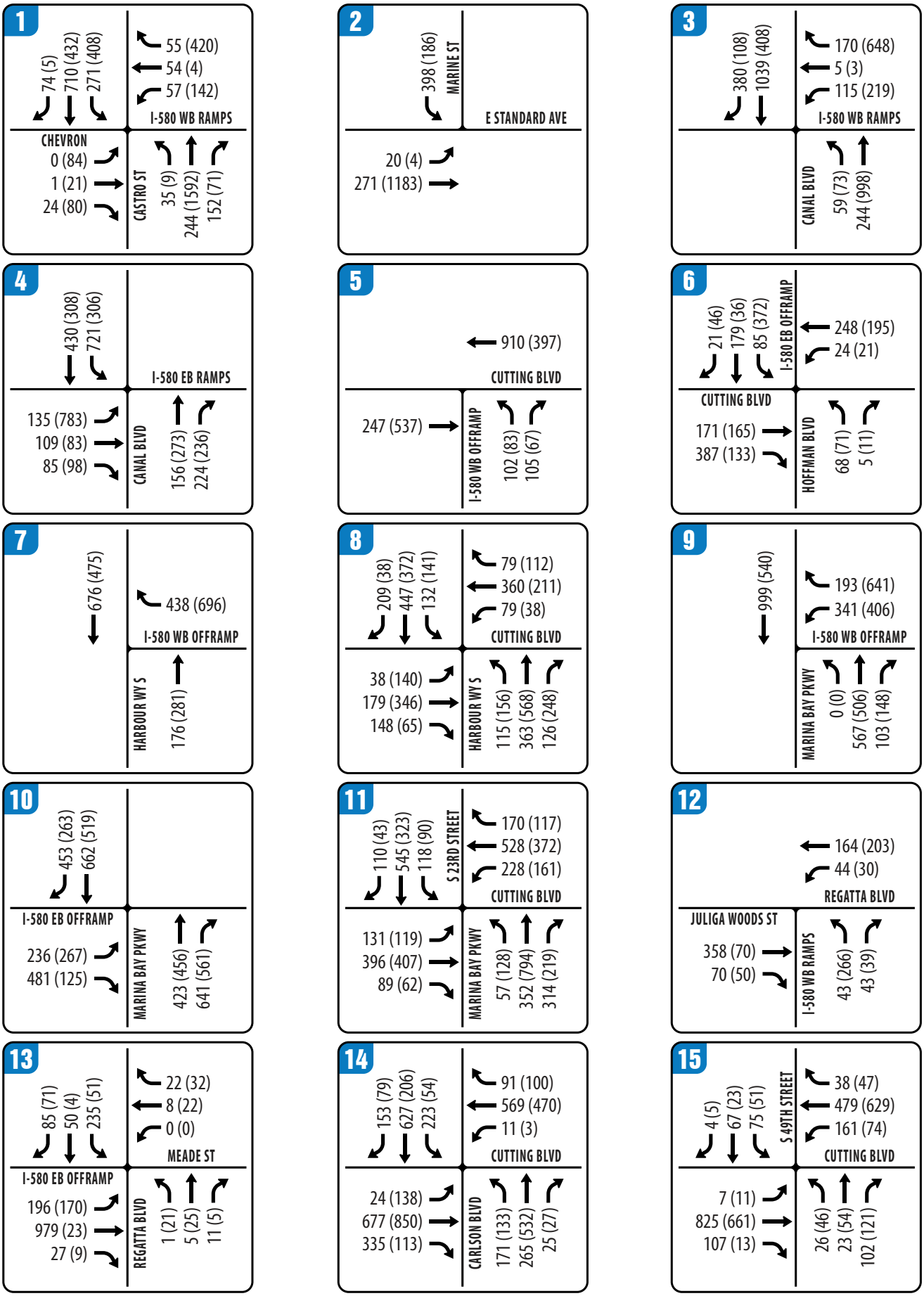

FIGURE 9 | CUMULATIVE AM(PM) PEAK HOUR TRAFFIC VOLUMES – PAGE 1 of 2

TRANSPORTATION IMPACT ANALYSIS

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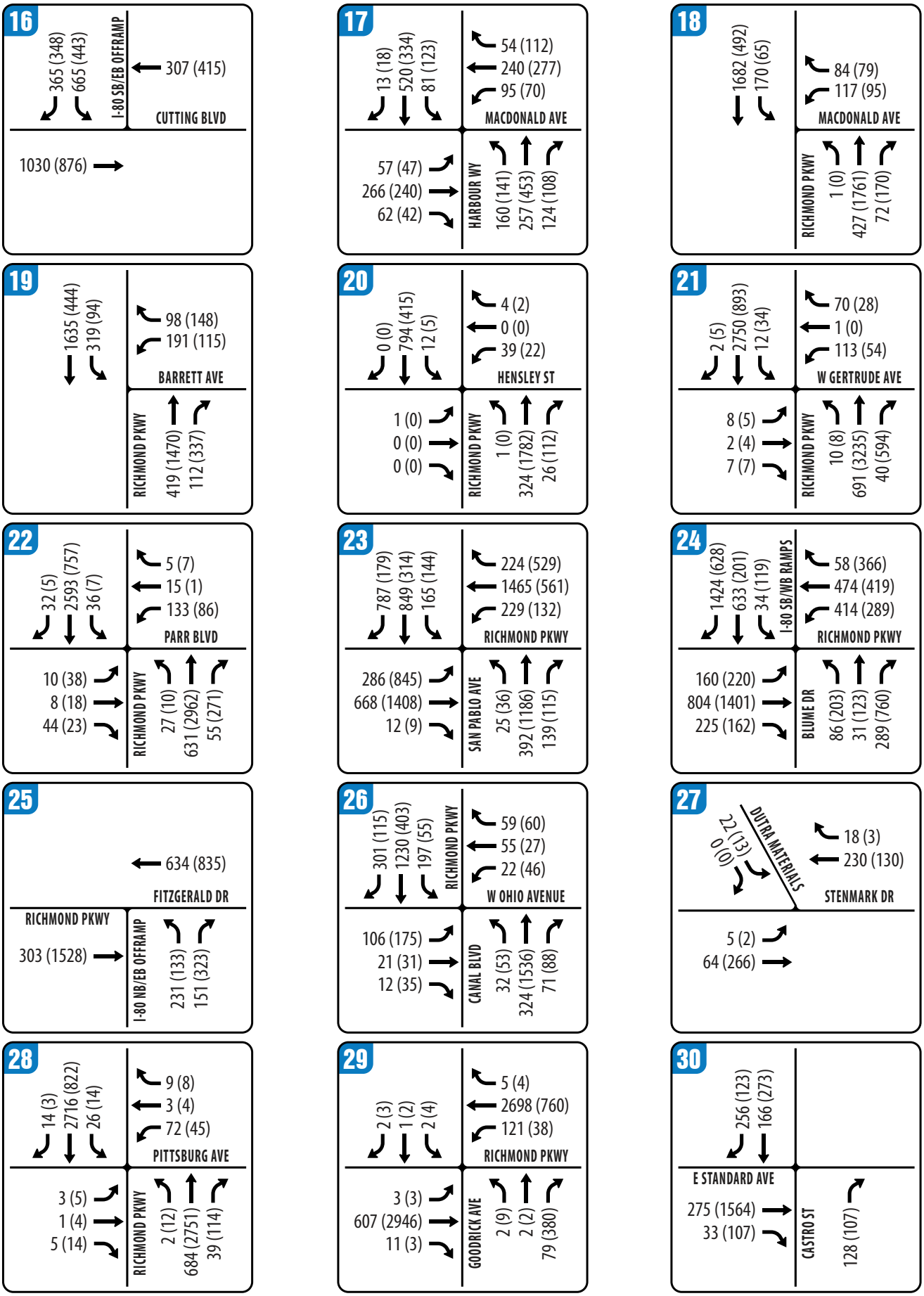

FIGURE 9 | CUMULATIVE AM(PM) PEAK HOUR TRAFFIC VOLUMES – PAGE 2 of 2

TRANSPORTATION IMPACT ANALYSIS

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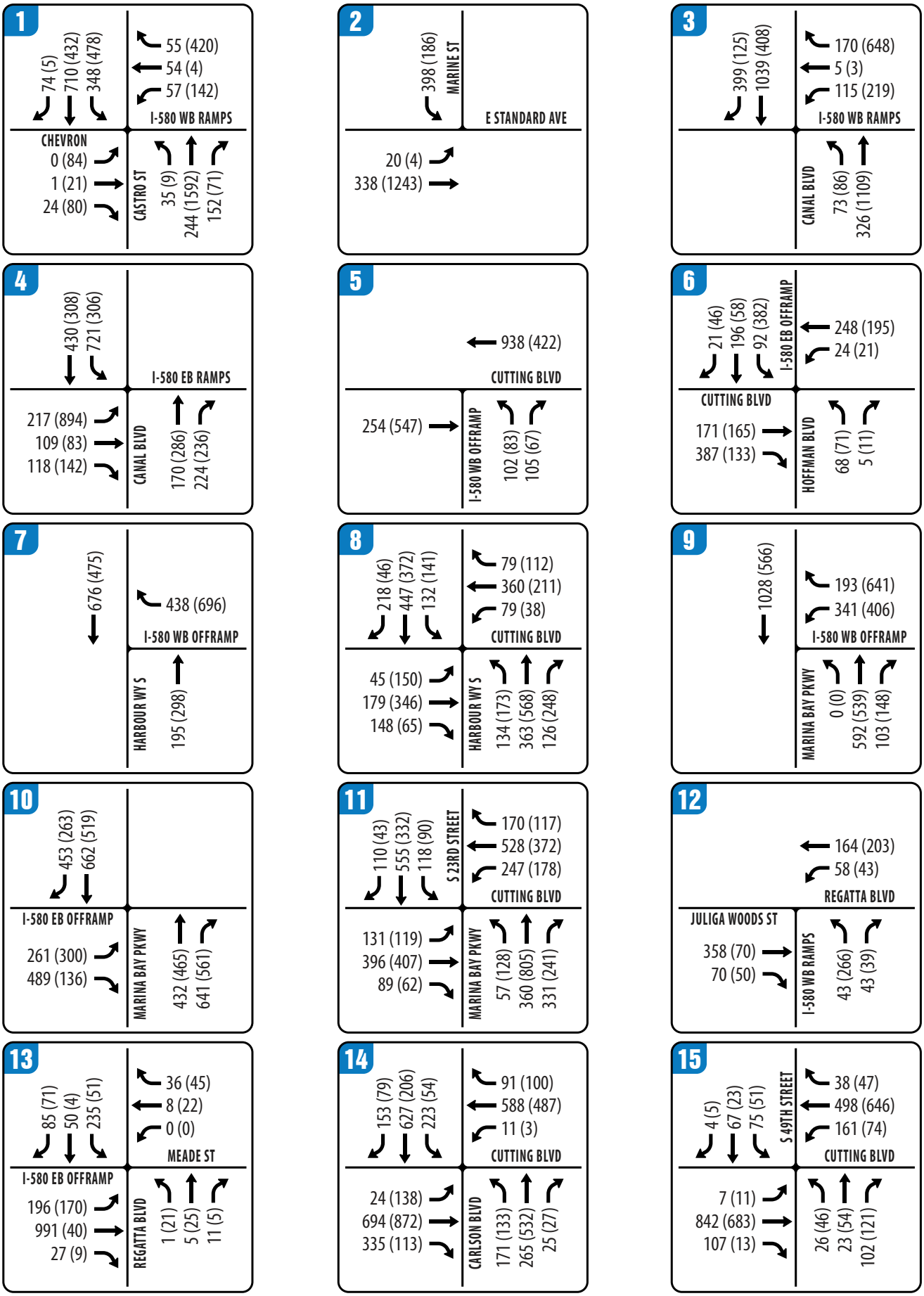

FIGURE 10| CUMULATIVE PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES – PAGE 1 of 2

TRANSPORTATION IMPACT ANALYSIS

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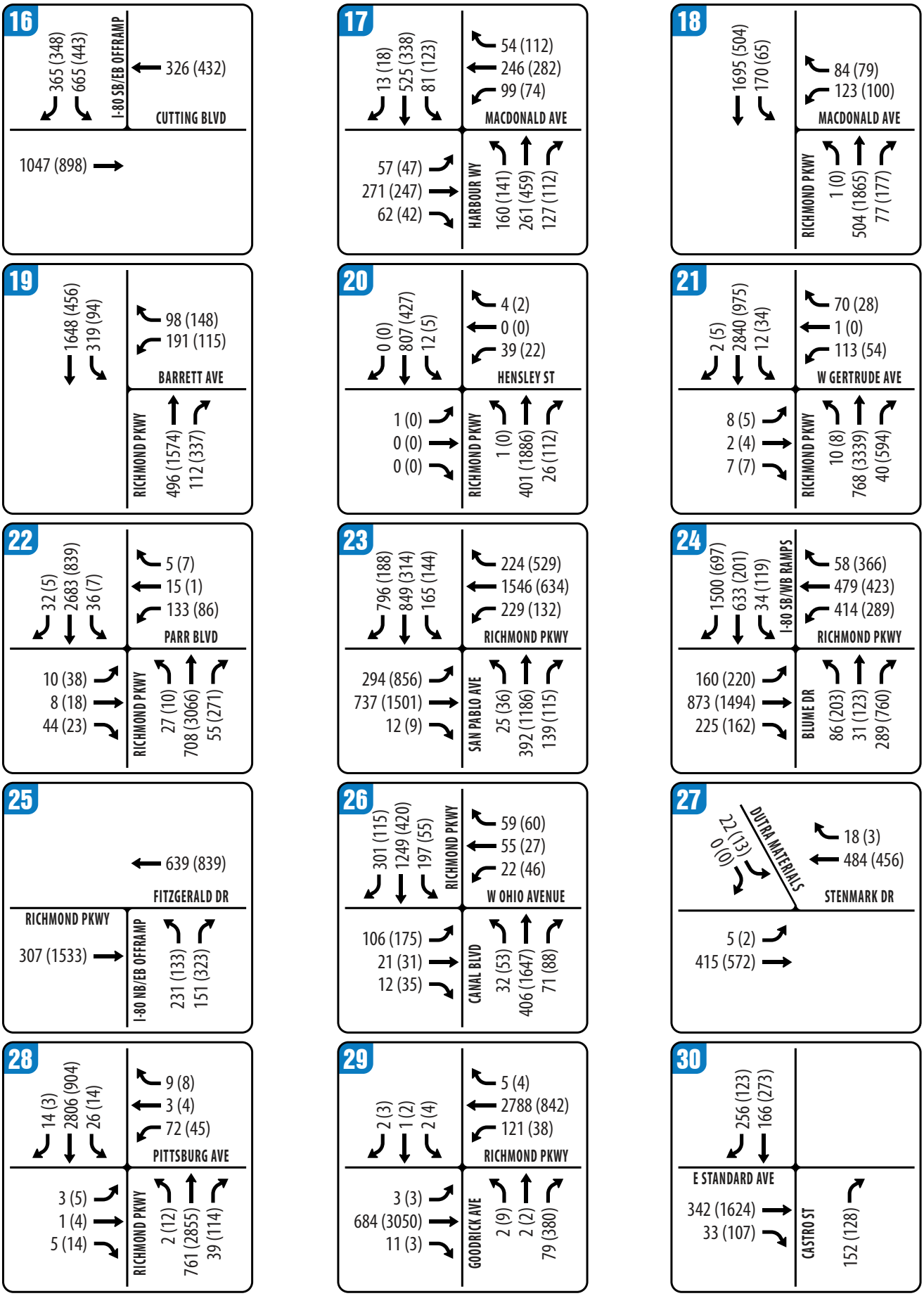

FIGURE 10 | CUMULATIVE PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES – PAGE 2 of 2

TRANSPORTATION IMPACT ANALYSIS

Point Molate Development

City of Richmond

Abrams Associates
TRAFFIC ENGINEERING, INC.

TABLE 6
CUMULATIVE INTERSECTION LEVEL OF SERVICE CONDITIONS – PAGE 1 of 2

INTERSECTION		CONTROL	PEAK HOUR	CUMULATIVE		CUMULATIVE PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	CASTRO STREET & I-580 WB OFF-RAMPS / CHEVRON	Signalized	AM	14.1	B	14.5	B
			PM	**> 80.0**	**F**	**> 80.0**	**F**
2	MARINE STREET & I-580 EB RAMPS	Signalized	AM	2.1	A	1.8	A
			PM	1.7	A	49.3	D
3	CANAL BOULEVARD & I-580 WB RAMPS	Signalized	AM	11.1	B	11.3	B
			PM	24.3	C	28.0	C
4	CANAL BOULEVARD & I-580 EB RAMPS	Signalized	AM	17.2	B	20.3	C
			PM	17.0	B	18.2	B
5	I-580 WB RAMPS & CUTTING BOULEVARD	Signalized	AM	5.1	A	5.1	A
			PM	4.7	A	4.7	A
6	I-580 EB OFFRAMP / HOFFMAN BLVD & CUTTING BOULEVARD	Signalized	AM	9.0	A	9.2	A
			PM	8.7	A	8.8	A
7	HARBOUR WAY S & I-580 WB OFFRAMP	Side Street Stop	AM	13.1	B	13.3	B
			PM	30.6	D	32.4	D
8	HARBOUR WAY S & CUTTING BOULEVARD	Signalized	AM	31.1	C	32.2	C
			PM	30.1	C	31.2	C
9	MARINA BAY PARKWAY & I-580 WB RAMPS	Signalized	AM	6.8	A	6.8	A
			PM	7.9	A	8.0	A
10	MARINA BAY PARKWAY & I-580 EB RAMPS	Signalized	AM	10.1	B	10.3	B
			PM	7.2	A	7.6	A
11	MARINA BAY PARKWAY & CUTTING BOULEVARD	Signalized	AM	28.0	C	28.7	C
			PM	32.2	C	34.6	C
12	I-580 WB RAMPS & JULIGA WOODS STREET	Side Street Stop	AM	12.9	B	13.3	B
			PM	16.0	C	17.0	C
13	REGATTA BOULEVARD & I-580 EB OFFRAMP	Signalized	AM	31.6	C	32.8	C
			PM	10.1	B	10.1	B
14	CARLSON BOULEVARD & CUTTING BOULEVARD	Signalized	AM	28.7	C	29.2	C
			PM	15.7	B	15.8	B
15	S 49TH STREET & CUTTING BOULEVARD	Signalized	AM	39.7	D	39.8	D
			PM	19.6	B	20.1	C
16	I-80 WB OFFRAMP & CUTTING BOULEVARD	Signalized	AM	12.4	B	12.6	B
			PM	10.3	B	10.4	B
17	HARBOUR WAY & MACDONALD AVENUE	Signalized	AM	24.9	C	25.5	C
			PM	28.4	C	29.3	C
18	RICHMOND PARKWAY & MACDONALD AVENUE	Signalized	AM	10.9	B	11.1	B
			PM	13.0	B	15.0	B
19	RICHMOND PARKWAY & BARRETT AVENUE	Signalized	AM	10.7	B	10.8	B
			PM	17.7	B	20.1	C
20	RICHMOND PARKWAY & HENSLEY STREET	Signalized	AM	5.7	A	5.6	A
			PM	5.6	A	6.5	A
21	RICHMOND PARKWAY & W GERTRUDE AVENUE	Side Street Stop	AM	39.3	D	47.1	D
			PM	**> 80.0**	**F**	**> 80.0**	**F**
22	RICHMOND PARKWAY & PARR BOULEVARD	Signalized	AM	54.6	D	**65.2**	**E**
			PM	**66.1**	**E**	**77.9**	**E**
23	RICHMOND PARKWAY & SAN PABLO AVENUE	Signalized	AM	**> 80.0**	**F**	**> 80.0**	**F**
			PM	**66.8**	**E**	**69.3**	**E**
24	BLUME DRIVE / I-80 WB RAMPS & RICHMOND PARKWAY	Signalized	AM	**> 80.0**	**F**	**> 80.0**	**F**
			PM	**62.0**	**E**	**71.3**	**E**

SOURCE: Abrams Associates, 2020 **NOTE:** Delay results are presented in terms of seconds per vehicle.

TABLE 6
CUMULATIVE INTERSECTION LEVEL OF SERVICE CONDITIONS – PAGE 2 of 2

INTERSECTION		CONTROL	PEAK HOUR	CUMULATIVE		CUMULATIVE PLUS PROJECT	
				Delay	LOS	Delay	LOS
25	RICHMOND PARKWAY & I-80 NB/EB RAMPS	Signalized	AM	6.3	A	6.3	A
			PM	13.2	B	13.2	B
26	CANAL BLVD & S GARRARD BLVD	Signalized	AM	19.0	B	19.1	B
			PM	25.1	C	28.3	C
27	STENMARK DRIVE & DUTRA MATERIALS	Side Street Stop	AM	10.9	A	20.5	C
			PM	13.0	A	36.8	E
28	RICHMOND PARKWAY & PITTSBURG AVENUE	Signalized	AM	28.4	C	34.7	C
			PM	29.4	C	36.9	D
29	RICHMOND PARKWAY & GOODRICK AVENUE	Signalized	AM	34.5	C	43.6	D
			PM	**> 80.0**	**F**	**> 80.0**	**F**
30	CASTRO STREET & E STANDARD AVENUE	Signalized	AM	1.9	A	1.9	A
			PM	1.8	A	1.8	A

SOURCE: Abrams Associates, 2020 **NOTE:** Delay results are presented in terms of seconds per vehicle.

Parkway and Goodrick Avenue) which would all exceed the established LOS D threshold. Please note that all of these intersections except Intersection #27 are forecast to exceed the LOS standards regardless of whether or not the proposed project is implemented. However, the proposed project would increase the peak hour volumes by more than one percent at all of these intersections. Therefore, the project's contribution to traffic at all six of these intersections would be considered cumulatively considerable. Mitigations to improve the operations at these intersections are discussed in Section 5.

4.6 Freeways

Analysis of the Delay Index on the I-580 Freeway - The delay index measures travel congestion and is expressed as the ratio of the time required to travel between two points during the peak hour (the congested travel time) and the time required during un-congested off-peak times. A delay index of 2.0 means that congested travel time is twice as long as during an off-peak travel time. The following shows the formula for calculating delay indices:

Delay Index = Measured Peak Hour Travel Time / Free Flow Travel Time

The numerator of the delay index formula, the measured peak hour travel time, was determined from speed runs conducted along I-580 during the AM and PM peak hours in the spring of 2019 as part of the Contra Costa Transportation Authority's Congestion Management Program Monitoring. The denominator of the delay index formula, the free flow travel time is defined as "*the time it takes to traverse a roadway segment at the speed limit including the average uncongested delay experienced at traffic signals*."

It is important to note that achievement of the MTSO delay index and average speed is measured over the length of I-580 from the Alameda County Line to the Marin County Line. For

I-580 the West County Action Plan specifies a maximum delay index of 2.5.[6] As shown in **Table 7** the proposed project would not cause the delay index to exceed the established standards under existing or cumulative conditions. However, the delay index on westbound I-580 during the AM peak hour currently exceeds the MTSO of 2.5 and therefore any increase to the delay index resulting from the project would be considered a cumulatively considerable impact.

TABLE 7
INTERSTATE I-580 FREEWAY DELAY INDEX CALCULATION RESULTS WITH AND WITHOUT THE PROPOSED PROJECT

Scenario	*Direction*	*MTSO*	*No Project*	*With Project*
Existing AM Peak Hour (2019)	Eastbound	2.5	1.5	1.5
	Westbound	2.5	3.9	4.1
Existing PM Peak Hour (2019)	Eastbound	2.5	1.0	1.1
	Westbound	2.5	1.1	1.1
Cumulative AM Peak Hour (2040)	Eastbound	2.5	1.8	1.9
	Westbound	2.5	4.5	4.7
Cumulative PM Peak Hour (2040)	Eastbound	2.5	1.3	1.3
	Westbound	2.5	1.4	1.5

SOURCE: Abrams Associates, 2020

4.7 Safety

The proposed project was not found to cause (or substantially increase) any safety hazards due to any design features or incompatible uses. Although the project would increase vehicle and pedestrian traffic in the project vicinity it is not expected to significantly impact or change the design of any existing transportation facilities or create any new safety problems in the area. Five years of California Highway Patrol accident records were evaluated for Stenmark Drive to verify there were no existing safety problems. This data is included in the technical appendix to this report. The project is proposing to provide sufficient pedestrian pathways and signage within the project and along Stenmark Drive between the site and the Bay Trail to ensure the current level of pedestrian safety is maintained. Therefore, since the project would not increase hazards due to any geometric design features, the project's impacts would be considered less than significant and no mitigation would be required.

[6] *West County Action Plan for Routes of Regional Significance*, Fehr & Peers Associates, Walnut Creek, CA, September, 2017.

4.8 Transit Impacts

The project would not result in degradation of the level of service (or a significant increase in delay) on any roadway segments currently being utilized by bus transit in the area and, as such, no significant impacts to bus transit are expected. In addition, the project would not conflict with any applicable programs, plans, ordinances or policies regarding transit. The proposed project could potentially help support existing bus services with additional transit ridership and would not conflict with any transit plans or goals of the BART, the City, WestCAT or AC Transit. Although the proposed project does have the potential to increase patronage on BART and bus lines in the area, no significant effects on transit capacity are anticipated. As a result, the project would not be expected to result in any significant impacts to transit service in the area.

4.9 Pedestrians, Bicycles and Non-Motorized Vehicular Travel

The City does not have level of service standards for pedestrian or bicycle facilities. Nevertheless, use of existing facilities by the users of the project would not be expected to overcrowd those facilities or decrease their performance or safety. The proposed project would generate a significant increase in pedestrian traffic in the area when compared to the existing volumes. However, the proposed project is proposing to provide sufficient pedestrian pathways and signage within the project and along Stenmark Drive between the site and the Bay Trail to ensure that pedestrian and bicycle safety is maintained. The project would also not significantly impact or change the design of any existing pedestrian facilities and should not create any new safety problems for pedestrians in the area. The project is proposing to construct a traffic signal on Stenmark Drive at the Dutra Materials Access Road which would allow for an improved, controlled crossing for the Bay Trail. This crossing could eventually replace the uncontrolled crosswalk on Stenmark Drive located closer to the I-580 freeway ramps.

The project will add pedestrians and bicyclists in the area but the volumes added would not be expected to significantly impact any existing pedestrian or bicycle facilities. In relation to the existing conditions, the proposed project would improve the pedestrian or bicycle conditions in the area by providing new pedestrian and bicycle facilities where none are currently provided and would not significantly impact or require changes to the design of any existing or planned bicycle or pedestrian facilities. However, consistent with the City and County General Plans, the project could be asked to contribute to additional pedestrian and bicycle improvement measures in the vicinity of the project. As noted above, the project would also be required to provide adequate internal pedestrian facilities that connect it to the surrounding pedestrian network.

4.10 Site Access and Circulation

No site circulation or access issues have been identified that would cause a traffic safety problem or any unusual traffic congestion or delay. In addition, the project would not conflict with any applicable programs, plans, ordinances or policies regarding site access and circulation. The proposed intersections that would provide access to the project are forecast to have acceptable operations, with the exception of the intersection of Stenmark Drive and the

Dutra Materials Access Road. The addition of project traffic to the I-580 westbound on-ramp adjacent to the toll plaza is forecast to result in queuing that would extend back into the Dutra Material Access Road intersection. As discussed below in Section 5, the proposed mitigation for the project's impacts to queueing and traffic operations at this intersection is the widening of Stenmark Drive to allow for two southbound traffic lanes in this area and the installation of a traffic signal.

4.11 Parking

Parking analysis is provided for planning and informational purposes only. Based on the preliminary analysis of parking the proposed project would provide an adequate supply of off-street parking that would meet the forecast parking demand. Therefore, subject to final City approval of the proposed parking plan, there should be no significant parking impacts to the surrounding properties.

4.12 Special Events

The project applicant anticipates there could be special events or festivals held at the site several times per year. During special events there would clearly be an increase in vehicles coming to and from the project site. Given the project would only have a two-lane road for access to the site preliminary calculations were conducted on the maximum number of people the access roadway to the site could handle during special events. For trip generation purposes, it was assumed that vehicles would be arriving to the project with 1.6 passengers per vehicle and that up to 40% of the inbound event traffic (and 40% of the outbound traffic) could occur during the peak weekday or weekend peak hour.

Based on an analysis of traffic operations at the I-580 interchange with Stenmark Drive it was determined that the maximum additional inbound or outbound traffic that could be accommodated during the peak hours would be approximately 800 vehicles. Extrapolating from this amount of traffic, it was estimated that the maximum event size that could be adequately accommodated with the currently planned roadway system would be approximately 3,200 people. Based on this analysis it is expected that any event with more than about 3,000 people could potentially result in significant queuing problems associated with motorists arriving and/or leaving the event. Therefore, it is recommended that any events with a potential attendance of 3,000 people or more be required to prepare a detailed Traffic Monitoring and Management Program, subject to City approval, that could include the following measures:

1. Off-Site Parking with Shuttle Service
2. Traffic Control Office Deployment
3. On-Street Parking Restrictions
4. Roadway Closures
5. Restricted Access/Bus Priority Streets
6. Event Signage Including Directional and/or Detour Signs

7. Media Announcements of Potential Traffic Restrictions and Shuttle Service Options
8. Marketing campaign to encourage transit use and bicycle use to special events
9. Public information on events for commuters, businesses and deliveries.

4.13 Vehicle Miles Traveled

One performance measure that can be used to quantify the transportation impacts of a project is vehicle miles traveled (VMT). This section presents the extent of the VMT-related transportation impacts caused by the Project. The City does not currently have adopted CEQA threshold for VMT and the Project is not in a Transit Priority Area; therefore, this information is provided for informational purposes and not to determine significance of transportation impacts or mitigation measures. Because VMT is a relatively new method for measuring transportation impacts under CEQA, less data exists to estimate VMT than trip generation based on use and location. For jurisdictions that have not developed individual VMT models, VMT is typically estimated using an area-wide travel demand model from a regional transportation agency that calculates VMT based on the number of vehicles multiplied by the typical distance traveled by each vehicle originating from or driving to a certain area. As with all models, the accuracy of the output depends on the level of detail in the model. The volume of traffic and distance traveled depends on land use types, density, and location as well as the existing and planned future supporting transportation system, including availability of public transportation. A travel demand model attempts to represent this relationship when forecasting vehicle trips and VMT. This analysis uses the Metropolitan Transportation Commission (MTC) Travel Demand Model to estimate VMT per capita and per employee for the Project.

The Travel Demand Model divides areas within MTC's jurisdiction into transportation analysis zones, or TAZs. The MTC Travel Model includes 18 TAZs within the City of Richmond that vary in size from a few city blocks in the downtown area, to larger geographic areas in lower density areas, such as Point Richmond. TAZs are used in transportation planning models for transportation analysis and other planning purposes. Based on the MTC Travel Model, the Bay Area regional average daily VMT per capita (i.e., per resident) is estimated to be 15.0 miles in the year 2020 and 13.8 miles in the year 2040. Because the apartments and homes built by the Project would be expected to have similar VMT as other residential developments in the TAZ. Project employees would also be anticipated to have similar travel behavior as other employees in the Project's TAZ. The VMT per capita estimated by the MTC Travel Model for the Project's TAZ would therefore be assumed represent the approximate VMT per capita that would be generated by the Project as well. The Project is located in TAZ 1062 which covers the Point Molate and Point Richmond area.

Table 8 summarizes the 2020 and 2040 per capita VMT for TAZ 1062, and provides a comparison to regional and Citywide per capita averages. It is expected that, as shown for the TAZ where it is located, the Project would have a higher VMT per capita than the City of Richmond or Bay Area region averages under both 2020 and 2040 conditions because, as stated above, the travel from homes built by the Project would be expected to be similar to existing developments in this TAZ.

TABLE 8
DAILY VEHICLE MILES TRAVELED PER CAPITA

Area	*2020*	*2040*
TAZ 1062	21.7	20.7
City of Richmond	13.9	12.7
Bay Area	15.0	13.8

SOURCE: MTC Model results at analytics.mtc.ca.gov/foswiki/Main/PlanBayAreaVmtPerCapita; accessed September, 2019.

The VMT would also be higher because of the nature of the Project site which is not located close to regional transit options such as BART, AC Transit, or the Richmond Ferry. The Project proposes to add residential, commercial, and retail services, to create a walkable, mixed-use community. In addition, the Project would provide a commuter shuttle to the BART station or work with AC transit to provide bus service from the Project to BART or the Richmond Ferry terminal. The Project also proposes to provide ferry or water taxi service to San Francisco. However, even with these improvements and the estimated 26 percent and 23 percent reductions in trip generation from the TDM plan under Option 1 and Option 2, respectively, it is still anticipated that the Project's per capita VMT would exceed the City's average per capita VMT. As per Section 15.04.612 of the Richmond Municipal Code, the Project would be required obtain GreenTRIP Certification from TransForm. One purpose of this code section is to reduce VMT, and the measures required to obtain GreenTRIP Certification, such as providing copious bicycle parking and a mix of uses, have been shown to reduce VMT. As mentioned above, the City does not have VMT thresholds for CEQA purposes; however, the project is proposing to be consistent with the City's municipal code provisions to reduce trips and VMT.

The Metropolitan Transportation Commission (MTC) Travel Model also estimates VMT per employee for TAZ's throughout the Bay Area. Based on the MTC Travel Model, the Bay Area regional average daily VMT per employee is estimated to be 14.4 miles in the year 2020 and 13.2 miles in the year 2040. Employees are forecast to have similar travel behavior as other employees in the TAZ where the Project is located (which includes Point Richmond); thus, the VMT per employee estimated by the MTC Model for the Project's TAZ would represent the approximate VMT per employee that would be generated by business within the Project site.

Table 9 summarizes the 2020 and 2040 VMT for the TAZ in which the Project is located and provides a comparison to regional and Citywide averages. It is expected that, as shown for the TAZ, the Project would have a higher VMT per capita than the City of Richmond or Bay Area region averages under both 2020 and 2040 conditions because, as stated above, the travel

TABLE 9
DAILY VEHICLE MILES TRAVELED PER EMPLOYEE

Area	*2020*	*2040*
TAZ 1062 (Project)	31.0	29.6
City of Richmond	22.3	20.4
Bay Area	14.4	13.2

SOURCE: MTC Model results at https://mtc.maps.arcgis.com/home/webmap/viewer.html?webmap=6253e74fca1d463c92c15011a12a4a69; accessed January, 2020.

characteristics of business within the Project site would be expected to be similar to existing business in in the area around the Project. As discussed above, the VMT generated by the Project would be reduced by implementation of its Transportation Demand Management (TDM) program, which is required for the Project under Section 15.04.612 of the City's Municipal Code, and is a Project design feature. Even with its TDM measures, the Project's employee VMT is still anticipated to exceed the average employee VMT in the City and in the region.

4.14 Transportation Demand Management Program

In September 2010, the California Air Resources Board (ARB or Board) set passenger vehicle greenhouse gas emission reduction targets for 2020 and 2035 for each of the 18 Metropolitan Planning Organization (MPO) regions in California under the Sustainable Communities and Climate Protection Act of 2008 (SB 375). Richmond supports these goals by implementing policies that require new projects achieve a reduction in the number of peak hour drive-alone commute vehicle trips. The project transportation demand management (TDM) program requested by the City is intended to reduce the total VMT by motorists in the project area. Please note that reductions in VMT are generally considered to translate directly into reduced GHG's. Please note the project is required to prepare a Transportation Demand Management Plan based on Section 15.04.612 of the City's Municipal Code, which states that certain projects "*shall incorporate measures to reduce to the extent feasible single-occupant vehicle trip generation rates 15 percent below the standard rates as established in the most recent edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual*.".

All projects subject to the requirements of Municipal Code Section 15.04.612 (such as the proposed project) shall implement any combination of the following measures to achieve the required VMT reduction and promote use of non-auto and shared mobility options:

A. *Passenger Loading Zones*. Passenger loading zones for carpool and vanpool drop-off located near the main building entrance.
B. *Direct Route to Transit*. A well-lighted path or sidewalk utilizing the most direct route to the nearest transit or shuttle stop from the building.
C. *Pedestrian Connections*. Safe, convenient pedestrian connections provided from the project to surrounding public streets and, if applicable, trails.
D. *Bicycle Connections*. If a site is abutting a bicycle path, lane or route, provision of a bicycle connection close to an entrance to the building on the site.
E. *Land Dedication for Transit/Bus Shelter*. Where appropriate, land dedicated for transit or a bus shelter provided based on the proximity to a transit route.
F. *Long-Term Bicycle Parking*. Covered and secure long-term bicycle parking located within seventy-five feet of a main entrance. Long-term bicycle parking must be in at least one of the following facilities: 1. An enclosed bicycle locker; 2.A fenced, covered, locked or guarded bicycle storage area; or 3.A rack or stand inside a building that is within view of an attendant or security guard or visible from employee work areas.
G. *Short-Term Bicycle Parking*. Secure short-term bicycle parking located within fifty feet of a main entrance to the building.
H. *Free Preferential Carpool and Vanpool Parking*. Ten percent of vehicle spaces reserved for carpools or vanpools, with a minimum of one space required. The preferential parking spaces shall be provided free of charge.
I. *Showers/Clothes Lockers*. Shower and clothes locker facilities free of charge.
J. *Transportation Management Association (TMA)*. Participation in or requirement for tenant to participate in a local or citywide TMA or a similar organization approved by the Director of the Department of Transportation, that provides ongoing administration of and support for non-auto and shared mobility commute incentives, facilities, and services.
K. *Paid Parking at Prevalent Market Rates*. Parking provided at a cost equal to the prevalent market rate, as determined by the City based on a survey of paid parking in the City and adjacent communities.
L. *Alternative Commute Subsidies/Parking Cash Out*. Provide employees with a subsidy, determined by the applicant and subject to review by the Department of Transportation, if they use transit or commute by other alternative modes.
M. *Carpool and Vanpool Ride-Matching Services*. Matching of potential carpoolers and vanpoolers by administering a carpool/vanpool matching program, or participating actively in such a program administered by a local or citywide TMA, the City, or other public agency.
N. *Guaranteed Ride Home*. Guaranteed rides home in emergency situations for carpool, vanpool and transit riders. Rides shall be provided either by a transportation service provider

(taxi, rental car, or services provided by transportation network/ride sharing companies) or an informal policy using company vehicles with designated employee drivers.

O. *Shuttle Program*. Provision of a shuttle program or participation in an existing shuttle program approved by the Department of Transportation and subject to any fees for the existing program.

P. *Information Boards/Kiosks*. Display of the following information in a prominent location, maintained by a designated TDM contact: transit routes and schedules; carpooling and vanpooling information; bicycle lanes, routes and paths and facility information; and alternative commute subsidy information.

Q. *Promotional Programs*. Promotion and organization of events for the following programs: new tenant and employee orientation packets on transportation alternatives; flyers, posters, brochures, and emails on commute alternatives; Spare the Air (June through October); Rideshare Week (October); and trip planning assistance routes and maps.

R. *Compressed Work Week*. Allow employees or require tenants to allow employees to adjust their work schedule in order to complete the basic work requirement of five eight-hour workdays by adjusting their schedule to reduce the number of days per week employees are expected or required to be on-site, thereby reducing the number of vehicle trips to the worksite.

S. *Flextime*. Provide or require tenants to provide employees with staggered work hours involving a shift in the set work hours of all employees at the workplace or flexible work hours involving individually determined work hours, such that a substantial share of employees regularly arrive at and depart from the worksite before or after the a.m. and p.m. peak periods for vehicle travel.

T. *On-Site Amenities*. One or more of the following amenities provided on site: day care, cafeteria, limited food service establishment, dry cleaners, exercise facilities, convenience retail, post office, or on-site transit pass sales.

U. *Telecommuting.* Provide or require tenants to provide opportunities and the ability for employees to work off site.

V. *Other Measures*. Additional measures not listed in this Article, such as child care facilities or an in-lieu TDM fee established by the City Council to provide funding for multi-modal access facilities and services, and/or transportation and parking demand management programs.

Proposed TDM Strategies – The Project could achieve the 15% reduction to the trip generation by implementing the following strategies for Option 2 (the Commercial-Heavy Option), as specified by the City of Richmond Municipal Code. The following is a summary of the primary strategies that would be incorporated into the project:

Bicycle Parking - Free covered and secure bicycle parking facilities would be provided on-site for bicycle commuters or residents within seventy-five feet of a building entrance in at least nine locations. Secure short-term bicycle parking would be located within fifty feet of the main entrances to each commercial building.

Changing Rooms with Showers for Bicyclists – Two of the commercial buildings will also include changing rooms with showers for employees using alternative transportation.

BART Shuttle – Frequent (approximately 20 minute headways) direct weekday shuttle or bus service would be provided between the project site and the Richmond BART station for two hours during both the peak morning and evening commute periods. This service could be operated by a private contractor or by AC Transit. Shuttles or buses shall be fully accessible to passengers using wheelchairs and other mobility services and should have the capacity to transport bicycles. It is also recommended that if the project relies on a private shuttle it explore providing a real-time smart-phone app that tracks real-time arrivals to make shuttle use more reliable and convenient. This Draft TDM Plan assumes operations of standard buses with a 36-passenger capacity operating on 20 minute headways during the peak periods.

Guaranteed Ride Home – A guaranteed ride home program shall be offered to employees of commercial tenants. The effects of the availability of a guaranteed ride home program will be evaluated as part of the twice yearly employee transportation survey. One peak hour trip will be credited for each 10% of site commuters who reported using non-auto or high-occupancy vehicle (HOV) modes of transportation as their "*primary mode of transportation*" to/from work on the most recent employee transportation survey. The effects of the availability of a guaranteed ride home program will be evaluated as part of the twice yearly, required employee transportation survey.

Preferential Parking for Carpoolers – The building management shall offer free or discounted preferential carpool parking for eligible commuters. To be eligible for carpool parking, the carpool shall consist of three or more people. The building management shall monitor and provide adequate carpool spaces to meet and exceed potential demand.

Preferential Parking for Vanrpools – The building management shall offer free or discounted preferential vanpool parking for eligible commuters. The building management shall monitor and provide adequate carpool spaces to meet and exceed potential demand.

Commute Center – The project will provide one or more commute information centers that may include an information board or kiosk located in a common gathering area. The kiosk will contain transportation information, such as Emergency Ride Home (ERH), transit schedules, bike maps, and 511 ride-matching.

Bi-Annual Employee Transportation Surveys – The project will conduct surveys to determine the transportation and travel characteristics of the employee working on the site. The goal of the

survey would be to identify the best practices for shifting employees to alternative transportation or high occupancy vehicle (HOV) modes.

On-Site Amenities – Five peak hour trips will be credited for each trip-reducing feature added to the project site. Typical features could include: banks, grocery stores, clothes cleaners, exercise facilities, child care center, etc. For the purposes of the TDM plan it was conservatively assumed a minimum of three of these kinds of on-site amenities would be provided on the site. However, it is important to note this just a minimum assumption for the purposes of the trip reduction calculations and it is our understanding the goal of the project would be to provide as many more of these amenities as is feasible.

Effects of the Transportation Demand Management Plan on Trip Generation - The project is proposing to exceed the 15 percent goal established by the City's municipal code. It is forecast with the implementation of the strategies described above the TDM plan for Option 2 (the Commercial-Heavy Option) would result in a 23 percent reduction to the unadjusted project trip generation. For Option 1 (the Residential-Heavy Option) the only difference would be the two changing rooms with showers would not be proposed since the office space would be replaced with residential uses. However, because Option 1 has lower trip generation than Option 2 the proposed TDM plan would result in a slightly higher (26 percent) reduction to the unadjusted trip generation for Option 1.

4.15 Construction Traffic Impacts

The increase in traffic as a result of demolition and construction activities associated with the proposed project and its associated off-site infrastructure improvements have been quantified assuming a single phase construction period of seven years. Please note that if any portion of the project is completed and overlaps with the remaining construction, the resulting total traffic generation would still be forecast to be less than what would otherwise be generated by the project at full buildout.

Heavy Equipment

Approximately fifteen pieces of heavy equipment are estimated to be transported on and off the site each month throughout the demolition and construction of the proposed project. Heavy equipment transport to and from the site could cause traffic impacts in the vicinity of the project site during construction. However, each load would be required to obtain all necessary permits, which would include conditions. Prior to issuance of grading and building permits, the project applicant would be required to submit a Traffic Control Plan, as per Section 12.29.040 of the Richmond Municipal Code.

The requirements within the Traffic Control Plan include, but are not limited to, the following: truck drivers would be notified of and required to use the most direct route between the site and I-580, as determined by the City Engineering Department; all site ingress and egress would occur only at the main driveways to the project site and construction activities may require installation of temporary (or ultimate) traffic signals as determined by the City Engineer; specifically designated travel routes for large vehicles would be monitored and controlled by flaggers for large construction vehicle ingress and egress; warning signs indicating frequent truck entry and exit would be posted on Stenmark Drive; and any debris and mud on nearby streets caused by trucks would be monitored daily and may require instituting a street cleaning program. In addition, the ten loads of heavy equipment being hauled to and from the site each month would be short-term and temporary.

Employees

The weekday work is expected to begin around 7:00 AM and end around 4:00 PM. The construction worker arrival peak would occur between 6:30 AM and 7:30 AM, and the departure peak would occur between 4:00 PM and 5:00 PM. It should be noted that the number of trips generated during construction would not only be temporary, but would also be substantially less than the proposed project at buildout. Based on past construction of similar projects, construction workers could require parking for up to 800 vehicles during the peak construction period. Additionally, deliveries, visits, and other activities may generate peak non-worker parking demand of 40 to 50 trucks and automobiles per day. Therefore, up to 850 vehicle parking spaces may be required during the peak construction period for the construction employees. Furthermore, the Traffic Control Plan requires construction employee parking be provided on the project site to eliminate conflicts with nearby land uses. Because the construction of the project can be staggered so that employee parking demand is met by using on-site parking, the impacts of construction-related employee traffic and parking are considered less-than-significant.

Construction Material Import/Export

The project would also require removal of existing debris as well as the importation of construction material, including raw materials for the building pads, the buildings, the parking area, and landscaping. During the maximum peak construction period, the project could generate approximately 150 truck trips per day. Furthermore, under the provisions of the Traffic Control Plan, if importation and exportation of material becomes a traffic nuisance, then the City Engineer may limit the hours the activities can take place.

Traffic Control Plan

The Traffic Control Plan would indicate how parking for construction workers would be provided during construction and ensure a safe flow of traffic in the project area during construction. This analysis assumed construction of the entire project in one phase to identify the potential worst-case traffic effects. If the project is built in phases over time, the effects of each phase will be the same or less. Each phase will be subject to a Traffic Control Plan that will be required to mitigate any significant construction impacts to a less than significant level, along with oversight by the City Engineer. The last phase may require added worker parking measures, depending on the circumstances, as there will not be any remaining vacant land for parking.

5) MITIGATION

The following is a list of project impacts and proposed mitigation measures to address the transportation impacts of the project. Based on a detailed analysis of traffic operations with and without each of the proposed mitigations, implementation of the following mitigation measures could reduce some project impacts to a *less-than-significant* level. The remaining impacts would be *significant and unavoidable*.

Impact #1 Impacts to intersection operations - The project would contribute to LOS operations exceeding the established standards at the following nine intersections:

Castro Street and the I-580 Westbound Ramps (Caltrans)
Richmond Parkway at Gertrude Avenue (City of Richmond)
Richmond Parkway at Parr Boulevard (City of Richmond)
Richmond Parkway at San Pablo Avenue (Contra Costa County)
Richmond Parkway and Blume Drive/I-80 WB Ramps (Caltrans)
Stenmark Drive at Dutra Materials Road (City of Richmond)
Richmond Parkway and Goodrick Avenue (Contra Costa County)
Sir Francis Drake Blvd. at the U.S. 101 Northbound Ramps (City of Larkspur)
Sir Francis Drake Blvd. at the Larkspur Ferry Terminal Entrance/Larkspur Landing Circle (City of Larkspur)

The addition of traffic from the proposed project would contribute to these nine intersections exceeding the established LOS standards. Without implementation of the recommended mitigation measures below, the development of the proposed project would result in a potentially significant impact to the LOS at these intersections. Implementation of the following mitigation measures would reduce the impacts at all intersections to a less-than-significant level in all of the plus project scenarios, with the exception of the intersections of the Richmond Parkway at Castro Street and the I-580 Westbound Ramps (Intersection #1), Richmond Parkway at San Pablo Avenue (Intersection #23), Richmond Parkway at Blume Drive and the I-80 Westbound Ramps (Intersection #24), Richmond Parkway at Goodrick Avenue (Intersection #29) and also the intersections of Sir Francis Drake Boulevard with the U.S. 101 Northbound Ramps and with the Larkspur Ferry Terminal Entrance/Larkspur Landing Circle. The development of the proposed project would result in potentially ***significant and unavoidable*** impacts to the LOS at these six intersections.

<u>Mitigation Measures</u>

Prior to construction the project shall mitigate the above-identified impacts by paying a proportionate share of the construction costs of the following

improvement, subject to City approval. The intersection mitigation measures required for the project to meet the established LOS standards are:

MM 1 (a) *Castro Street and the I-580 Westbound Ramps/Chevron Entrance (Intersection #1 – Existing Plus Project) – 1) Installation of a dual south bound left turn lane on Castro Street and 2) Installation of a third northbound through lane on Castro Street. Because the project applicant and the City of Richmond do not control the funding, prioritization and/or construction of improvement projects under the jurisdiction of Caltrans, this impact would remain* ***significant and unavoidable.***

MM 1 (b) *Richmond Parkway at Gertrude Avenue (Intersection #21 – Cumulative Plus Project) – Conversion of the northbound exclusive right turn lane to a shared through-right lane.*

MM 1 (c) *Richmond Parkway at Parr Boulevard (Intersection #22 – Cumulative Plus Project) – Conversion of the northbound and southbound exclusive right turn lanes to shared through-right lanes.*

MM 1 (d) *Richmond Parkway at San Pablo Avenue (Intersection #23 – Cumulative Plus Project) – Restriping of northbound San Pablo Avenue from the Richmond Parkway to Crestwood Drive to provide three through lanes and an associated modification of the traffic signal at Kay Road to accommodate the detectors required for the additional northbound through lane that would be added at this intersection. Because the project applicant and the City of Richmond do not control the funding, prioritization and/or construction of improvement projects in the County, this impact would remain* ***significant and unavoidable.***

MM 1 (e) *Richmond Parkway and Goodrick Avenue (Intersection #29 – All Plus Project Scenarios) – Conversion of the eastbound exclusive right turn lane to a shared through-right lane. Because the project applicant and the City of Richmond do not control the funding, prioritization and/or construction of improvement projects in the County, this impact would remain* ***significant and unavoidable.***

Impact #2 Impacts related to conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or potential decreases to the performance or safety of such facilities.

The project would not result in degradation of the level of service (or a significant increase in delay) on any roadway segments currently being utilized by bus transit in the area and would not increase ridership beyond existing capacity. As such, no significant impacts to bus transit are expected. In addition, the project would not significantly impact or change the design of any existing transportation facility or create any new safety problems in the area. The project is also proposing to include a TDM program that will include shuttle service to the Richmond BART station and bicycle lanes along Stenmark Drive from I-580 to the project site. As proposed, the project will have adequate pedestrian facilities that connect it to the surrounding pedestrian network. Therefore, based on the City's significance criteria the project's impacts on alternative transportation would be considered less than significant and no mitigation would be required.

Mitigation Measure(s)
None required.

Impact #3 Impacts to freeway operations – The project would contribute trips to a segment of Interstate 580 that exceeds the established delay index standards during the AM peak hour.

The development of the proposed project would increase the total traffic on I-580 freeway during both AM and PM peak hours. For I-580 the West County Action Plan specifies a maximum delay index of 2.5. As shown in Table 8 in Section 4.8 the proposed project would increase the delay index under both existing and cumulative conditions by about 0.2, and any increase to the delay index on a segment that is already exceeding its established threshold is considered a significant impact. The proposed project would add traffic to Interstate 580 in the westbound direction during the existing AM peak hour, which is already reported to exceed the County's established delay index standard of 2.5 as part of the CCTA's 2019 monitoring program. Therefore, the proposed project would make a cumulatively considerable contribution to future impacts on freeway operations.

Mitigation Measure

Prior to construction the project shall mitigate the above-identified impacts by paying the required traffic impact fees described below in Mitigation Measure 3, subject to City approval.

MM 3 *Payment of the Regional Transportation Development Impact Mitigation Fee –The project shall pay the West County Subregional Transportation Mitigation Program (STMP) Development Fees to fund regional freeway system improvements including I-580 improvements and the Richmond Parkway/San Pablo Avenue interchange.*

Discussion: Because the project applicant and the City of Richmond do not control the funding, prioritization and/or construction of improvement projects funded by this fee, the freeway impacts would remain ***cumulatively considerable.***

Impact #4 Impacts related to site access, safety, and circulation.

The proposed project would have its access onto Stenmark Drive which is the only access road that serves the Point San Pablo and Point Molate areas. As discussed above, the project is proposing to widen southbound Stenmark Drive to accommodate two southbound lanes from 500 feet north of the Dutra Materials Road intersection to the I-580 ramps. The project LOS impacts at this intersection would be addressed through installation of the proposed traffic signal at Dutra Materials Road. This would also provide a controlled pedestrian crossing for the Bay Trail. These mitigations would mitigate the LOS at this intersection to an acceptable level (LOS D or better). The project also would include a TDM program that would include shuttle service to the Richmond BART station and bicycle lanes along Stenmark Drive from I-580 to the project site. Based on a review of the proposed site plan and project proposed design features it was determined that the site circulation should function well and would not cause any safety or operational problems. The project site design would be required to conform to City design standards and is not expected to create any significant impacts to pedestrians, bicyclists or traffic operations. Therefore, subject to approval from the police and fire departments the impacts related to site access and circulation for the proposed project would be ***less-than-significant.***

Impact #5 Impacts regarding emergency vehicle access on and surrounding the proposed project site.

Sufficient emergency access is determined by factors such as number of access points, roadway width, and proximity to fire stations. The land use plan for the proposed project would one primary access route to and from the site via Stenmark Drive. All lane widths within the project would meet the minimum width that can accommodate an emergency vehicle; therefore, the width of the internal roadways would be adequate. In addition, with the proposed mitigation measures the addition of traffic from project traffic would not result in any significant changes to emergency vehicle response times in the area. In addition, the project is proposing to widen Stenmark Drive to ensure emergency vehicles would have unimpeded access in the event of traffic congestion on Stenmark Drive. Therefore, impacts related to emergency vehicle access would be ***less-than-significant***.

TECHNICAL APPENDIX

Transportation Impact Analysis Technical Appendix

Point Molate Development

City of Richmond

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Abrams Associates
TRAFFIC ENGINEERING, INC.

February 17, 2020

Point Molate Development
(City of Richmond)

Stenmark Drive
Accident Summary (2019-2013)
(Formerly Western Drive)

CASE ID	COLLISION DATE	COLLISION TIME	PRIMARY RD	SECONDARY RD	DISTANCE	DIRECTION	INTERSECTION	WEATHER 1	TYPE OF COLLISION	COLLISION SEVERITY	NUMBER KILLED	NUMBER INJURED	PCF VIOLATION CATEGORY	MOTOR VEHICLE INVOLVED WITH	ALCOHOL INVOLVED
2019															
90906578	20190110	745	I-580 W/B	STENMARK DRIVE	100	W	N	Cloudy	Rear End	Injury (Complaint of Pain)	0	1	Unsafe Lane Change	Other Motor Vehicle	0
2018															
90826244	20180928	755	I-580 W/B	STENMARK DR	100	E	N	Clear	Sideswipe	Property Damage Only	0	0	Unsafe Lane Change	Other Motor Vehicle	0
2017															
8334823	20170202	1630	STENMARK DR	RT 580	4000	N	N	Clear	Overturned	Property Damage Only	0	0	Unsafe Speed	Other Object	0
8452879	20170902	1715	STENMARK DR	RT 580	1320	W	N	Clear	Hit Object	Property Damage Only	0	0	Improper Turning	Fixed Object	0
90599013	20171112	1750	I-580 W/B	STENMARK DRIVE	90	E	N	Clear	Rear End	Property Damage Only	0	0	Unsafe Speed	Other Motor Vehicle	0
2016															
	NONE														
2015															
	NONE														
2014															
6361049	20140116	1213	RT 580	WESTERN DR	100	W	N	Clear	Hit Object	Property Damage Only	0	0	Unsafe Speed	Fixed Object	0
6538189	20140626	850	RT 580	WESTERN DR	100	W	N	Clear	Hit Object	Property Damage Only	0	0	Unsafe Speed	Fixed Object	0
6565392	20140718	1515	RT 580	STENMARK DR	95	W	N	Clear	Broadside	Injury (Complaint of Pain)	0	1	Unsafe Lane Change	Other Motor Vehicle	0
2013															
	NONE														

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	21	50	48	49	31	264	135	241	630	66
Future Volume (veh/h)	0	1	21	50	48	49	31	264	135	241	630	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	0	1	24	56	56	56	35	300	0	274	716	75
Adj No. of Lanes	1	1	1	1	1	2	1	2	1	1	2	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	53	56	48	187	196	333	71	709	317	364	1293	579
Arrive On Green	0.00	0.03	0.03	0.11	0.11	0.11	0.04	0.20	0.00	0.21	0.37	0.37
Sat Flow, veh/h	1757	1845	1568	1757	1845	3136	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	0	1	24	56	56	56	35	300	0	274	716	75
Grp Sat Flow(s),veh/h/ln	1757	1845	1568	1757	1845	1568	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	0.0	0.0	0.6	1.2	1.1	0.6	0.8	3.0	0.0	5.8	6.4	1.3
Cycle Q Clear(g_c), s	0.0	0.0	0.6	1.2	1.1	0.6	0.8	3.0	0.0	5.8	6.4	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	53	56	48	187	196	333	71	709	317	364	1293	579
V/C Ratio(X)	0.00	0.02	0.50	0.30	0.29	0.17	0.49	0.42	0.00	0.75	0.55	0.13
Avail Cap(c_a), veh/h	820	861	732	908	954	1622	377	2254	1009	1662	4818	2155
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	18.6	18.9	16.4	16.3	16.1	18.6	13.8	0.0	14.8	9.9	8.3
Incr Delay (d2), s/veh	0.0	0.1	8.0	0.9	0.8	0.2	5.2	0.4	0.0	3.2	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	0.6	0.6	0.3	0.5	1.5	0.0	3.1	3.1	0.6
LnGrp Delay(d),s/veh	0.0	18.8	27.0	17.2	17.1	16.4	23.9	14.2	0.0	17.9	10.3	8.4
LnGrp LOS		B	C	B	B	B	C	B		B	B	A
Approach Vol, veh/h		25			168			335			1065	
Approach Delay, s/veh		26.6			16.9			15.2			12.1	
Approach LOS		C			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.7	12.5		5.7	6.1	19.1		8.7
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	37.5	25.5		18.5	8.5	54.5		20.5
Max Q Clear Time (g_c+I1), s	7.8	5.0		2.6	2.8	8.4		3.2
Green Ext Time (p_c), s	0.8	1.8		0.0	0.0	6.2		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	13.5
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	17	241	0	0	353	0
Future Volume (veh/h)	17	241	0	0	353	0
Number	7	4			1	16
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845			1845	0
Adj Flow Rate, veh/h	22	305			447	0
Adj No. of Lanes	1	1			2	0
Peak Hour Factor	0.79	0.79			0.79	0.79
Percent Heavy Veh, %	3	3			3	0
Cap, veh/h	595	625			0	0
Arrive On Green	0.34	0.34			0.00	0.00
Sat Flow, veh/h	1757	1845			0	
Grp Volume(v), veh/h	22	305			0.0	
Grp Sat Flow(s),veh/h/ln	1757	1845				
Q Serve(g_s), s	0.1	0.9				
Cycle Q Clear(g_c), s	0.1	0.9				
Prop In Lane	1.00					
Lane Grp Cap(c), veh/h	595	625				
V/C Ratio(X)	0.04	0.49				
Avail Cap(c_a), veh/h	16135	16941				
HCM Platoon Ratio	1.00	1.00				
Upstream Filter(I)	1.00	1.00				
Uniform Delay (d), s/veh	1.5	1.8				
Incr Delay (d2), s/veh	0.0	0.6				
Initial Q Delay(d3),s/veh	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.0	0.5				
LnGrp Delay(d),s/veh	1.5	2.4				
LnGrp LOS	A	A				
Approach Vol, veh/h		327				
Approach Delay, s/veh		2.3				
Approach LOS		A				

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4				
Phs Duration (G+Y+Rc), s				6.8				
Change Period (Y+Rc), s				4.5				
Max Green Setting (Gmax), s				62.5				
Max Q Clear Time (g_c+I1), s				2.9				
Green Ext Time (p_c), s				2.1				

Intersection Summary	
HCM 2010 Ctrl Delay	2.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	102	5	150	52	216	0	0	922	337
Future Volume (veh/h)	0	0	0	102	5	150	52	216	0	0	922	337
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1845	1900	1845	1845	0	0	1845	1845
Adj Flow Rate, veh/h				111	5	163	57	235	0	0	1002	366
Adj No. of Lanes				0	2	0	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	3	0	3	3	0	0	3	3
Cap, veh/h				283	13	263	98	2243	0	0	1800	765
Arrive On Green				0.17	0.17	0.17	0.06	0.64	0.00	0.00	0.49	0.49
Sat Flow, veh/h				1685	76	1568	1757	3597	0	0	3689	1568
Grp Volume(v), veh/h				116	0	163	57	235	0	0	1002	366
Grp Sat Flow(s),veh/h/ln				1760	0	1568	1757	1752	0	0	1845	1568
Q Serve(g_s), s				2.7	0.0	4.5	1.5	1.2	0.0	0.0	8.9	7.3
Cycle Q Clear(g_c), s				2.7	0.0	4.5	1.5	1.2	0.0	0.0	8.9	7.3
Prop In Lane				0.96		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				295	0	263	98	2243	0	0	1800	765
V/C Ratio(X)				0.39	0.00	0.62	0.58	0.10	0.00	0.00	0.56	0.48
Avail Cap(c_a), veh/h				921	0	821	544	6477	0	0	5320	2261
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				17.4	0.0	18.1	21.6	3.3	0.0	0.0	8.4	8.0
Incr Delay (d2), s/veh				0.8	0.0	2.4	5.3	0.0	0.0	0.0	0.3	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.4	0.0	2.1	0.9	0.6	0.0	0.0	4.5	3.3
LnGrp Delay(d),s/veh				18.2	0.0	20.5	26.9	3.3	0.0	0.0	8.7	8.5
LnGrp LOS				B		C	C	A			A	A
Approach Vol, veh/h					279			292			1368	
Approach Delay, s/veh					19.5			7.9			8.6	
Approach LOS					B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		34.5			7.1	27.3		12.4
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		86.5			14.5	67.5		24.5
Max Q Clear Time (g_c+I1), s		3.2			3.5	10.9		6.5
Green Ext Time (p_c), s		1.7			0.1	11.9		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	10.1
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	97	76	0	0	0	0	139	199	640	381	0
Future Volume (veh/h)	119	97	76	0	0	0	0	139	199	640	381	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845				0	1845	1845	1845	1845	0
Adj Flow Rate, veh/h	119	124	84				0	153	219	703	419	0
Adj No. of Lanes	1	1	1				0	1	2	1	2	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	218	229	194				0	270	460	803	2434	0
Arrive On Green	0.12	0.12	0.12				0.00	0.15	0.15	0.46	0.69	0.00
Sat Flow, veh/h	1757	1845	1568				0	1845	3136	1757	3597	0
Grp Volume(v), veh/h	119	124	84				0	153	219	703	419	0
Grp Sat Flow(s),veh/h/ln	1757	1845	1568				0	1845	1568	1757	1752	0
Q Serve(g_s), s	3.2	3.1	2.5				0.0	3.8	3.2	18.0	2.1	0.0
Cycle Q Clear(g_c), s	3.2	3.1	2.5				0.0	3.8	3.2	18.0	2.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	218	229	194				0	270	460	803	2434	0
V/C Ratio(X)	0.55	0.54	0.43				0.00	0.57	0.48	0.88	0.17	0.00
Avail Cap(c_a), veh/h	656	688	585				0	726	1234	2428	6540	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.4	20.4	20.1				0.0	19.7	19.4	12.2	2.6	0.0
Incr Delay (d2), s/veh	2.1	2.0	1.5				0.0	1.9	0.8	3.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.7	1.1				0.0	2.1	1.4	9.3	1.0	0.0
LnGrp Delay(d),s/veh	22.5	22.4	21.6				0.0	21.5	20.2	15.4	2.7	0.0
LnGrp LOS	C	C	C					C	C	B	A	
Approach Vol, veh/h		327						372			1122	
Approach Delay, s/veh		22.2						20.7			10.6	
Approach LOS		C						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	27.2	11.8		10.6		38.9		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	68.5	19.5		18.5		92.5		
Max Q Clear Time (g_c+I1), s	20.0	5.8		5.2		4.1		
Green Ext Time (p_c), s	2.7	1.4		1.1		3.2		

Intersection Summary	
HCM 2010 Ctrl Delay	14.8
HCM 2010 LOS	B

Notes

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	219	0	0	808	90	93
Future Volume (veh/h)	219	0	0	808	90	93
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	0	0	1845	1845	1845
Adj Flow Rate, veh/h	246	0	0	908	101	104
Adj No. of Lanes	2	0	0	3	1	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	0	0	3	3	3
Cap, veh/h	1763	0	0	2533	262	234
Arrive On Green	0.50	0.00	0.00	0.50	0.15	0.15
Sat Flow, veh/h	3689	0	0	5368	1757	1568
Grp Volume(v), veh/h	246	0	0	908	101	104
Grp Sat Flow(s),veh/h/ln	1752	0	0	1679	1757	1568
Q Serve(g_s), s	1.0	0.0	0.0	2.8	1.3	1.6
Cycle Q Clear(g_c), s	1.0	0.0	0.0	2.8	1.3	1.6
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	1763	0	0	2533	262	234
V/C Ratio(X)	0.14	0.00	0.00	0.36	0.39	0.45
Avail Cap(c_a), veh/h	9824	0	0	14116	2615	2334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.4	0.0	0.0	3.9	9.9	10.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.9	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	1.3	0.7	0.8
LnGrp Delay(d),s/veh	3.5	0.0	0.0	4.0	10.9	11.4
LnGrp LOS	A			A	B	B
Approach Vol, veh/h	246			908	205	
Approach Delay, s/veh	3.5			4.0	11.1	
Approach LOS	A			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		17.5				17.5		8.4
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		72.5				72.5		38.5
Max Q Clear Time (g_c+I1), s		3.0				4.8		3.6
Green Ext Time (p_c), s		1.8				8.2		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	151	344	21	220	0	60	0	5	76	159	18
Future Volume (veh/h)	0	151	344	21	220	0	60	0	5	76	159	18
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1900	1845	1845	0	1845	0	1845	1845	1845	1900
Adj Flow Rate, veh/h	0	172	391	24	250	0	68	0	6	86	181	20
Adj No. of Lanes	0	2	0	1	2	0	1	0	1	1	2	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	3	3	3	3	0	3	0	3	3	3	3
Cap, veh/h	0	682	610	53	1976	0	0	0	0	259	481	53
Arrive On Green	0.00	0.39	0.39	0.03	0.56	0.00	0.00	0.00	0.00	0.15	0.15	0.15
Sat Flow, veh/h	0	1845	1568	1757	3597	0		0		1757	3269	357
Grp Volume(v), veh/h	0	172	391	24	250	0		0.0		86	101	100
Grp Sat Flow(s),veh/h/ln	0	1752	1568	1757	1752	0				1757	1845	1782
Q Serve(g_s), s	0.0	2.1	6.3	0.4	1.0	0.0				1.4	1.5	1.6
Cycle Q Clear(g_c), s	0.0	2.1	6.3	0.4	1.0	0.0				1.4	1.5	1.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.20
Lane Grp Cap(c), veh/h	0	682	610	53	1976	0				259	271	262
V/C Ratio(X)	0.00	0.25	0.64	0.45	0.13	0.00				0.33	0.37	0.38
Avail Cap(c_a), veh/h	0	1716	1536	423	4783	0				1156	1214	1173
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	6.4	7.7	14.9	3.2	0.0				11.9	12.0	12.0
Incr Delay (d2), s/veh	0.0	0.2	1.1	6.0	0.0	0.0				0.7	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	2.9	0.3	0.5	0.0				0.7	0.9	0.8
LnGrp Delay(d),s/veh	0.0	6.6	8.9	20.8	3.2	0.0				12.7	12.8	12.9
LnGrp LOS		A	A	C	A					B	B	B
Approach Vol, veh/h		563			274						287	
Approach Delay, s/veh		8.2			4.8						12.8	
Approach LOS		A			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	5.4	16.6		9.1		22.1		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	7.5	30.5		20.5		42.5		
Max Q Clear Time (g_c+I1), s	2.4	8.3		3.6		3.0		
Green Ext Time (p_c), s	0.0	3.8		1.2		1.7		

Intersection Summary	
HCM 2010 Ctrl Delay	8.5
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑			↑↑↑
Traffic Vol, veh/h	0	388	156	0	0	600
Future Vol, veh/h	0	388	156	0	0	600
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	436	175	0	0	674

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	88	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	-	-
Pot Cap-1 Maneuver	0	950	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	950	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	950	-
HCM Lane V/C Ratio	-	0.459	-
HCM Control Delay (s)	-	12	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	2.5	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	159	131	70	319	70	102	322	112	117	397	185
Future Volume (veh/h)	34	159	131	70	319	70	102	322	112	117	397	185
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1900	1845	1845	1900	1845	1900
Adj Flow Rate, veh/h	38	179	147	79	358	79	115	362	126	131	446	208
Adj No. of Lanes	1	2	1	1	2	0	0	2	1	0	2	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	66	561	251	102	518	113	167	560	321	177	621	307
Arrive On Green	0.04	0.16	0.16	0.06	0.18	0.18	0.20	0.20	0.20	0.32	0.32	0.32
Sat Flow, veh/h	1757	3505	1568	1757	2862	625	818	2738	1568	558	1961	971
Grp Volume(v), veh/h	38	179	147	79	218	219	254	223	126	426	0	359
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1752	1734	1804	1752	1568	1817	0	1673
Q Serve(g_s), s	1.5	3.1	6.0	3.1	8.0	8.2	9.0	8.0	4.8	14.5	0.0	12.9
Cycle Q Clear(g_c), s	1.5	3.1	6.0	3.1	8.0	8.2	9.0	8.0	4.8	14.5	0.0	12.9
Prop In Lane	1.00		1.00	1.00		0.36	0.45		1.00	0.31		0.58
Lane Grp Cap(c), veh/h	66	561	251	102	317	314	369	358	321	575	0	530
V/C Ratio(X)	0.58	0.32	0.59	0.77	0.69	0.70	0.69	0.62	0.39	0.74	0.00	0.68
Avail Cap(c_a), veh/h	191	990	443	343	647	640	770	749	670	1039	0	957
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.7	25.7	26.9	32.1	26.5	26.5	25.4	25.0	23.8	21.1	0.0	20.5
Incr Delay (d2), s/veh	7.7	0.3	2.2	11.6	2.6	2.8	2.3	1.8	0.8	1.9	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.5	2.8	1.8	4.1	4.1	4.7	4.0	2.1	7.5	0.0	6.1
LnGrp Delay(d),s/veh	40.4	26.0	29.0	43.7	29.1	29.4	27.7	26.8	24.5	23.0	0.0	22.0
LnGrp LOS	D	C	C	D	C	C	C	C	C	C		C
Approach Vol, veh/h		364			516			603			785	
Approach Delay, s/veh		28.7			31.4			26.7			22.6	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		18.6	8.5	15.6		26.4	7.1	17.0
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		29.5	13.5	19.5		39.5	7.5	25.5
Max Q Clear Time (g_c+I1), s		11.0	5.1	8.0		16.5	3.5	10.2
Green Ext Time (p_c), s		3.1	0.1	1.2		5.4	0.0	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	26.7
HCM 2010 LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	303	171	503	91	0	886
Future Volume (veh/h)	303	171	503	91	0	886
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1900	0	1845
Adj Flow Rate, veh/h	332	166	529	0	0	933
Adj No. of Lanes	2	1	3	0	0	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	0	3
Cap, veh/h	769	343	2393	0	0	2393
Arrive On Green	0.22	0.22	0.48	0.00	0.00	0.48
Sat Flow, veh/h	3514	1568	5368	0	0	5368
Grp Volume(v), veh/h	332	166	529	0	0	933
Grp Sat Flow(s),veh/h/ln	1757	1568	1679	0	0	1679
Q Serve(g_s), s	2.4	2.7	1.8	0.0	0.0	3.5
Cycle Q Clear(g_c), s	2.4	2.7	1.8	0.0	0.0	3.5
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	769	343	2393	0	0	2393
V/C Ratio(X)	0.43	0.48	0.22	0.00	0.00	0.39
Avail Cap(c_a), veh/h	5317	2373	11388	0	0	11388
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	9.9	10.0	4.5	0.0	0.0	5.0
Incr Delay (d2), s/veh	0.4	1.1	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.3	0.8	0.0	0.0	1.6
LnGrp Delay(d),s/veh	10.3	11.1	4.6	0.0	0.0	5.1
LnGrp LOS	B	B	A			A
Approach Vol, veh/h	498		529			933
Approach Delay, s/veh	10.6		4.6			5.1
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		18.5				18.5		10.9
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		66.5				66.5		44.5
Max Q Clear Time (g_c+I1), s		3.8				5.5		4.7
Green Ext Time (p_c), s		4.2				8.5		1.8

Intersection Summary	
HCM 2010 Ctrl Delay	6.3
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	0	427	0	0	0	0	376	569	0	587	402
Future Volume (veh/h)	210	0	427	0	0	0	0	376	569	0	587	402
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1845				0	1845	1900	0	1845	1845
Adj Flow Rate, veh/h	236	183	358				0	422	0	0	660	0
Adj No. of Lanes	0	1	1				0	3	0	0	2	1
Peak Hour Factor	0.89	0.89	0.89				0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3				0	3	3	0	3	3
Cap, veh/h	382	296	592				0	1818	0	0	1265	566
Arrive On Green	0.38	0.38	0.38				0.00	0.36	0.00	0.00	0.36	0.00
Sat Flow, veh/h	1011	784	1568				0	5368	0	0	3597	1568
Grp Volume(v), veh/h	419	0	358				0	422	0	0	660	0
Grp Sat Flow(s),veh/h/ln	1794	0	1568				0	1679	0	0	1752	1568
Q Serve(g_s), s	6.5	0.0	6.3				0.0	2.0	0.0	0.0	5.1	0.0
Cycle Q Clear(g_c), s	6.5	0.0	6.3				0.0	2.0	0.0	0.0	5.1	0.0
Prop In Lane	0.56		1.00				0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	677	0	592				0	1818	0	0	1265	566
V/C Ratio(X)	0.62	0.00	0.60				0.00	0.23	0.00	0.00	0.52	0.00
Avail Cap(c_a), veh/h	3101	0	2710				0	7534	0	0	5243	2346
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	8.7	0.0	8.6				0.0	7.7	0.0	0.0	8.7	0.0
Incr Delay (d2), s/veh	0.9	0.0	1.0				0.0	0.1	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	2.8				0.0	0.9	0.0	0.0	2.4	0.0
LnGrp Delay(d),s/veh	9.6	0.0	9.6				0.0	7.7	0.0	0.0	9.0	0.0
LnGrp LOS	A		A					A			A	
Approach Vol, veh/h		777						422			660	
Approach Delay, s/veh		9.6						7.7			9.0	
Approach LOS		A						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		16.9		17.5		16.9		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		51.5		59.5		51.5		
Max Q Clear Time (g_c+I1), s		4.0		8.5		7.1		
Green Ext Time (p_c), s		3.2		4.5		5.3		

Intersection Summary	
HCM 2010 Ctrl Delay	9.0
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	351	79	202	469	150	50	313	279	105	483	98
Future Volume (veh/h)	116	351	79	202	469	150	50	313	279	105	483	98
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	122	369	83	213	494	158	53	329	294	111	508	103
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	160	589	131	270	705	224	85	476	417	145	881	178
Arrive On Green	0.09	0.21	0.21	0.15	0.27	0.27	0.05	0.27	0.27	0.08	0.30	0.30
Sat Flow, veh/h	1757	2851	634	1757	2618	832	1757	1771	1552	1757	2907	587
Grp Volume(v), veh/h	122	225	227	213	330	322	53	326	297	111	305	306
Grp Sat Flow(s),veh/h/ln	1757	1752	1733	1757	1752	1698	1757	1752	1571	1757	1752	1741
Q Serve(g_s), s	4.2	7.3	7.4	7.3	10.6	10.7	1.8	10.4	10.7	3.9	9.2	9.3
Cycle Q Clear(g_c), s	4.2	7.3	7.4	7.3	10.6	10.7	1.8	10.4	10.7	3.9	9.2	9.3
Prop In Lane	1.00		0.37	1.00		0.49	1.00		0.99	1.00		0.34
Lane Grp Cap(c), veh/h	160	362	358	270	472	457	85	471	422	145	531	528
V/C Ratio(X)	0.76	0.62	0.63	0.79	0.70	0.70	0.63	0.69	0.71	0.76	0.57	0.58
Avail Cap(c_a), veh/h	493	688	681	746	941	912	296	969	869	465	1138	1131
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	22.5	22.6	25.4	20.5	20.5	29.1	20.5	20.6	28.0	18.3	18.4
Incr Delay (d2), s/veh	7.4	1.7	1.9	5.1	1.9	2.0	7.4	1.8	2.2	8.1	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	3.7	3.7	3.9	5.3	5.3	1.1	5.2	4.9	2.2	4.6	4.6
LnGrp Delay(d),s/veh	35.1	24.3	24.4	30.6	22.4	22.5	36.5	22.3	22.8	36.1	19.3	19.4
LnGrp LOS	D	C	C	C	C	C	D	C	C	D	B	B
Approach Vol, veh/h		574			865			676			722	
Approach Delay, s/veh		26.6			24.5			23.6			21.9	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	21.2	14.1	17.4	7.5	23.4	10.2	21.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	16.5	34.5	26.5	24.5	10.5	40.5	17.5	33.5
Max Q Clear Time (g_c+I1), s	5.9	12.7	9.3	9.4	3.8	11.3	6.2	12.7
Green Ext Time (p_c), s	0.2	4.1	0.5	2.4	0.0	4.1	0.2	4.1

Intersection Summary	
HCM 2010 Ctrl Delay	24.1
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	317	62	39	146	38	38
Future Vol, veh/h	317	62	39	146	38	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	450
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	327	64	40	151	39	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	391	0	590	359
Stage 1	-	-	-	-	359	-
Stage 2	-	-	-	-	231	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1162	-	469	683
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	805	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1162	-	453	683
Mov Cap-2 Maneuver	-	-	-	-	453	-
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	778	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	453	683	-	-	1162	-
HCM Lane V/C Ratio	0.086	0.057	-	-	0.035	-
HCM Control Delay (s)	13.7	10.6	-	-	8.2	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	869	24	0	7	19	1	5	10	209	45	76
Future Volume (veh/h)	174	869	24	0	7	19	1	5	10	209	45	76
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1900	1845	1900
Adj Flow Rate, veh/h	179	896	25	0	7	20	1	5	10	215	46	78
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	228	1049	29	3	164	470	442	152	304	341	62	93
Arrive On Green	0.13	0.59	0.59	0.00	0.39	0.39	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1757	1786	50	1757	423	1208	1250	550	1100	910	223	339
Grp Volume(v), veh/h	179	0	921	0	0	27	1	0	15	339	0	0
Grp Sat Flow(s),veh/h/ln	1757	0	1836	1757	0	1631	1250	0	1650	1472	0	0
Q Serve(g_s), s	6.5	0.0	27.3	0.0	0.0	0.7	0.0	0.0	0.4	13.8	0.0	0.0
Cycle Q Clear(g_c), s	6.5	0.0	27.3	0.0	0.0	0.7	0.0	0.0	0.4	14.2	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.74	1.00		0.67	0.63		0.23
Lane Grp Cap(c), veh/h	228	0	1078	3	0	634	442	0	456	496	0	0
V/C Ratio(X)	0.78	0.00	0.85	0.00	0.00	0.04	0.00	0.00	0.03	0.68	0.00	0.00
Avail Cap(c_a), veh/h	585	0	1887	134	0	1258	741	0	851	848	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.7	0.0	11.2	0.0	0.0	12.5	17.2	0.0	17.4	22.4	0.0	0.0
Incr Delay (d2), s/veh	5.9	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	14.2	0.0	0.0	0.3	0.0	0.0	0.2	6.0	0.0	0.0
LnGrp Delay(d),s/veh	33.6	0.0	13.3	0.0	0.0	12.5	17.2	0.0	17.4	24.1	0.0	0.0
LnGrp LOS	C		B			B	B		B	C		
Approach Vol, veh/h		1100			27			16			339	
Approach Delay, s/veh		16.6			12.5			17.4			24.1	
Approach LOS		B			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		22.7	0.0	43.1		22.7	13.0	30.1
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		33.9	5.0	67.6		33.9	21.9	50.7
Max Q Clear Time (g_c+I1), s		2.4	0.0	29.3		16.2	8.5	2.7
Green Ext Time (p_c), s		0.0	0.0	9.3		1.9	0.4	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	18.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	601	297	10	505	81	151	235	22	198	556	136
Future Volume (veh/h)	21	601	297	10	505	81	151	235	22	198	556	136
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	26	751	371	12	631	101	189	294	28	248	695	170
Adj No. of Lanes	1	2	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	220	1191	533	181	1029	164	237	962	91	302	934	228
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.14	0.30	0.30	0.17	0.33	0.33
Sat Flow, veh/h	714	3505	1568	495	3028	484	1757	3237	306	1757	2794	683
Grp Volume(v), veh/h	26	751	371	12	365	367	189	158	164	248	436	429
Grp Sat Flow(s),veh/h/ln	714	1752	1568	495	1752	1759	1757	1752	1791	1757	1752	1724
Q Serve(g_s), s	2.2	12.7	14.5	1.5	12.3	12.3	7.4	4.9	5.0	9.6	15.6	15.6
Cycle Q Clear(g_c), s	14.6	12.7	14.5	14.2	12.3	12.3	7.4	4.9	5.0	9.6	15.6	15.6
Prop In Lane	1.00		1.00	1.00		0.28	1.00		0.17	1.00		0.40
Lane Grp Cap(c), veh/h	220	1191	533	181	596	598	237	521	532	302	586	576
V/C Ratio(X)	0.12	0.63	0.70	0.07	0.61	0.61	0.80	0.30	0.31	0.82	0.74	0.74
Avail Cap(c_a), veh/h	396	2054	919	303	1027	1031	583	903	923	707	1027	1011
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	19.6	20.2	25.6	19.5	19.5	29.7	19.2	19.2	28.3	20.9	20.9
Incr Delay (d2), s/veh	0.2	0.6	1.7	0.2	1.0	1.0	6.0	0.3	0.3	5.5	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	6.2	6.5	0.2	6.0	6.1	4.0	2.4	2.5	5.1	7.8	7.7
LnGrp Delay(d),s/veh	25.8	20.2	21.9	25.8	20.5	20.5	35.7	19.5	19.6	33.8	22.8	22.8
LnGrp LOS	C	C	C	C	C	C	D	B	B	C	C	C
Approach Vol, veh/h		1148			744			511			1113	
Approach Delay, s/veh		20.9			20.6			25.5			25.2	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		28.6	14.1	28.2		28.6	16.7	25.6
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		41.5	23.5	41.5		41.5	28.5	36.5
Max Q Clear Time (g_c+I1), s		16.6	9.4	17.6		16.2	11.6	7.0
Green Ext Time (p_c), s		7.5	0.4	6.0		5.1	0.6	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	22.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	732	95	143	425	34	23	20	90	67	59	4
Future Volume (veh/h)	6	732	95	143	425	34	23	20	90	67	59	4
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1900	1845	1845	1900	1845	1845
Adj Flow Rate, veh/h	6	771	100	151	447	36	24	21	95	71	62	4
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	14	1033	134	191	1420	114	77	46	595	77	46	595
Arrive On Green	0.01	0.33	0.33	0.11	0.43	0.43	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1757	3121	405	1757	3287	264	8	121	1568	9	122	1568
Grp Volume(v), veh/h	6	433	438	151	238	245	45	0	95	133	0	4
Grp Sat Flow(s),veh/h/ln	1757	1752	1773	1757	1752	1798	129	0	1568	131	0	1568
Q Serve(g_s), s	0.3	16.4	16.4	6.3	6.7	6.7	0.3	0.0	3.0	0.3	0.0	0.1
Cycle Q Clear(g_c), s	0.3	16.4	16.4	6.3	6.7	6.7	28.4	0.0	3.0	28.4	0.0	0.1
Prop In Lane	1.00		0.23	1.00		0.15	0.53		1.00	0.53		1.00
Lane Grp Cap(c), veh/h	14	580	587	191	757	777	123	0	595	124	0	595
V/C Ratio(X)	0.44	0.75	0.75	0.79	0.31	0.32	0.37	0.00	0.16	1.08	0.00	0.01
Avail Cap(c_a), veh/h	153	1231	1245	599	1676	1720	125	0	598	126	0	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.9	22.2	22.2	32.5	14.0	14.0	19.5	0.0	15.3	27.8	0.0	14.4
Incr Delay (d2), s/veh	21.1	1.9	1.9	7.2	0.2	0.2	1.8	0.0	0.1	102.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	8.2	8.3	3.4	3.3	3.4	0.6	0.0	1.3	6.0	0.0	0.1
LnGrp Delay(d),s/veh	58.0	24.2	24.1	39.6	14.2	14.2	21.3	0.0	15.4	130.4	0.0	14.4
LnGrp LOS	E	C	C	D	B	B	C		B	F		B
Approach Vol, veh/h		877			634			140			137	
Approach Delay, s/veh		24.4			20.3			17.3			127.0	
Approach LOS		C			C			B			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		32.9	12.7	29.4		32.9	5.1	37.0
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		28.5	25.5	52.5		28.5	6.5	71.5
Max Q Clear Time (g_c+I1), s		30.4	8.3	18.4		30.4	2.3	8.7
Green Ext Time (p_c), s		0.0	0.3	6.6		0.0	0.0	3.3

Intersection Summary	
HCM 2010 Ctrl Delay	30.2
HCM 2010 LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	914	273	0	590	324
Future Volume (veh/h)	0	914	273	0	590	324
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1845	0	1845	1845
Adj Flow Rate, veh/h	0	983	294	0	634	348
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	1632	1632	0	1120	515
Arrive On Green	0.00	0.47	0.47	0.00	0.33	0.33
Sat Flow, veh/h	0	3689	3689	0	3408	1568
Grp Volume(v), veh/h	0	983	294	0	634	348
Grp Sat Flow(s),veh/h/ln	0	1752	1752	0	1704	1568
Q Serve(g_s), s	0.0	9.1	2.1	0.0	6.7	8.4
Cycle Q Clear(g_c), s	0.0	9.1	2.1	0.0	6.7	8.4
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	1632	1632	0	1120	515
V/C Ratio(X)	0.00	0.60	0.18	0.00	0.57	0.68
Avail Cap(c_a), veh/h	0	5251	5251	0	3547	1632
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	8.7	6.8	0.0	12.1	12.7
Incr Delay (d2), s/veh	0.0	0.4	0.1	0.0	0.5	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.5	1.0	0.0	3.2	3.8
LnGrp Delay(d),s/veh	0.0	9.0	6.9	0.0	12.6	14.2
LnGrp LOS		A	A		B	B
Approach Vol, veh/h		983	294		982	
Approach Delay, s/veh		9.0	6.9		13.1	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		24.9		18.9		24.9		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		65.5		45.5		65.5		
Max Q Clear Time (g_c+I1), s		11.1		10.4		4.1		
Green Ext Time (p_c), s		9.2		4.0		2.1		

Intersection Summary	
HCM 2010 Ctrl Delay	10.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	236	55	84	213	48	142	228	110	72	461	12
Future Volume (veh/h)	50	236	55	84	213	48	142	228	110	72	461	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1845	1900	1845	1900
Adj Flow Rate, veh/h	56	265	62	94	239	54	160	256	124	81	518	13
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	0	2	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	308	447	105	282	451	102	357	375	318	119	804	21
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.20	0.20	0.20	0.26	0.26	0.26
Sat Flow, veh/h	1071	1447	338	1038	1457	329	1757	1845	1568	461	3109	81
Grp Volume(v), veh/h	56	0	327	94	0	293	160	256	124	320	0	292
Grp Sat Flow(s),veh/h/ln	1071	0	1785	1038	0	1787	1757	1845	1568	1822	0	1830
Q Serve(g_s), s	2.7	0.0	9.1	5.0	0.0	8.0	4.7	7.6	4.0	9.3	0.0	8.3
Cycle Q Clear(g_c), s	10.7	0.0	9.1	14.1	0.0	8.0	4.7	7.6	4.0	9.3	0.0	8.3
Prop In Lane	1.00		0.19	1.00		0.18	1.00		1.00	0.25		0.04
Lane Grp Cap(c), veh/h	308	0	552	282	0	552	357	375	318	471	0	473
V/C Ratio(X)	0.18	0.00	0.59	0.33	0.00	0.53	0.45	0.68	0.39	0.68	0.00	0.62
Avail Cap(c_a), veh/h	640	0	1105	604	0	1106	998	1048	891	1128	0	1133
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.2	0.0	17.2	23.2	0.0	16.8	20.6	21.7	20.3	19.7	0.0	19.3
Incr Delay (d2), s/veh	0.3	0.0	1.0	0.7	0.0	0.8	0.9	2.2	0.8	1.7	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	4.6	1.5	0.0	4.0	2.4	4.1	1.8	4.8	0.0	4.3
LnGrp Delay(d),s/veh	21.5	0.0	18.2	23.9	0.0	17.6	21.5	23.9	21.1	21.4	0.0	20.6
LnGrp LOS	C		B	C		B	C	C	C	C		C
Approach Vol, veh/h		383			387			540			612	
Approach Delay, s/veh		18.7			19.1			22.6			21.0	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		16.5		22.7		19.7		22.7
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		33.5		36.5		36.5		36.5
Max Q Clear Time (g_c+I1), s		9.6		12.7		11.3		16.1
Green Ext Time (p_c), s		2.4		2.3		3.9		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	20.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	104	0	75	1	379	64	150	1493	0
Future Volume (veh/h)	0	0	0	104	0	75	1	379	64	150	1493	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1845	1845	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	0	0	0	105	0	76	1	383	65	152	1508	0
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	0	207	0	284	0	176	3	1603	270	200	2265	0
Arrive On Green	0.00	0.00	0.00	0.11	0.00	0.11	0.00	0.53	0.53	0.11	0.65	0.00
Sat Flow, veh/h	0	1845	0	1392	0	1568	1757	3003	505	1757	3597	0
Grp Volume(v), veh/h	0	0	0	105	0	76	1	222	226	152	1508	0
Grp Sat Flow(s),veh/h/ln	0	1845	0	1392	0	1568	1757	1752	1755	1757	1752	0
Q Serve(g_s), s	0.0	0.0	0.0	4.1	0.0	2.5	0.0	3.8	3.9	4.7	15.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	4.1	0.0	2.5	0.0	3.8	3.9	4.7	15.0	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.29	1.00		0.00
Lane Grp Cap(c), veh/h	0	207	0	284	0	176	3	936	937	200	2265	0
V/C Ratio(X)	0.00	0.00	0.00	0.37	0.00	0.43	0.32	0.24	0.24	0.76	0.67	0.00
Avail Cap(c_a), veh/h	0	705	0	660	0	599	172	1946	1949	702	4951	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	24.0	0.0	23.3	28.1	7.0	7.0	24.2	6.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.8	0.0	1.7	50.4	0.1	0.1	5.8	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.6	0.0	1.2	0.1	1.8	1.9	2.6	7.2	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	24.8	0.0	25.0	78.5	7.1	7.1	30.0	6.5	0.0
LnGrp LOS				C		C	E	A	A	C	A	
Approach Vol, veh/h		0			181			449			1660	
Approach Delay, s/veh		0.0			24.9			7.3			8.7	
Approach LOS					C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.9	34.6		10.8	4.6	40.9		10.8
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	22.5	62.5		21.5	5.5	79.5		21.5
Max Q Clear Time (g_c+I1), s	6.7	5.9		0.0	2.0	17.0		6.1
Green Ext Time (p_c), s	0.3	3.0		0.0	0.0	19.3		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	9.7
HCM 2010 LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	170	87	372	99	283	1451
Future Volume (veh/h)	170	87	372	99	283	1451
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1900	1845	1845
Adj Flow Rate, veh/h	181	93	396	105	301	1544
Adj No. of Lanes	2	1	2	0	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	380	175	1083	284	383	2468
Arrive On Green	0.11	0.11	0.39	0.39	0.22	0.70
Sat Flow, veh/h	3408	1568	2841	721	1757	3597
Grp Volume(v), veh/h	181	93	251	250	301	1544
Grp Sat Flow(s),veh/h/ln	1704	1568	1752	1717	1757	1752
Q Serve(g_s), s	2.4	2.7	4.9	5.0	7.9	11.4
Cycle Q Clear(g_c), s	2.4	2.7	4.9	5.0	7.9	11.4
Prop In Lane	1.00	1.00		0.42	1.00	
Lane Grp Cap(c), veh/h	380	175	690	677	383	2468
V/C Ratio(X)	0.48	0.53	0.36	0.37	0.79	0.63
Avail Cap(c_a), veh/h	1572	723	1455	1426	1567	6359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.3	20.5	10.5	10.5	18.0	3.8
Incr Delay (d2), s/veh	0.9	2.5	0.3	0.3	3.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.3	2.4	2.4	4.1	5.5
LnGrp Delay(d),s/veh	21.3	23.0	10.8	10.8	21.6	4.1
LnGrp LOS	C	C	B	B	C	A
Approach Vol, veh/h	274		501			1845
Approach Delay, s/veh	21.9		10.8			6.9
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.1	23.7				38.8		9.9
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	43.5	40.5				88.5		22.5
Max Q Clear Time (g_c+I1), s	9.9	7.0				13.4		4.7
Green Ext Time (p_c), s	0.9	3.3				21.0		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	9.2
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	0	35	0	4	1	287	23	11	705	0
Future Volume (veh/h)	1	0	0	35	0	4	1	287	23	11	705	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	1	0	0	36	0	4	1	296	24	11	727	0
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	333	90	0	336	0	77	7	1425	115	26	1567	0
Arrive On Green	0.05	0.00	0.00	0.05	0.00	0.05	0.00	0.43	0.43	0.01	0.45	0.00
Sat Flow, veh/h	1393	1845	0	1392	0	1568	1757	3286	265	1757	3597	0
Grp Volume(v), veh/h	1	0	0	36	0	4	1	157	163	11	727	0
Grp Sat Flow(s),veh/h/ln	1393	1845	0	1392	0	1568	1757	1752	1798	1757	1752	0
Q Serve(g_s), s	0.0	0.0	0.0	0.7	0.0	0.1	0.0	1.5	1.5	0.2	3.9	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.7	0.0	0.1	0.0	1.5	1.5	0.2	3.9	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.15	1.00		0.00
Lane Grp Cap(c), veh/h	333	90	0	336	0	77	7	760	780	26	1567	0
V/C Ratio(X)	0.00	0.00	0.00	0.11	0.00	0.05	0.15	0.21	0.21	0.43	0.46	0.00
Avail Cap(c_a), veh/h	1587	1751	0	1589	0	1488	687	4534	4651	752	9198	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.2	0.0	0.0	12.5	0.0	12.2	13.4	4.7	4.7	13.1	5.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.3	10.4	0.1	0.1	10.8	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.7	0.8	0.2	1.9	0.0
LnGrp Delay(d),s/veh	12.2	0.0	0.0	12.6	0.0	12.5	23.8	4.9	4.9	23.9	5.4	0.0
LnGrp LOS	B			B		B	C	A	A	C	A	
Approach Vol, veh/h		1			40			321			738	
Approach Delay, s/veh		12.2			12.6			4.9			5.7	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.9	16.2		5.8	4.5	16.5		5.8
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	11.5	69.5		25.5	10.5	70.5		25.5
Max Q Clear Time (g_c+I1), s	2.2	3.5		2.1	2.0	5.9		2.7
Green Ext Time (p_c), s	0.0	2.1		0.0	0.0	6.1		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	5.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	2	6	100	1	62	9	613	36	11	2440	2
Future Volume (veh/h)	7	2	6	100	1	62	9	613	36	11	2440	2
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1845	1845	1900	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	7	2	6	85	28	65	9	639	38	11	2542	2
Adj No. of Lanes	0	1	0	1	1	0	1	2	1	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	70	27	31	184	42	97	19	2712	1213	23	2788	2
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.01	0.77	0.77	0.01	0.78	0.78
Sat Flow, veh/h	236	318	369	1388	494	1148	1757	3505	1568	1757	3594	3
Grp Volume(v), veh/h	15	0	0	85	0	93	9	639	38	11	1239	1305
Grp Sat Flow(s),veh/h/ln	923	0	0	1388	0	1642	1757	1752	1568	1757	1752	1844
Q Serve(g_s), s	0.0	0.0	0.0	0.6	0.0	5.8	0.5	5.3	0.6	0.7	56.8	56.9
Cycle Q Clear(g_c), s	5.8	0.0	0.0	6.4	0.0	5.8	0.5	5.3	0.6	0.7	56.8	56.9
Prop In Lane	0.47		0.40	1.00		0.70	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	128	0	0	184	0	139	19	2712	1213	23	1360	1431
V/C Ratio(X)	0.12	0.00	0.00	0.46	0.00	0.67	0.47	0.24	0.03	0.48	0.91	0.91
Avail Cap(c_a), veh/h	254	0	0	305	0	282	84	2789	1248	84	1395	1468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	0.0	0.0	46.9	0.0	46.6	51.6	3.3	2.8	51.4	9.0	9.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	1.8	0.0	5.5	16.4	0.0	0.0	14.7	9.2	8.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	2.5	0.0	2.8	0.3	2.5	0.3	0.4	30.3	31.8
LnGrp Delay(d),s/veh	44.8	0.0	0.0	48.7	0.0	52.1	68.0	3.3	2.8	66.1	18.2	17.8
LnGrp LOS	D			D		D	E	A	A	E	B	B
Approach Vol, veh/h		15			178			686			2555	
Approach Delay, s/veh		44.8			50.5			4.1			18.2	
Approach LOS		D			D			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.9	85.7		13.4	5.7	85.9		13.4
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	83.5		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	2.7	7.3		7.8	2.5	58.9		8.4
Green Ext Time (p_c), s	0.0	5.3		0.0	0.0	22.5		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	17.2
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	7	39	118	14	5	24	560	49	32	2300	28
Future Volume (veh/h)	9	7	39	118	14	5	24	560	49	32	2300	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	9	7	41	124	15	5	25	589	52	34	2421	29
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	236	32	186	209	180	60	42	2515	1125	51	2532	1133
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.02	0.72	0.72	0.03	0.72	0.72
Sat Flow, veh/h	1373	234	1369	1339	1325	442	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	9	0	48	124	0	20	25	589	52	34	2421	29
Grp Sat Flow(s),veh/h/ln	1373	0	1603	1339	0	1767	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	0.7	0.0	3.1	10.4	0.0	1.1	1.6	6.5	1.1	2.2	71.0	0.6
Cycle Q Clear(g_c), s	1.8	0.0	3.1	13.5	0.0	1.1	1.6	6.5	1.1	2.2	71.0	0.6
Prop In Lane	1.00		0.85	1.00		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	236	0	217	209	0	240	42	2515	1125	51	2532	1133
V/C Ratio(X)	0.04	0.00	0.22	0.59	0.00	0.08	0.59	0.23	0.05	0.67	0.96	0.03
Avail Cap(c_a), veh/h	265	0	252	237	0	278	77	2515	1125	101	2555	1143
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.1	0.0	44.1	50.1	0.0	43.3	55.4	5.5	4.7	55.1	14.3	4.5
Incr Delay (d2), s/veh	0.1	0.0	0.5	3.1	0.0	0.1	12.7	0.0	0.0	14.3	9.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.4	4.0	0.0	0.6	0.9	3.1	0.5	1.3	37.0	0.3
LnGrp Delay(d),s/veh	44.1	0.0	44.6	53.2	0.0	43.4	68.0	5.5	4.7	69.3	23.8	4.5
LnGrp LOS	D		D	D		D	E	A	A	E	C	A
Approach Vol, veh/h		57			144			666			2484	
Approach Delay, s/veh		44.5			51.9			7.8			24.2	
Approach LOS		D			D			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.8	86.7		20.0	7.2	87.3		20.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	6.6	81.9		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	4.2	8.5		5.1	3.6	73.0		15.5
Green Ext Time (p_c), s	0.0	4.9		0.1	0.0	9.8		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	22.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	593	11	203	1300	199	22	347	123	147	753	698
Future Volume (veh/h)	253	593	11	203	1300	199	22	347	123	147	753	698
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	269	631	12	216	1383	0	23	369	131	156	801	743
Adj No. of Lanes	2	3	0	2	3	1	1	2	1	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	331	1739	33	286	1654	515	85	1028	460	189	1235	552
Arrive On Green	0.10	0.34	0.34	0.08	0.33	0.00	0.05	0.29	0.29	0.11	0.35	0.35
Sat Flow, veh/h	3408	5088	97	3408	5036	1568	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	269	416	227	216	1383	0	23	369	131	156	801	743
Grp Sat Flow(s),veh/h/ln	1704	1679	1828	1704	1679	1568	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	8.0	9.6	9.7	6.4	26.3	0.0	1.3	8.6	6.7	9.0	19.9	36.5
Cycle Q Clear(g_c), s	8.0	9.6	9.7	6.4	26.3	0.0	1.3	8.6	6.7	9.0	19.9	36.5
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	331	1147	625	286	1654	515	85	1028	460	189	1235	552
V/C Ratio(X)	0.81	0.36	0.36	0.76	0.84	0.00	0.27	0.36	0.28	0.83	0.65	1.34
Avail Cap(c_a), veh/h	349	1147	625	428	1794	558	305	1204	539	321	1235	552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.8	25.6	25.6	46.4	32.2	0.0	47.5	28.9	28.2	45.3	28.2	33.5
Incr Delay (d2), s/veh	13.0	0.2	0.4	4.2	3.4	0.0	1.7	0.2	0.3	8.9	1.2	167.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	4.5	4.9	3.2	12.7	0.0	0.7	4.2	2.9	4.8	9.8	41.3
LnGrp Delay(d),s/veh	58.9	25.8	26.0	50.6	35.6	0.0	49.2	29.1	28.6	54.2	29.4	200.6
LnGrp LOS	E	C	C	D	D		D	C	C	D	C	F
Approach Vol, veh/h		912			1599			523			1700	
Approach Delay, s/veh		35.6			37.6			29.9			106.5	
Approach LOS		D			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	39.9	9.5	41.0	14.6	38.5	15.6	34.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	13.6	34.5	18.0	36.5	10.6	36.9	18.9	35.6
Max Q Clear Time (g_c+I1), s	10.4	11.7	3.3	38.5	10.0	28.3	11.0	10.6
Green Ext Time (p_c), s	0.3	4.3	0.0	0.0	0.1	5.7	0.2	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	61.1
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	713	200	367	420	51	77	27	256	30	562	1264
Future Volume (veh/h)	142	713	200	367	420	51	77	27	256	30	562	1264
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	153	767	215	395	452	0	83	29	275	32	604	1359
Adj No. of Lanes	1	3	1	2	1	1	1	1	2	1	1	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	182	1200	374	464	500	425	105	801	1199	50	743	1112
Arrive On Green	0.10	0.24	0.24	0.14	0.27	0.00	0.06	0.43	0.43	0.03	0.40	0.40
Sat Flow, veh/h	1757	5036	1568	3408	1845	1568	1757	1845	2760	1757	1845	2760
Grp Volume(v), veh/h	153	767	215	395	452	0	83	29	275	32	604	1359
Grp Sat Flow(s),veh/h/ln	1757	1679	1568	1704	1845	1568	1757	1845	1380	1757	1845	1380
Q Serve(g_s), s	9.4	15.1	13.4	12.5	26.1	0.0	5.1	1.0	6.9	2.0	32.1	44.5
Cycle Q Clear(g_c), s	9.4	15.1	13.4	12.5	26.1	0.0	5.1	1.0	6.9	2.0	32.1	44.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	182	1200	374	464	500	425	105	801	1199	50	743	1112
V/C Ratio(X)	0.84	0.64	0.58	0.85	0.90	0.00	0.79	0.04	0.23	0.64	0.81	1.22
Avail Cap(c_a), veh/h	215	1455	453	559	610	518	119	801	1199	103	743	1112
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.6	37.8	37.1	46.6	38.9	0.0	51.2	18.0	19.6	53.1	29.3	33.0
Incr Delay (d2), s/veh	22.2	0.7	1.4	10.4	15.0	0.0	26.5	0.0	0.1	13.0	6.9	108.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	7.1	5.9	6.5	15.4	0.0	3.3	0.5	2.6	1.1	17.7	33.5
LnGrp Delay(d),s/veh	70.8	38.5	38.5	57.0	53.9	0.0	77.8	18.0	19.7	66.2	36.1	141.2
LnGrp LOS	E	D	D	E	D		E	B	B	E	D	F
Approach Vol, veh/h		1135			847			387			1995	
Approach Delay, s/veh		42.9			55.3			32.0			108.2	
Approach LOS		D			E			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.5	30.8	11.1	49.0	15.9	34.4	7.6	52.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.1	31.9	7.5	44.5	13.5	36.5	6.5	45.5
Max Q Clear Time (g_c+I1), s	14.5	17.1	7.1	46.5	11.4	28.1	4.0	8.9
Green Ext Time (p_c), s	0.5	5.4	0.0	0.0	0.1	1.8	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	74.2
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	269	0	0	563	0	205	0	134	0	0	0
Future Volume (veh/h)	0	269	0	0	563	0	205	0	134	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1845	0	0	1845	0	1845	0	1845			
Adj Flow Rate, veh/h	0	292	0	0	612	0	223	0	146			
Adj No. of Lanes	0	2	0	0	2	0	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	3	0	0	3	0	3	0	3			
Cap, veh/h	0	1453	0	0	1453	0	685	0	315			
Arrive On Green	0.00	0.41	0.00	0.00	0.41	0.00	0.20	0.00	0.20			
Sat Flow, veh/h	0	3689	0	0	3689	0	3408	0	1568			
Grp Volume(v), veh/h	0	292	0	0	612	0	223	0	146			
Grp Sat Flow(s),veh/h/ln	0	1752	0	0	1752	0	1704	0	1568			
Q Serve(g_s), s	0.0	1.2	0.0	0.0	2.9	0.0	1.3	0.0	1.9			
Cycle Q Clear(g_c), s	0.0	1.2	0.0	0.0	2.9	0.0	1.3	0.0	1.9			
Prop In Lane	0.00		0.00	0.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1453	0	0	1453	0	685	0	315			
V/C Ratio(X)	0.00	0.20	0.00	0.00	0.42	0.00	0.33	0.00	0.46			
Avail Cap(c_a), veh/h	0	4716	0	0	7112	0	4004	0	1842			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	4.4	0.0	0.0	4.9	0.0	8.0	0.0	8.2			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.2	0.0	0.3	0.0	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.0	0.0	1.4	0.0	0.6	0.0	0.9			
LnGrp Delay(d),s/veh	0.0	4.4	0.0	0.0	5.1	0.0	8.3	0.0	9.3			
LnGrp LOS		A			A		A		A			
Approach Vol, veh/h		292			612			369				
Approach Delay, s/veh		4.4			5.1			8.7				
Approach LOS		A			A			A				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		14.2				14.2		9.2
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		31.5				47.5		27.5
Max Q Clear Time (g_c+I1), s		3.2				4.9		3.9
Green Ext Time (p_c), s		2.0				4.8		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	6.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	18	11	19	49	52	28	287	63	175	1091	267
Future Volume (veh/h)	94	18	11	19	49	52	28	287	63	175	1091	267
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1900	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	96	18	0	19	50	53	29	293	64	179	1113	272
Adj No. of Lanes	1	1	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	134	141	0	36	96	101	55	1283	276	229	1527	371
Arrive On Green	0.08	0.08	0.00	0.07	0.07	0.07	0.03	0.45	0.45	0.13	0.55	0.55
Sat Flow, veh/h	1757	1845	0	532	1399	1472	1757	2870	618	1757	2798	679
Grp Volume(v), veh/h	96	18	0	65	0	57	29	177	180	179	694	691
Grp Sat Flow(s),veh/h/ln	1757	1845	0	1818	0	1585	1757	1752	1736	1757	1752	1725
Q Serve(g_s), s	3.5	0.6	0.0	2.2	0.0	2.3	1.1	4.0	4.1	6.4	19.3	19.7
Cycle Q Clear(g_c), s	3.5	0.6	0.0	2.2	0.0	2.3	1.1	4.0	4.1	6.4	19.3	19.7
Prop In Lane	1.00		0.00	0.29		0.93	1.00		0.36	1.00		0.39
Lane Grp Cap(c), veh/h	134	141	0	125	0	109	55	784	776	229	957	941
V/C Ratio(X)	0.71	0.13	0.00	0.52	0.00	0.53	0.53	0.23	0.23	0.78	0.73	0.73
Avail Cap(c_a), veh/h	496	521	0	508	0	443	149	1190	1178	585	1625	1599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	27.9	0.0	29.2	0.0	29.2	30.9	11.0	11.0	27.3	11.1	11.2
Incr Delay (d2), s/veh	6.9	0.4	0.0	3.3	0.0	3.9	7.6	0.1	0.2	5.8	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.3	0.0	1.2	0.0	1.1	0.6	2.0	2.0	3.5	9.5	9.5
LnGrp Delay(d),s/veh	36.1	28.3	0.0	32.5	0.0	33.1	38.5	11.2	11.2	33.1	12.1	12.3
LnGrp LOS	D	C		C		C	D	B	B	C	B	B
Approach Vol, veh/h		114			122			386			1564	
Approach Delay, s/veh		34.9			32.8			13.2			14.6	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.9	33.5		9.5	6.5	39.9		8.9
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	21.6	44.0		18.3	5.5	60.1		18.1
Max Q Clear Time (g_c+I1), s	8.4	6.1		5.5	3.1	21.7		4.3
Green Ext Time (p_c), s	0.4	2.3		0.2	0.0	13.7		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	16.4
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	6	7	16	19	0
Future Vol, veh/h	5	6	7	16	19	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	6	7	8	18	21	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.2	6.7	7.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	45%	0%	100%
Vol Thru, %	55%	30%	0%
Vol Right, %	0%	70%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	11	23	19
LT Vol	5	0	19
Through Vol	6	7	0
RT Vol	0	16	0
Lane Flow Rate	12	26	21
Geometry Grp	1	1	1
Degree of Util (X)	0.014	0.025	0.025
Departure Headway (Hd)	4.099	3.58	4.217
Convergence, Y/N	Yes	Yes	Yes
Cap	876	1002	852
Service Time	2.112	1.594	2.227
HCM Lane V/C Ratio	0.014	0.026	0.025
HCM Control Delay	7.2	6.7	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.1	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1	5	64	3	8	2	607	35	23	2410	13
Future Volume (veh/h)	3	1	5	64	3	8	2	607	35	23	2410	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	3	1	5	67	3	8	2	632	36	24	2510	14
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	70	30	64	151	4	10	5	2606	148	43	2839	16
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.00	0.77	0.77	0.02	0.79	0.79
Sat Flow, veh/h	318	434	939	1242	56	148	1757	3371	192	1757	3574	20
Grp Volume(v), veh/h	9	0	0	78	0	0	2	328	340	24	1230	1294
Grp Sat Flow(s),veh/h/ln	1690	0	0	1446	0	0	1757	1752	1811	1757	1752	1841
Q Serve(g_s), s	0.0	0.0	0.0	4.8	0.0	0.0	0.1	5.2	5.3	1.4	48.5	48.8
Cycle Q Clear(g_c), s	0.5	0.0	0.0	5.3	0.0	0.0	0.1	5.2	5.3	1.4	48.5	48.8
Prop In Lane	0.33		0.56	0.86		0.10	1.00		0.11	1.00		0.01
Lane Grp Cap(c), veh/h	163	0	0	165	0	0	5	1354	1399	43	1392	1463
V/C Ratio(X)	0.06	0.00	0.00	0.47	0.00	0.00	0.42	0.24	0.24	0.56	0.88	0.88
Avail Cap(c_a), veh/h	335	0	0	325	0	0	89	1438	1486	107	1456	1530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.8	0.0	0.0	45.9	0.0	0.0	49.9	3.2	3.2	48.4	7.1	7.1
Incr Delay (d2), s/veh	0.1	0.0	0.0	2.1	0.0	0.0	50.0	0.1	0.1	11.1	6.6	6.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	2.2	0.0	0.0	0.1	2.5	2.6	0.8	25.4	26.7
LnGrp Delay(d),s/veh	43.9	0.0	0.0	48.0	0.0	0.0	100.0	3.3	3.3	59.4	13.7	13.5
LnGrp LOS	D			D			F	A	A	E	B	B
Approach Vol, veh/h		9			78			670			2548	
Approach Delay, s/veh		43.9			48.0			3.6			14.0	
Approach LOS		D			D			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.9	82.0		11.3	4.8	84.2		11.3
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	6.1	82.3		18.1	5.1	83.3		18.1
Max Q Clear Time (g_c+I1), s	3.4	7.3		2.5	2.1	50.8		7.3
Green Ext Time (p_c), s	0.0	4.8		0.0	0.0	28.9		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	12.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	539	10	108	2393	5	2	2	70	2	1	2
Future Volume (veh/h)	3	539	10	108	2393	5	2	2	70	2	1	2
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1900	1845	1900	1900	1845	1900
Adj Flow Rate, veh/h	3	580	11	116	2573	5	2	2	75	2	1	2
Adj No. of Lanes	1	2	1	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	7	2522	1128	145	2798	1252	37	4	97	77	39	44
Arrive On Green	0.00	0.72	0.72	0.08	0.80	0.80	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	1757	3505	1568	1757	3505	1568	17	62	1495	424	597	681
Grp Volume(v), veh/h	3	580	11	116	2573	5	79	0	0	5	0	0
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1752	1568	1575	0	0	1702	0	0
Q Serve(g_s), s	0.2	5.6	0.2	6.6	56.5	0.1	1.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	5.6	0.2	6.6	56.5	0.1	5.0	0.0	0.0	0.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.03		0.95	0.40		0.40
Lane Grp Cap(c), veh/h	7	2522	1128	145	2798	1252	138	0	0	160	0	0
V/C Ratio(X)	0.43	0.23	0.01	0.80	0.92	0.00	0.57	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	87	2522	1128	268	2884	1290	315	0	0	328	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.4	4.8	4.0	45.7	7.8	2.1	46.7	0.0	0.0	44.5	0.0	0.0
Incr Delay (d2), s/veh	36.3	0.0	0.0	9.6	5.3	0.0	3.7	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.7	0.1	3.6	28.5	0.0	2.3	0.0	0.0	0.1	0.0	0.0
LnGrp Delay(d),s/veh	86.7	4.8	4.0	55.3	13.1	2.1	50.4	0.0	0.0	44.6	0.0	0.0
LnGrp LOS	F	A	A	E	B	A	D			D		
Approach Vol, veh/h		594			2694			79			5	
Approach Delay, s/veh		5.2			14.9			50.4			44.6	
Approach LOS		A			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.9	77.5		11.1	4.9	85.5		11.1
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	15.5	73.0		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	8.6	7.6		2.3	2.2	58.5		7.0
Green Ext Time (p_c), s	0.1	4.7		0.0	0.0	22.5		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	14.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	344	59	0	0	0	0	0	114	0	148	227
Future Volume (veh/h)	0	344	59	0	0	0	0	0	114	0	148	227
Number	5	2	12				3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1845				0	1845	1845	0	1845	1845
Adj Flow Rate, veh/h	0	447	77				0	0	0	0	192	0
Adj No. of Lanes	0	1	1				0	1	1	0	2	1
Peak Hour Factor	0.77	0.77	0.77				0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	3	3				0	3	3	0	3	3
Cap, veh/h	0	0	0				0	423	359	0	803	359
Arrive On Green	0.00	0.00	0.00				0.00	0.00	0.00	0.00	0.23	0.00
Sat Flow, veh/h		0					0	1845	1568	0	3597	1568
Grp Volume(v), veh/h		0.0					0	0	0	0	192	0
Grp Sat Flow(s),veh/h/ln							0	1845	1568	0	1752	1568
Q Serve(g_s), s							0.0	0.0	0.0	0.0	0.3	0.0
Cycle Q Clear(g_c), s							0.0	0.0	0.0	0.0	0.3	0.0
Prop In Lane							0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h							0	423	359	0	803	359
V/C Ratio(X)							0.00	0.00	0.00	0.00	0.24	0.00
Avail Cap(c_a), veh/h							0	9322	7923	0	17711	7923
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	0.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh							0.0	0.0	0.0	0.0	1.8	0.0
Incr Delay (d2), s/veh							0.0	0.0	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	0.0	0.0	0.0	0.1	0.0
LnGrp Delay(d),s/veh							0.0	0.0	0.0	0.0	2.0	0.0
LnGrp LOS											A	
Approach Vol, veh/h								0			192	
Approach Delay, s/veh								0.0			2.0	
Approach LOS											A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4				8
Phs Duration (G+Y+Rc), s				5.8				5.8
Change Period (Y+Rc), s				4.5				4.5
Max Green Setting (Gmax), s				29.5				29.5
Max Q Clear Time (g_c+I1), s				2.3				0.0
Green Ext Time (p_c), s				1.2				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	2.0
HCM 2010 LOS	A

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3	9	47	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	3	9	47	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	3	10	51	0	0	0	0	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	6.6	7.4	0	0
HCM LOS	A	A	-	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%
Vol Thru, %	100%	25%	0%	100%	100%
Vol Right, %	0%	75%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	12	47	0	0
LT Vol	0	0	47	0	0
Through Vol	0	3	0	0	0
RT Vol	0	9	0	0	0
Lane Flow Rate	0	13	51	0	0
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0	0.013	0.059	0	0
Departure Headway (Hd)	4.162	3.538	4.161	4.663	4.663
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	0	1014	866	0	0
Service Time	2.191	1.55	2.162	2.392	2.392
HCM Lane V/C Ratio	0	0.013	0.059	0	0
HCM Control Delay	7.2	6.6	7.4	7.4	7.4
HCM Lane LOS	N	A	A	N	N
HCM 95th-tile Q	0	0	0.2	0	0

Intersection	
Int Delay, s/veh	9.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	0	0	0	0	57
Future Vol, veh/h	0	0	0	0	0	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	0	0	0	74

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.93
Pot Cap-1 Maneuver	0	-	-	0	0	915
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	915
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	915
HCM Lane V/C Ratio	-	-	0.081
HCM Control Delay (s)	-	-	9.3
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	18	71	126	4	373	8	1412	63	362	383	5
Future Volume (veh/h)	75	18	71	126	4	373	8	1412	63	362	383	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	52	65	81	147	0	424	9	1605	0	411	435	6
Adj No. of Lanes	1	1	1	2	0	2	1	2	1	1	2	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	129	135	115	543	0	485	19	1434	641	347	2088	934
Arrive On Green	0.07	0.07	0.07	0.15	0.00	0.15	0.01	0.41	0.00	0.20	0.60	0.60
Sat Flow, veh/h	1757	1845	1568	3514	0	3136	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	52	65	81	147	0	424	9	1605	0	411	435	6
Grp Sat Flow(s),veh/h/ln	1757	1845	1568	1757	0	1568	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	3.1	3.7	5.5	4.0	0.0	14.4	0.6	44.5	0.0	21.5	6.2	0.2
Cycle Q Clear(g_c), s	3.1	3.7	5.5	4.0	0.0	14.4	0.6	44.5	0.0	21.5	6.2	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	129	135	115	543	0	485	19	1434	641	347	2088	934
V/C Ratio(X)	0.40	0.48	0.71	0.27	0.00	0.87	0.47	1.12	0.00	1.18	0.21	0.01
Avail Cap(c_a), veh/h	291	305	259	581	0	519	81	1434	641	347	2088	934
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.1	48.4	49.3	40.6	0.0	45.0	53.5	32.1	0.0	43.6	10.1	8.9
Incr Delay (d2), s/veh	2.0	2.6	7.7	0.3	0.0	14.7	16.6	63.7	0.0	108.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.0	2.6	2.0	0.0	7.2	0.4	34.0	0.0	20.8	3.0	0.1
LnGrp Delay(d),s/veh	50.2	51.1	56.9	40.8	0.0	59.6	70.1	95.8	0.0	151.8	10.2	8.9
LnGrp LOS	D	D	E	D		E	E	F		F	B	A
Approach Vol, veh/h		198			571			1614			852	
Approach Delay, s/veh		53.2			54.8			95.7			78.5	
Approach LOS		D			D			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	26.0	49.0		12.5	5.7	69.3		21.3
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	21.5	44.5		18.0	5.0	61.0		18.0
Max Q Clear Time (g_c+I1), s	23.5	46.5		7.5	2.6	8.2		16.4
Green Ext Time (p_c), s	0.0	0.0		0.5	0.0	3.3		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	81.4
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	1449	0	0	165	0
Future Volume (veh/h)	4	1449	0	0	165	0
Number	7	4			1	16
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845			1845	0
Adj Flow Rate, veh/h	4	1628			185	0
Adj No. of Lanes	1	1			2	0
Peak Hour Factor	0.89	0.89			0.89	0.89
Percent Heavy Veh, %	3	3			3	0
Cap, veh/h	1662	1745			0	0
Arrive On Green	0.95	0.95			0.00	0.00
Sat Flow, veh/h	1757	1845			0	
Grp Volume(v), veh/h	4	1628			0.0	
Grp Sat Flow(s),veh/h/ln	1757	1845				
Q Serve(g_s), s	0.0	33.8				
Cycle Q Clear(g_c), s	0.0	33.8				
Prop In Lane	1.00					
Lane Grp Cap(c), veh/h	1662	1745				
V/C Ratio(X)	0.00	0.93				
Avail Cap(c_a), veh/h	1952	2050				
HCM Platoon Ratio	1.00	1.00				
Upstream Filter(I)	1.00	1.00				
Uniform Delay (d), s/veh	0.1	1.0				
Incr Delay (d2), s/veh	0.0	7.7				
Initial Q Delay(d3),s/veh	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.0	17.3				
LnGrp Delay(d),s/veh	0.1	8.8				
LnGrp LOS	A	A				
Approach Vol, veh/h		1632				
Approach Delay, s/veh		8.8				
Approach LOS		A				

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4				
Phs Duration (G+Y+Rc), s				83.2				
Change Period (Y+Rc), s				4.5				
Max Green Setting (Gmax), s				92.5				
Max Q Clear Time (g_c+I1), s				35.8				
Green Ext Time (p_c), s				42.9				

Intersection Summary	
HCM 2010 Ctrl Delay	8.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	194	3	575	65	885	0	0	362	96
Future Volume (veh/h)	0	0	0	194	3	575	65	885	0	0	362	96
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1845	1900	1845	1845	0	0	1845	1845
Adj Flow Rate, veh/h				206	3	612	69	941	0	0	385	102
Adj No. of Lanes				0	2	0	1	2	0	0	2	1
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	3	0	3	3	0	0	3	3
Cap, veh/h				820	12	742	97	1356	0	0	967	411
Arrive On Green				0.47	0.47	0.47	0.06	0.39	0.00	0.00	0.26	0.26
Sat Flow, veh/h				1733	25	1568	1757	3597	0	0	3689	1568
Grp Volume(v), veh/h				209	0	612	69	941	0	0	385	102
Grp Sat Flow(s),veh/h/ln				1758	0	1568	1757	1752	0	0	1845	1568
Q Serve(g_s), s				4.6	0.0	21.7	2.5	14.5	0.0	0.0	5.5	3.3
Cycle Q Clear(g_c), s				4.6	0.0	21.7	2.5	14.5	0.0	0.0	5.5	3.3
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				832	0	742	97	1356	0	0	967	411
V/C Ratio(X)				0.25	0.00	0.82	0.71	0.69	0.00	0.00	0.40	0.25
Avail Cap(c_a), veh/h				1432	0	1277	395	3181	0	0	2261	961
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				10.1	0.0	14.7	30.0	16.6	0.0	0.0	19.6	18.8
Incr Delay (d2), s/veh				0.2	0.0	2.4	9.4	0.6	0.0	0.0	0.3	0.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.2	0.0	9.8	1.5	7.0	0.0	0.0	2.9	1.5
LnGrp Delay(d),s/veh				10.3	0.0	17.0	39.3	17.2	0.0	0.0	19.9	19.1
LnGrp LOS				B		B	D	B			B	B
Approach Vol, veh/h					821			1010			487	
Approach Delay, s/veh					15.3			18.7			19.7	
Approach LOS					B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		29.4			8.0	21.4		35.0
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		58.5			14.5	39.5		52.5
Max Q Clear Time (g_c+I1), s		16.5			4.5	7.5		23.7
Green Ext Time (p_c), s		8.4			0.1	3.1		6.8

Intersection Summary	
HCM 2010 Ctrl Delay	17.7
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	695	74	87	0	0	0	0	243	210	272	274	0
Future Volume (veh/h)	695	74	87	0	0	0	0	243	210	272	274	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845				0	1845	1845	1845	1845	0
Adj Flow Rate, veh/h	763	0	89				0	338	154	278	280	0
Adj No. of Lanes	2	0	1				0	2	1	1	2	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	1095	0	489				0	689	293	360	1720	0
Arrive On Green	0.31	0.00	0.31				0.00	0.19	0.19	0.21	0.49	0.00
Sat Flow, veh/h	3514	0	1568				0	3689	1568	1757	3597	0
Grp Volume(v), veh/h	763	0	89				0	338	154	278	280	0
Grp Sat Flow(s),veh/h/ln	1757	0	1568				0	1845	1568	1757	1752	0
Q Serve(g_s), s	8.7	0.0	1.9				0.0	3.7	4.0	6.8	2.0	0.0
Cycle Q Clear(g_c), s	8.7	0.0	1.9				0.0	3.7	4.0	6.8	2.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1095	0	489				0	689	293	360	1720	0
V/C Ratio(X)	0.70	0.00	0.18				0.00	0.49	0.53	0.77	0.16	0.00
Avail Cap(c_a), veh/h	3743	0	1671				0	1823	775	1370	4812	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.8	0.0	11.4				0.0	16.6	16.7	17.1	6.4	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.2				0.0	0.5	1.5	3.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.8				0.0	1.9	1.9	3.6	1.0	0.0
LnGrp Delay(d),s/veh	14.6	0.0	11.6				0.0	17.1	18.2	20.6	6.5	0.0
LnGrp LOS	B		B					B	B	C	A	
Approach Vol, veh/h		852						492			558	
Approach Delay, s/veh		14.3						17.4			13.5	
Approach LOS		B						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	13.8	13.0		18.7		26.8		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	35.5	22.5		48.5		62.5		
Max Q Clear Time (g_c+I1), s	10.8	6.0		10.7		4.0		
Green Ext Time (p_c), s	0.8	2.5		3.5		2.0		

Intersection Summary	
HCM 2010 Ctrl Delay	14.9
HCM 2010 LOS	B

Notes

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	477	0	0	352	74	59
Future Volume (veh/h)	477	0	0	352	74	59
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	0	0	1845	1845	1845
Adj Flow Rate, veh/h	492	0	0	363	76	61
Adj No. of Lanes	2	0	0	3	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	0	3	3	3
Cap, veh/h	1389	0	0	1996	237	212
Arrive On Green	0.40	0.00	0.00	0.40	0.13	0.13
Sat Flow, veh/h	3689	0	0	5368	1757	1568
Grp Volume(v), veh/h	492	0	0	363	76	61
Grp Sat Flow(s),veh/h/ln	1752	0	0	1679	1757	1568
Q Serve(g_s), s	1.9	0.0	0.0	0.9	0.8	0.7
Cycle Q Clear(g_c), s	1.9	0.0	0.0	0.9	0.8	0.7
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	1389	0	0	1996	237	212
V/C Ratio(X)	0.35	0.00	0.00	0.18	0.32	0.29
Avail Cap(c_a), veh/h	12865	0	0	18485	3705	3306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.1	0.0	0.0	3.8	7.5	7.5
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.4	0.4	0.3
LnGrp Delay(d),s/veh	4.2	0.0	0.0	3.8	8.3	8.2
LnGrp LOS	A			A	A	A
Approach Vol, veh/h	492			363	137	
Approach Delay, s/veh	4.2			3.8	8.3	
Approach LOS	A			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		12.1				12.1		7.1
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		70.5				70.5		40.5
Max Q Clear Time (g_c+I1), s		3.9				2.9		2.8
Green Ext Time (p_c), s		3.8				2.8		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	147	118	18	173	0	63	0	10	330	32	41
Future Volume (veh/h)	0	147	118	18	173	0	63	0	10	330	32	41
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1900	1845	1845	0	1845	0	1845	1845	1845	1900
Adj Flow Rate, veh/h	0	169	136	21	199	0	72	0	11	379	37	47
Adj No. of Lanes	0	2	0	1	2	0	1	0	1	2	1	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	3	3	3	3	0	3	0	3	3	3	3
Cap, veh/h	0	416	315	48	1470	0	0	0	0	820	172	219
Arrive On Green	0.00	0.22	0.22	0.03	0.42	0.00	0.00	0.00	0.00	0.23	0.23	0.23
Sat Flow, veh/h	0	1995	1440	1757	3597	0		0		3514	740	939
Grp Volume(v), veh/h	0	155	150	21	199	0		0.0		379	0	84
Grp Sat Flow(s),veh/h/ln	0	1752	1591	1757	1752	0				1757	0	1679
Q Serve(g_s), s	0.0	2.0	2.1	0.3	0.9	0.0				2.4	0.0	1.0
Cycle Q Clear(g_c), s	0.0	2.0	2.1	0.3	0.9	0.0				2.4	0.0	1.0
Prop In Lane	0.00		0.91	1.00		0.00				1.00		0.56
Lane Grp Cap(c), veh/h	0	383	348	48	1470	0				820	0	392
V/C Ratio(X)	0.00	0.40	0.43	0.44	0.14	0.00				0.46	0.00	0.21
Avail Cap(c_a), veh/h	0	1589	1442	508	4800	0				3864	0	1846
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.7	8.7	12.4	4.6	0.0				8.5	0.0	8.0
Incr Delay (d2), s/veh	0.0	0.7	0.8	6.3	0.0	0.0				0.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	1.0	0.2	0.4	0.0				1.2	0.0	0.5
LnGrp Delay(d),s/veh	0.0	9.4	9.6	18.7	4.7	0.0				8.9	0.0	8.3
LnGrp LOS		A	A	B	A					A		A
Approach Vol, veh/h		305			220						463	
Approach Delay, s/veh		9.5			6.0						8.8	
Approach LOS		A			A						A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	5.2	10.2		10.5		15.4		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	7.5	23.5		28.5		35.5		
Max Q Clear Time (g_c+I1), s	2.3	4.1		4.4		2.9		
Green Ext Time (p_c), s	0.0	1.7		1.9		1.3		

Intersection Summary	
HCM 2010 Ctrl Delay	8.4
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	9.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑			↑↑↑
Traffic Vol, veh/h	0	617	249	0	0	421
Future Vol, veh/h	0	617	249	0	0	421
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	671	271	0	0	458

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	136	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	-	-
Pot Cap-1 Maneuver	0	885	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	885	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	885	-
HCM Lane V/C Ratio	-	0.758	-
HCM Control Delay (s)	-	20.6	-
HCM Lane LOS	-	C	-
HCM 95th %tile Q(veh)	-	7.4	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	307	57	34	187	99	139	504	220	125	330	34
Future Volume (veh/h)	124	307	57	34	187	99	139	504	220	125	330	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1900	1845	1845	1900	1845	1900
Adj Flow Rate, veh/h	132	327	61	36	199	105	148	536	234	133	351	36
Adj No. of Lanes	1	2	1	1	2	0	0	2	1	0	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	171	693	310	64	308	156	212	813	451	186	521	55
Arrive On Green	0.10	0.20	0.20	0.04	0.14	0.14	0.29	0.29	0.29	0.21	0.21	0.21
Sat Flow, veh/h	1757	3505	1568	1757	2254	1142	736	2824	1568	879	2458	261
Grp Volume(v), veh/h	132	327	61	36	153	151	363	321	234	272	0	248
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1752	1643	1808	1752	1568	1801	0	1799
Q Serve(g_s), s	5.0	5.6	2.2	1.4	5.6	5.9	12.1	10.8	8.4	9.5	0.0	8.5
Cycle Q Clear(g_c), s	5.0	5.6	2.2	1.4	5.6	5.9	12.1	10.8	8.4	9.5	0.0	8.5
Prop In Lane	1.00		1.00	1.00		0.69	0.41		1.00	0.49		0.15
Lane Grp Cap(c), veh/h	171	693	310	64	239	225	520	504	451	382	0	381
V/C Ratio(X)	0.77	0.47	0.20	0.56	0.64	0.67	0.70	0.64	0.52	0.71	0.00	0.65
Avail Cap(c_a), veh/h	455	1529	684	195	505	474	1002	972	869	732	0	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.8	24.0	22.7	32.1	27.6	27.8	21.5	21.0	20.2	24.7	0.0	24.3
Incr Delay (d2), s/veh	7.2	0.5	0.3	7.6	2.8	3.5	1.7	1.3	0.9	2.5	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	2.7	1.0	0.8	2.9	2.9	6.3	5.4	3.8	5.0	0.0	4.4
LnGrp Delay(d),s/veh	37.0	24.5	23.0	39.6	30.4	31.2	23.2	22.3	21.1	27.2	0.0	26.2
LnGrp LOS	D	C	C	D	C	C	C	C	C	C		C
Approach Vol, veh/h		520			340			918			520	
Approach Delay, s/veh		27.5			31.8			22.3			26.7	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		24.0	7.0	17.9		18.8	11.1	13.7
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		37.5	7.5	29.5		27.5	17.5	19.5
Max Q Clear Time (g_c+I1), s		14.1	3.4	7.6		11.5	7.0	7.9
Green Ext Time (p_c), s		5.3	0.0	2.3		2.8	0.2	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	25.9
HCM 2010 LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	360	569	449	131	0	479
Future Volume (veh/h)	360	569	449	131	0	479
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1900	0	1845
Adj Flow Rate, veh/h	316	636	458	0	0	489
Adj No. of Lanes	1	2	3	0	0	3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	0	3
Cap, veh/h	669	1195	1449	0	0	1449
Arrive On Green	0.38	0.38	0.29	0.00	0.00	0.29
Sat Flow, veh/h	1757	3136	5368	0	0	5368
Grp Volume(v), veh/h	316	636	458	0	0	489
Grp Sat Flow(s),veh/h/ln	1757	1568	1679	0	0	1679
Q Serve(g_s), s	3.7	4.3	1.9	0.0	0.0	2.1
Cycle Q Clear(g_c), s	3.7	4.3	1.9	0.0	0.0	2.1
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	669	1195	1449	0	0	1449
V/C Ratio(X)	0.47	0.53	0.32	0.00	0.00	0.34
Avail Cap(c_a), veh/h	4428	7903	7874	0	0	7874
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	6.3	6.5	7.6	0.0	0.0	7.6
Incr Delay (d2), s/veh	0.5	0.4	0.1	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	1.8	0.9	0.0	0.0	1.0
LnGrp Delay(d),s/veh	6.9	6.9	7.7	0.0	0.0	7.8
LnGrp LOS	A	A	A			A
Approach Vol, veh/h	952		458			489
Approach Delay, s/veh	6.9		7.7			7.8
Approach LOS	A		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		12.3				12.3		14.9
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		42.5				42.5		68.5
Max Q Clear Time (g_c+I1), s		3.9				4.1		6.3
Green Ext Time (p_c), s		3.5				3.7		4.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.3
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	237	0	111	0	0	0	0	405	498	0	460	233
Future Volume (veh/h)	237	0	111	0	0	0	0	405	498	0	460	233
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1845				0	1845	1900	0	1845	1845
Adj Flow Rate, veh/h	272	0	128				0	466	0	0	529	0
Adj No. of Lanes	0	1	1				0	3	0	0	2	1
Peak Hour Factor	0.87	0.87	0.87				0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	3	3				0	3	3	0	3	3
Cap, veh/h	497	0	444				0	1802	0	0	1254	561
Arrive On Green	0.28	0.00	0.28				0.00	0.36	0.00	0.00	0.36	0.00
Sat Flow, veh/h	1757	0	1568				0	5368	0	0	3597	1568
Grp Volume(v), veh/h	272	0	128				0	466	0	0	529	0
Grp Sat Flow(s),veh/h/ln	1757	0	1568				0	1679	0	0	1752	1568
Q Serve(g_s), s	3.3	0.0	1.6				0.0	1.6	0.0	0.0	2.9	0.0
Cycle Q Clear(g_c), s	3.3	0.0	1.6				0.0	1.6	0.0	0.0	2.9	0.0
Prop In Lane	1.00		1.00				0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	497	0	444				0	1802	0	0	1254	561
V/C Ratio(X)	0.55	0.00	0.29				0.00	0.26	0.00	0.00	0.42	0.00
Avail Cap(c_a), veh/h	3681	0	3285				0	11756	0	0	8182	3660
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	7.6	0.0	7.0				0.0	5.7	0.0	0.0	6.1	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.4				0.0	0.1	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.7				0.0	0.7	0.0	0.0	1.4	0.0
LnGrp Delay(d),s/veh	8.6	0.0	7.4				0.0	5.8	0.0	0.0	6.3	0.0
LnGrp LOS	A		A					A			A	
Approach Vol, veh/h		400						466			529	
Approach Delay, s/veh		8.2						5.8			6.3	
Approach LOS		A						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		13.5		11.6		13.5		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		58.5		52.5		58.5		
Max Q Clear Time (g_c+I1), s		3.6		5.3		4.9		
Green Ext Time (p_c), s		3.6		2.3		4.1		

Intersection Summary	
HCM 2010 Ctrl Delay	6.7
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	361	55	143	330	104	114	705	194	80	286	38
Future Volume (veh/h)	106	361	55	143	330	104	114	705	194	80	286	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	118	401	61	159	367	116	127	783	216	89	318	42
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	153	560	85	202	557	174	164	1041	287	115	1109	145
Arrive On Green	0.09	0.18	0.18	0.12	0.21	0.21	0.09	0.38	0.38	0.07	0.36	0.36
Sat Flow, veh/h	1757	3054	461	1757	2632	821	1757	2716	749	1757	3117	408
Grp Volume(v), veh/h	118	229	233	159	243	240	127	505	494	89	178	182
Grp Sat Flow(s),veh/h/ln	1757	1752	1763	1757	1752	1700	1757	1752	1712	1757	1752	1773
Q Serve(g_s), s	4.7	8.8	8.9	6.3	9.0	9.3	5.0	17.8	17.8	3.6	5.2	5.3
Cycle Q Clear(g_c), s	4.7	8.8	8.9	6.3	9.0	9.3	5.0	17.8	17.8	3.6	5.2	5.3
Prop In Lane	1.00		0.26	1.00		0.48	1.00		0.44	1.00		0.23
Lane Grp Cap(c), veh/h	153	321	323	202	371	360	164	672	657	115	624	631
V/C Ratio(X)	0.77	0.71	0.72	0.79	0.65	0.67	0.77	0.75	0.75	0.77	0.28	0.29
Avail Cap(c_a), veh/h	396	572	576	480	656	636	411	1135	1109	320	1044	1056
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.9	27.4	27.4	30.7	25.7	25.8	31.6	19.1	19.1	32.8	16.5	16.5
Incr Delay (d2), s/veh	8.0	2.9	3.0	6.6	2.0	2.1	7.6	1.7	1.8	10.3	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	4.5	4.6	3.4	4.6	4.6	2.8	8.9	8.7	2.1	2.6	2.6
LnGrp Delay(d),s/veh	39.9	30.3	30.4	37.3	27.7	28.0	39.2	20.8	20.8	43.1	16.7	16.7
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	B	B
Approach Vol, veh/h		580			642			1126			449	
Approach Delay, s/veh		32.3			30.2			22.9			22.0	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	31.9	12.7	17.6	11.2	29.9	10.7	19.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	13.6	46.2	19.5	23.3	16.7	42.5	16.1	26.7
Max Q Clear Time (g_c+I1), s	5.6	19.8	8.3	10.9	7.0	7.3	6.7	11.3
Green Ext Time (p_c), s	0.1	7.5	0.3	2.2	0.2	2.3	0.2	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	26.4
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	6.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	62	45	26	181	236	35
Future Vol, veh/h	62	45	26	181	236	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	450
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	69	50	29	201	262	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	119	0	353	94
Stage 1	-	-	-	-	94	-
Stage 2	-	-	-	-	259	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1463	-	643	960
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	782	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1463	-	630	960
Mov Cap-2 Maneuver	-	-	-	-	630	-
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	766	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	14
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	630	960	-	-	1463	-
HCM Lane V/C Ratio	0.416	0.041	-	-	0.02	-
HCM Control Delay (s)	14.7	8.9	-	-	7.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	2	0.1	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	20	8	0	19	28	18	22	5	46	4	63
Future Volume (veh/h)	150	20	8	0	19	28	18	22	5	46	4	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1900	1845	1900
Adj Flow Rate, veh/h	160	21	9	0	20	30	19	23	5	49	4	67
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	251	538	230	8	59	88	561	215	47	314	11	115
Arrive On Green	0.14	0.44	0.44	0.00	0.09	0.09	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1757	1226	526	1757	667	1001	1311	1469	319	550	75	789
Grp Volume(v), veh/h	160	0	30	0	0	50	19	0	28	120	0	0
Grp Sat Flow(s),veh/h/ln	1757	0	1752	1757	0	1668	1311	0	1788	1414	0	0
Q Serve(g_s), s	1.9	0.0	0.2	0.0	0.0	0.6	0.0	0.0	0.3	1.5	0.0	0.0
Cycle Q Clear(g_c), s	1.9	0.0	0.2	0.0	0.0	0.6	0.2	0.0	0.3	1.8	0.0	0.0
Prop In Lane	1.00		0.30	1.00		0.60	1.00		0.18	0.41		0.56
Lane Grp Cap(c), veh/h	251	0	768	8	0	147	561	0	262	441	0	0
V/C Ratio(X)	0.64	0.00	0.04	0.00	0.00	0.34	0.03	0.00	0.11	0.27	0.00	0.00
Avail Cap(c_a), veh/h	3283	0	5012	405	0	2040	2759	0	3259	2929	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.8	0.0	3.5	0.0	0.0	9.3	8.0	0.0	8.0	8.7	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.0	0.0	1.4	0.0	0.0	0.2	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.1	0.0	0.0	0.3	0.1	0.0	0.2	0.7	0.0	0.0
LnGrp Delay(d),s/veh	11.5	0.0	3.5	0.0	0.0	10.6	8.0	0.0	8.2	9.0	0.0	0.0
LnGrp LOS	B		A			B	A		A	A		
Approach Vol, veh/h		190			50			47			120	
Approach Delay, s/veh		10.2			10.6			8.1			9.0	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		7.7	0.0	14.0		7.7	7.6	6.4
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		39.5	5.0	62.0		39.5	40.5	26.5
Max Q Clear Time (g_c+I1), s		2.3	0.0	2.2		3.8	3.9	2.6
Green Ext Time (p_c), s		0.2	0.0	0.2		0.7	0.5	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	9.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	754	100	3	417	88	118	472	24	48	182	70
Future Volume (veh/h)	122	754	100	3	417	88	118	472	24	48	182	70
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	128	794	105	3	439	93	124	497	25	51	192	74
Adj No. of Lanes	1	2	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	431	1516	678	310	1247	262	165	815	41	90	493	184
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.09	0.24	0.24	0.05	0.20	0.20
Sat Flow, veh/h	860	3505	1568	611	2884	606	1757	3396	171	1757	2501	932
Grp Volume(v), veh/h	128	794	105	3	266	266	124	256	266	51	133	133
Grp Sat Flow(s),veh/h/ln	860	1752	1568	611	1752	1738	1757	1752	1815	1757	1752	1680
Q Serve(g_s), s	5.7	8.1	2.0	0.2	4.9	5.0	3.4	6.3	6.4	1.4	3.2	3.4
Cycle Q Clear(g_c), s	10.7	8.1	2.0	8.3	4.9	5.0	3.4	6.3	6.4	1.4	3.2	3.4
Prop In Lane	1.00		1.00	1.00		0.35	1.00		0.09	1.00		0.55
Lane Grp Cap(c), veh/h	431	1516	678	310	758	751	165	420	435	90	345	331
V/C Ratio(X)	0.30	0.52	0.15	0.01	0.35	0.35	0.75	0.61	0.61	0.57	0.38	0.40
Avail Cap(c_a), veh/h	1054	4056	1815	753	2028	2011	846	1310	1357	486	951	912
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	10.2	8.4	13.2	9.3	9.3	21.6	16.5	16.5	22.6	17.0	17.1
Incr Delay (d2), s/veh	0.4	0.3	0.1	0.0	0.3	0.3	6.7	1.4	1.4	5.5	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.9	0.9	0.0	2.4	2.4	1.9	3.2	3.3	0.8	1.6	1.6
LnGrp Delay(d),s/veh	13.3	10.4	8.5	13.2	9.5	9.6	28.3	17.9	17.9	28.2	17.7	17.9
LnGrp LOS	B	B	A	B	A	A	C	B	B	C	B	B
Approach Vol, veh/h		1027			535			646			317	
Approach Delay, s/veh		10.6			9.6			19.9			19.5	
Approach LOS		B			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		25.6	9.1	14.1		25.6	7.0	16.2
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		56.5	23.5	26.5		56.5	13.5	36.5
Max Q Clear Time (g_c+I1), s		12.7	5.4	5.4		10.3	3.4	8.4
Green Ext Time (p_c), s		8.4	0.3	1.5		3.7	0.1	3.3

Intersection Summary	
HCM 2010 Ctrl Delay	13.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	586	12	66	558	42	41	48	108	46	20	5
Future Volume (veh/h)	10	586	12	66	558	42	41	48	108	46	20	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1900	1845	1845	1900	1845	1845
Adj Flow Rate, veh/h	11	666	14	75	634	48	47	55	123	52	23	6
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	24	1070	22	115	1178	89	138	120	521	168	51	521
Arrive On Green	0.01	0.30	0.30	0.07	0.36	0.36	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1757	3510	74	1757	3303	250	66	362	1568	100	153	1568
Grp Volume(v), veh/h	11	332	348	75	336	346	102	0	123	75	0	6
Grp Sat Flow(s),veh/h/ln	1757	1752	1832	1757	1752	1801	428	0	1568	253	0	1568
Q Serve(g_s), s	0.3	7.4	7.4	1.9	6.9	6.9	0.8	0.0	2.6	1.3	0.0	0.1
Cycle Q Clear(g_c), s	0.3	7.4	7.4	1.9	6.9	6.9	14.5	0.0	2.6	14.7	0.0	0.1
Prop In Lane	1.00		0.04	1.00		0.14	0.46		1.00	0.69		1.00
Lane Grp Cap(c), veh/h	24	534	558	115	625	642	258	0	521	218	0	521
V/C Ratio(X)	0.46	0.62	0.62	0.65	0.54	0.54	0.40	0.00	0.24	0.34	0.00	0.01
Avail Cap(c_a), veh/h	368	2068	2161	833	2532	2601	833	0	1089	703	0	1089
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.2	13.5	13.5	20.7	11.6	11.6	12.2	0.0	11.0	15.2	0.0	10.2
Incr Delay (d2), s/veh	13.0	1.2	1.1	6.1	0.7	0.7	1.0	0.0	0.2	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.7	3.8	1.1	3.4	3.5	1.0	0.0	1.1	1.0	0.0	0.1
LnGrp Delay(d),s/veh	35.2	14.7	14.7	26.8	12.3	12.3	13.2	0.0	11.2	16.1	0.0	10.2
LnGrp LOS	D	B	B	C	B	B	B		B	B		B
Approach Vol, veh/h		691			757			225			81	
Approach Delay, s/veh		15.0			13.8			12.1			15.6	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		20.5	7.5	18.5		20.5	5.1	20.9
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		31.5	21.5	53.5		31.5	9.5	65.5
Max Q Clear Time (g_c+I1), s		16.5	3.9	9.4		16.7	2.3	8.9
Green Ext Time (p_c), s		0.8	0.1	4.8		0.3	0.0	4.9

Intersection Summary	
HCM 2010 Ctrl Delay	14.1
HCM 2010 LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	777	368	0	393	309
Future Volume (veh/h)	0	777	368	0	393	309
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1845	0	1845	1845
Adj Flow Rate, veh/h	0	854	404	0	432	340
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	1533	1533	0	1096	504
Arrive On Green	0.00	0.44	0.44	0.00	0.32	0.32
Sat Flow, veh/h	0	3689	3689	0	3408	1568
Grp Volume(v), veh/h	0	854	404	0	432	340
Grp Sat Flow(s),veh/h/ln	0	1752	1752	0	1704	1568
Q Serve(g_s), s	0.0	6.8	2.7	0.0	3.7	7.0
Cycle Q Clear(g_c), s	0.0	6.8	2.7	0.0	3.7	7.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	1533	1533	0	1096	504
V/C Ratio(X)	0.00	0.56	0.26	0.00	0.39	0.67
Avail Cap(c_a), veh/h	0	5870	5870	0	4430	2038
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	7.8	6.7	0.0	9.8	11.0
Incr Delay (d2), s/veh	0.0	0.3	0.1	0.0	0.2	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.3	1.3	0.0	1.7	3.2
LnGrp Delay(d),s/veh	0.0	8.1	6.8	0.0	10.1	12.5
LnGrp LOS		A	A		B	B
Approach Vol, veh/h		854	404		772	
Approach Delay, s/veh		8.1	6.8		11.2	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		20.8		16.5		20.8		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		62.5		48.5		62.5		
Max Q Clear Time (g_c+I1), s		8.8		9.0		4.7		
Green Ext Time (p_c), s		7.6		3.0		3.0		

Intersection Summary	
HCM 2010 Ctrl Delay	9.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	213	37	62	246	99	125	402	96	109	296	16
Future Volume (veh/h)	42	213	37	62	246	99	125	402	96	109	296	16
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1845	1900	1845	1900
Adj Flow Rate, veh/h	46	232	40	67	267	108	136	437	104	118	322	17
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	211	449	77	293	366	148	534	561	477	173	503	28
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.30	0.30	0.30	0.19	0.19	0.19
Sat Flow, veh/h	994	1534	264	1092	1250	506	1757	1845	1568	891	2587	141
Grp Volume(v), veh/h	46	0	272	67	0	375	136	437	104	238	0	219
Grp Sat Flow(s),veh/h/ln	994	0	1798	1092	0	1755	1757	1845	1568	1800	0	1820
Q Serve(g_s), s	2.8	0.0	8.1	3.5	0.0	12.4	3.8	14.0	3.2	7.9	0.0	7.1
Cycle Q Clear(g_c), s	15.2	0.0	8.1	11.7	0.0	12.4	3.8	14.0	3.2	7.9	0.0	7.1
Prop In Lane	1.00		0.15	1.00		0.29	1.00		1.00	0.50		0.08
Lane Grp Cap(c), veh/h	211	0	526	293	0	514	534	561	477	350	0	354
V/C Ratio(X)	0.22	0.00	0.52	0.23	0.00	0.73	0.25	0.78	0.22	0.68	0.00	0.62
Avail Cap(c_a), veh/h	451	0	960	557	0	938	1156	1214	1032	822	0	831
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.4	0.0	19.0	23.9	0.0	20.6	17.0	20.5	16.8	24.2	0.0	23.8
Incr Delay (d2), s/veh	0.5	0.0	0.8	0.4	0.0	2.0	0.2	2.4	0.2	2.3	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	4.1	1.1	0.0	6.2	1.9	7.4	1.4	4.1	0.0	3.8
LnGrp Delay(d),s/veh	27.9	0.0	19.8	24.3	0.0	22.6	17.2	22.9	17.0	26.5	0.0	25.6
LnGrp LOS	C		B	C		C	B	C	B	C		C
Approach Vol, veh/h		318			442			677			457	
Approach Delay, s/veh		21.0			22.8			20.9			26.0	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		24.1		23.4		17.1		23.4
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		42.5		34.5		29.5		34.5
Max Q Clear Time (g_c+I1), s		16.0		17.2		9.9		14.4
Green Ext Time (p_c), s		3.7		1.7		2.6		2.6

Intersection Summary	
HCM 2010 Ctrl Delay	22.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	84	0	70	0	1563	150	57	437	0
Future Volume (veh/h)	0	0	0	84	0	70	0	1563	150	57	437	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1845	1845	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	0	0	0	88	0	73	0	1628	156	59	455	0
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	0	168	0	224	0	143	2	2199	208	83	2760	0
Arrive On Green	0.00	0.00	0.00	0.09	0.00	0.09	0.00	0.68	0.68	0.05	0.79	0.00
Sat Flow, veh/h	0	1845	0	1392	0	1568	1757	3236	307	1757	3597	0
Grp Volume(v), veh/h	0	0	0	88	0	73	0	873	911	59	455	0
Grp Sat Flow(s),veh/h/ln	0	1845	0	1392	0	1568	1757	1752	1791	1757	1752	0
Q Serve(g_s), s	0.0	0.0	0.0	4.6	0.0	3.3	0.0	23.6	24.6	2.5	2.4	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	4.6	0.0	3.3	0.0	23.6	24.6	2.5	2.4	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.17	1.00		0.00
Lane Grp Cap(c), veh/h	0	168	0	224	0	143	2	1191	1217	83	2760	0
V/C Ratio(X)	0.00	0.00	0.00	0.39	0.00	0.51	0.00	0.73	0.75	0.71	0.16	0.00
Avail Cap(c_a), veh/h	0	460	0	444	0	391	118	1840	1880	239	3920	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	32.7	0.0	32.1	0.0	7.6	7.8	34.8	1.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.1	0.0	2.8	0.0	0.9	0.9	10.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.8	0.0	1.5	0.0	11.5	12.2	1.4	1.1	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	33.8	0.0	34.9	0.0	8.5	8.7	45.3	2.0	0.0
LnGrp LOS				C		C		A	A	D	A	
Approach Vol, veh/h		0			161			1784			514	
Approach Delay, s/veh		0.0			34.3			8.6			6.9	
Approach LOS					C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	54.9		11.3	0.0	62.9		11.3
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	10.1	77.9		18.5	5.0	83.0		18.5
Max Q Clear Time (g_c+I1), s	4.5	26.6		0.0	0.0	4.4		6.6
Green Ext Time (p_c), s	0.0	23.8		0.0	0.0	3.5		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	9.9
HCM 2010 LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	102	131	1304	299	83	394
Future Volume (veh/h)	102	131	1304	299	83	394
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1900	1845	1845
Adj Flow Rate, veh/h	107	138	1373	315	87	415
Adj No. of Lanes	2	1	2	0	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	401	185	1828	411	113	2682
Arrive On Green	0.12	0.12	0.64	0.64	0.06	0.77
Sat Flow, veh/h	3408	1568	2937	639	1757	3597
Grp Volume(v), veh/h	107	138	835	853	87	415
Grp Sat Flow(s),veh/h/ln	1704	1568	1752	1732	1757	1752
Q Serve(g_s), s	2.2	6.6	25.0	26.7	3.8	2.4
Cycle Q Clear(g_c), s	2.2	6.6	25.0	26.7	3.8	2.4
Prop In Lane	1.00	1.00		0.37	1.00	
Lane Grp Cap(c), veh/h	401	185	1126	1113	113	2682
V/C Ratio(X)	0.27	0.75	0.74	0.77	0.77	0.15
Avail Cap(c_a), veh/h	819	377	1705	1685	299	4212
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	32.8	9.4	9.7	35.5	2.4
Incr Delay (d2), s/veh	0.4	5.9	1.0	1.2	10.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.1	12.1	12.9	2.1	1.2
LnGrp Delay(d),s/veh	31.3	38.8	10.4	10.9	46.1	2.4
LnGrp LOS	C	D	B	B	D	A
Approach Vol, veh/h	245		1688			502
Approach Delay, s/veh	35.5		10.6			10.0
Approach LOS	D		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.4	54.0				63.4		13.6
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	13.1	74.9				92.5		18.5
Max Q Clear Time (g_c+I1), s	5.8	28.7				4.4		8.6
Green Ext Time (p_c), s	0.1	20.8				3.1		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	13.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	19	0	2	0	1581	99	5	368	0
Future Volume (veh/h)	0	0	0	19	0	2	0	1581	99	5	368	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	0	0	0	22	0	2	0	1838	115	6	428	0
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	105	49	0	152	0	42	3	2576	159	14	2950	0
Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.77	0.77	0.01	0.84	0.00
Sat Flow, veh/h	1396	1845	0	1757	0	1568	1757	3353	208	1757	3597	0
Grp Volume(v), veh/h	0	0	0	22	0	2	0	951	1002	6	428	0
Grp Sat Flow(s),veh/h/ln	1396	1845	0	1757	0	1568	1757	1752	1808	1757	1752	0
Q Serve(g_s), s	0.0	0.0	0.0	0.8	0.0	0.1	0.0	18.9	19.7	0.2	1.5	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.8	0.0	0.1	0.0	18.9	19.7	0.2	1.5	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.11	1.00		0.00
Lane Grp Cap(c), veh/h	105	49	0	152	0	42	3	1346	1389	14	2950	0
V/C Ratio(X)	0.00	0.00	0.00	0.14	0.00	0.05	0.00	0.71	0.72	0.43	0.15	0.00
Avail Cap(c_a), veh/h	441	493	0	575	0	419	128	2121	2189	136	4258	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	32.8	0.0	32.5	0.0	4.0	4.1	33.8	1.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.5	0.0	0.7	0.7	20.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.4	0.0	0.0	0.0	9.0	9.7	0.2	0.7	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	33.3	0.0	32.9	0.0	4.7	4.8	53.8	1.0	0.0
LnGrp LOS				C		C		A	A	D	A	
Approach Vol, veh/h		0			24			1953			434	
Approach Delay, s/veh		0.0			33.2			4.8			1.7	
Approach LOS					C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.0	57.1		6.3	0.0	62.2		6.3
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.3	82.9		18.3	5.0	83.2		18.3
Max Q Clear Time (g_c+I1), s	2.2	21.7		0.0	0.0	3.5		2.8
Green Ext Time (p_c), s	0.0	30.9		0.0	0.0	3.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.5
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	4	6	48	0	25	7	2870	527	30	792	5
Future Volume (veh/h)	5	4	6	48	0	25	7	2870	527	30	792	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1845	1845	1900	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	5	4	6	39	17	27	7	3053	561	32	843	5
Adj No. of Lanes	0	1	0	1	1	0	1	2	1	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	56	24	23	141	29	46	15	2794	1250	51	2920	17
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.04	0.01	0.80	0.80	0.03	0.82	0.82
Sat Flow, veh/h	218	536	503	1385	643	1021	1757	3505	1568	1757	3572	21
Grp Volume(v), veh/h	15	0	0	39	0	44	7	3053	561	32	414	434
Grp Sat Flow(s),veh/h/ln	1256	0	0	1385	0	1664	1757	1752	1568	1757	1752	1841
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	2.7	0.4	83.5	11.8	1.9	5.9	5.9
Cycle Q Clear(g_c), s	2.7	0.0	0.0	2.3	0.0	2.7	0.4	83.5	11.8	1.9	5.9	5.9
Prop In Lane	0.33		0.40	1.00		0.61	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	102	0	0	141	0	75	15	2794	1250	51	1432	1505
V/C Ratio(X)	0.15	0.00	0.00	0.28	0.00	0.59	0.45	1.09	0.45	0.63	0.29	0.29
Avail Cap(c_a), veh/h	298	0	0	317	0	286	84	2794	1250	84	1432	1505
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	0.0	0.0	48.8	0.0	49.1	51.7	10.6	3.4	50.3	2.3	2.3
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.1	0.0	7.1	19.3	48.3	0.3	12.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	1.1	0.0	1.4	0.3	57.9	5.1	1.1	2.8	2.9
LnGrp Delay(d),s/veh	48.8	0.0	0.0	49.9	0.0	56.2	71.0	58.9	3.6	62.4	2.4	2.4
LnGrp LOS	D			D		E	E	F	A	E	A	A
Approach Vol, veh/h		15			83			3621			880	
Approach Delay, s/veh		48.8			53.2			50.3			4.6	
Approach LOS		D			D			D			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.5	88.0		9.2	5.4	90.1		9.2
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	83.5		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	3.9	85.5		4.7	2.4	7.9		4.7
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	6.6		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	41.6
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	16	20	77	1	6	9	2628	241	6	672	5
Future Volume (veh/h)	34	16	20	77	1	6	9	2628	241	6	672	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	35	17	21	80	1	6	9	2738	251	6	700	5
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	197	73	91	170	22	134	19	2700	1208	13	2688	1202
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.01	0.77	0.77	0.01	0.77	0.77
Sat Flow, veh/h	1389	752	929	1351	229	1373	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	35	0	38	80	0	7	9	2738	251	6	700	5
Grp Sat Flow(s),veh/h/ln	1389	0	1681	1351	0	1602	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	2.5	0.0	2.3	6.3	0.0	0.4	0.6	83.5	4.7	0.4	6.3	0.1
Cycle Q Clear(g_c), s	3.0	0.0	2.3	8.6	0.0	0.4	0.6	83.5	4.7	0.4	6.3	0.1
Prop In Lane	1.00		0.55	1.00		0.86	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	197	0	164	170	0	156	19	2700	1208	13	2688	1202
V/C Ratio(X)	0.18	0.00	0.23	0.47	0.00	0.04	0.47	1.01	0.21	0.45	0.26	0.00
Avail Cap(c_a), veh/h	292	0	279	263	0	266	81	2700	1208	81	2700	1208
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.7	0.0	45.2	49.1	0.0	44.3	53.3	12.5	3.4	53.6	3.7	3.0
Incr Delay (d2), s/veh	0.4	0.0	0.7	2.0	0.0	0.1	16.6	20.9	0.1	21.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.1	2.5	0.0	0.2	0.4	47.2	2.1	0.3	3.0	0.0
LnGrp Delay(d),s/veh	46.1	0.0	45.9	51.1	0.0	44.4	69.9	33.4	3.5	75.2	3.7	3.0
LnGrp LOS	D		D	D		D	E	F	A	E	A	A
Approach Vol, veh/h		73			87			2998			711	
Approach Delay, s/veh		46.0			50.6			31.0			4.3	
Approach LOS		D			D			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.3	88.0		15.1	5.7	87.6		15.1
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	83.5		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	2.4	85.5		5.0	2.6	8.3		10.6
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	5.9		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	26.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	749	1249	8	117	498	470	32	1052	102	128	279	159
Future Volume (veh/h)	749	1249	8	117	498	470	32	1052	102	128	279	159
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	797	1329	9	124	530	0	34	1119	109	136	297	169
Adj No. of Lanes	2	3	0	2	3	1	1	2	1	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	857	1780	12	183	742	231	82	1199	537	162	1359	608
Arrive On Green	0.25	0.34	0.34	0.05	0.15	0.00	0.05	0.34	0.34	0.09	0.39	0.39
Sat Flow, veh/h	3408	5161	35	3408	5036	1568	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	797	865	473	124	530	0	34	1119	109	136	297	169
Grp Sat Flow(s),veh/h/ln	1704	1679	1838	1704	1679	1568	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	24.6	24.5	24.5	3.8	10.8	0.0	2.0	33.2	5.3	8.2	6.1	8.0
Cycle Q Clear(g_c), s	24.6	24.5	24.5	3.8	10.8	0.0	2.0	33.2	5.3	8.2	6.1	8.0
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	857	1158	634	183	742	231	82	1199	537	162	1359	608
V/C Ratio(X)	0.93	0.75	0.75	0.68	0.71	0.00	0.42	0.93	0.20	0.84	0.22	0.28
Avail Cap(c_a), veh/h	880	1428	782	279	1254	390	294	1221	546	162	1359	608
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	31.1	31.1	50.0	43.7	0.0	49.9	34.2	25.0	48.1	22.1	22.6
Incr Delay (d2), s/veh	15.8	1.7	3.1	4.3	1.3	0.0	3.4	12.8	0.2	31.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.4	11.6	12.9	1.9	5.1	0.0	1.1	18.1	2.3	5.4	3.0	3.5
LnGrp Delay(d),s/veh	55.2	32.8	34.2	54.3	45.0	0.0	53.3	47.0	25.2	79.2	22.1	22.9
LnGrp LOS	E	C	C	D	D		D	D	C	E	C	C
Approach Vol, veh/h		2135			654			1262			602	
Approach Delay, s/veh		41.5			46.8			45.3			35.2	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	41.6	9.5	46.2	31.6	20.4	14.4	41.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.8	45.8	18.0	29.4	27.8	26.8	9.9	37.5
Max Q Clear Time (g_c+I1), s	5.8	26.5	4.0	10.0	26.6	12.8	10.2	35.2
Green Ext Time (p_c), s	0.1	9.3	0.0	2.4	0.5	3.1	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	42.5
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	1243	144	256	372	325	181	109	675	106	179	557
Future Volume (veh/h)	195	1243	144	256	372	325	181	109	675	106	179	557
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	201	1281	148	264	384	0	187	112	696	109	185	574
Adj No. of Lanes	1	3	1	2	1	1	1	1	2	1	1	2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	239	1793	558	347	593	504	225	501	749	138	410	614
Arrive On Green	0.14	0.36	0.36	0.10	0.32	0.00	0.13	0.27	0.27	0.08	0.22	0.22
Sat Flow, veh/h	1757	5036	1568	3408	1845	1568	1757	1845	2760	1757	1845	2760
Grp Volume(v), veh/h	201	1281	148	264	384	0	187	112	696	109	185	574
Grp Sat Flow(s),veh/h/ln	1757	1679	1568	1704	1845	1568	1757	1845	1380	1757	1845	1380
Q Serve(g_s), s	10.5	20.6	6.3	7.1	16.7	0.0	9.7	4.4	23.0	5.7	8.1	19.1
Cycle Q Clear(g_c), s	10.5	20.6	6.3	7.1	16.7	0.0	9.7	4.4	23.0	5.7	8.1	19.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	239	1793	558	347	593	504	225	501	749	138	410	614
V/C Ratio(X)	0.84	0.71	0.27	0.76	0.65	0.00	0.83	0.22	0.93	0.79	0.45	0.94
Avail Cap(c_a), veh/h	422	2449	763	560	757	644	403	512	765	281	410	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	26.1	21.5	41.0	27.3	0.0	39.9	26.5	33.3	42.4	31.5	35.8
Incr Delay (d2), s/veh	7.7	0.6	0.3	3.5	1.3	0.0	7.8	0.2	17.4	9.5	0.8	21.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	9.6	2.8	3.5	8.7	0.0	5.2	2.3	10.5	3.2	4.3	9.1
LnGrp Delay(d),s/veh	47.2	26.7	21.7	44.5	28.5	0.0	47.7	26.7	50.7	51.9	32.3	57.6
LnGrp LOS	D	C	C	D	C		D	C	D	D	C	E
Approach Vol, veh/h		1630			648			995			868	
Approach Delay, s/veh		28.8			35.0			47.4			51.5	
Approach LOS		C			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	37.9	16.5	25.4	17.3	34.6	11.9	30.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	15.4	45.6	21.5	19.5	22.5	38.5	15.0	26.0
Max Q Clear Time (g_c+I1), s	9.1	22.6	11.7	21.1	12.5	18.7	7.7	25.0
Green Ext Time (p_c), s	0.5	10.8	0.3	0.0	0.4	2.3	0.1	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	39.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1356	0	0	741	0	118	0	286	0	0	0
Future Volume (veh/h)	0	1356	0	0	741	0	118	0	286	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1845	0	0	1845	0	1845	0	1845			
Adj Flow Rate, veh/h	0	1443	0	0	788	0	126	0	304			
Adj No. of Lanes	0	2	0	0	2	0	2	0	1			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	3	0	0	3	0	3	0	3			
Cap, veh/h	0	2105	0	0	2105	0	803	0	370			
Arrive On Green	0.00	0.60	0.00	0.00	0.60	0.00	0.24	0.00	0.24			
Sat Flow, veh/h	0	3689	0	0	3689	0	3408	0	1568			
Grp Volume(v), veh/h	0	1443	0	0	788	0	126	0	304			
Grp Sat Flow(s),veh/h/ln	0	1752	0	0	1752	0	1704	0	1568			
Q Serve(g_s), s	0.0	15.4	0.0	0.0	6.4	0.0	1.6	0.0	10.1			
Cycle Q Clear(g_c), s	0.0	15.4	0.0	0.0	6.4	0.0	1.6	0.0	10.1			
Prop In Lane	0.00		0.00	0.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2105	0	0	2105	0	803	0	370			
V/C Ratio(X)	0.00	0.69	0.00	0.00	0.37	0.00	0.16	0.00	0.82			
Avail Cap(c_a), veh/h	0	3601	0	0	2105	0	1147	0	527			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	7.5	0.0	0.0	5.7	0.0	16.7	0.0	19.9			
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.1	0.0	0.1	0.0	7.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	7.3	0.0	0.0	3.1	0.0	0.8	0.0	5.0			
LnGrp Delay(d),s/veh	0.0	7.9	0.0	0.0	5.8	0.0	16.8	0.0	26.9			
LnGrp LOS		A			A		B		C			
Approach Vol, veh/h		1443			788			430				
Approach Delay, s/veh		7.9			5.8			23.9				
Approach LOS		A			A			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		37.5				37.5		17.5
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		56.5				31.5		18.5
Max Q Clear Time (g_c+I1), s		17.4				8.4		12.1
Green Ext Time (p_c), s		15.7				5.8		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	9.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	27	31	41	24	53	47	1363	78	49	357	102
Future Volume (veh/h)	155	27	31	41	24	53	47	1363	78	49	357	102
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1900	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	165	29	0	44	26	56	50	1450	83	52	380	109
Adj No. of Lanes	1	1	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	210	221	0	74	44	95	74	1845	105	75	1479	419
Arrive On Green	0.12	0.12	0.00	0.06	0.06	0.06	0.04	0.55	0.55	0.04	0.55	0.55
Sat Flow, veh/h	1757	1845	0	1173	694	1499	1757	3371	192	1757	2697	765
Grp Volume(v), veh/h	165	29	0	67	0	59	50	752	781	52	245	244
Grp Sat Flow(s),veh/h/ln	1757	1845	0	1786	0	1580	1757	1752	1811	1757	1752	1710
Q Serve(g_s), s	7.3	1.1	0.0	2.9	0.0	2.9	2.2	27.0	27.3	2.3	5.8	6.0
Cycle Q Clear(g_c), s	7.3	1.1	0.0	2.9	0.0	2.9	2.2	27.0	27.3	2.3	5.8	6.0
Prop In Lane	1.00		0.00	0.66		0.95	1.00		0.11	1.00		0.45
Lane Grp Cap(c), veh/h	210	221	0	113	0	100	74	959	991	75	961	938
V/C Ratio(X)	0.79	0.13	0.00	0.59	0.00	0.59	0.68	0.78	0.79	0.69	0.26	0.26
Avail Cap(c_a), veh/h	409	429	0	407	0	360	201	1297	1340	146	1242	1211
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.0	31.3	0.0	36.2	0.0	36.2	37.5	14.2	14.3	37.5	9.4	9.5
Incr Delay (d2), s/veh	6.4	0.3	0.0	4.8	0.0	5.4	10.3	2.3	2.3	10.6	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.6	0.0	1.6	0.0	1.4	1.3	13.5	14.1	1.3	2.8	2.8
LnGrp Delay(d),s/veh	40.3	31.6	0.0	41.0	0.0	41.6	47.8	16.5	16.6	48.1	9.6	9.6
LnGrp LOS	D	C		D		D	D	B	B	D	A	A
Approach Vol, veh/h		194			126			1583			541	
Approach Delay, s/veh		39.0			41.3			17.5			13.3	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	48.0		14.0	7.8	48.1		9.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	6.6	58.8		18.5	9.1	56.3		18.1
Max Q Clear Time (g_c+I1), s	4.3	29.3		9.3	4.2	8.0		4.9
Green Ext Time (p_c), s	0.0	14.2		0.4	0.0	3.4		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	19.5
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	19	23	3	7	0
Future Vol, veh/h	2	19	23	3	7	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	2	21	26	3	8	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.1	7	7.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	0%	100%
Vol Thru, %	90%	88%	0%
Vol Right, %	0%	12%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	21	26	7
LT Vol	2	0	7
Through Vol	19	23	0
RT Vol	0	3	0
Lane Flow Rate	23	29	8
Geometry Grp	1	1	1
Degree of Util (X)	0.026	0.031	0.009
Departure Headway (Hd)	4.006	3.913	4.243
Convergence, Y/N	Yes	Yes	Yes
Cap	897	919	845
Service Time	2.014	1.921	2.262
HCM Lane V/C Ratio	0.026	0.032	0.009
HCM Control Delay	7.1	7	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.1	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	4	13	40	4	7	11	2441	101	13	729	3
Future Volume (veh/h)	5	4	13	40	4	7	11	2441	101	13	729	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	5	4	13	40	4	7	11	2466	102	13	736	3
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	56	20	46	119	6	10	23	2758	113	27	2885	12
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.01	0.80	0.80	0.02	0.81	0.81
Sat Flow, veh/h	252	440	999	1195	120	209	1757	3431	141	1757	3580	15
Grp Volume(v), veh/h	22	0	0	51	0	0	11	1251	1317	13	360	379
Grp Sat Flow(s),veh/h/ln	1690	0	0	1524	0	0	1757	1752	1820	1757	1752	1842
Q Serve(g_s), s	0.0	0.0	0.0	1.9	0.0	0.0	0.6	49.1	51.5	0.7	5.0	5.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0	3.2	0.0	0.0	0.6	49.1	51.5	0.7	5.0	5.0
Prop In Lane	0.23		0.59	0.78		0.14	1.00		0.08	1.00		0.01
Lane Grp Cap(c), veh/h	122	0	0	135	0	0	23	1409	1463	27	1412	1484
V/C Ratio(X)	0.18	0.00	0.00	0.38	0.00	0.00	0.48	0.89	0.90	0.49	0.26	0.26
Avail Cap(c_a), veh/h	332	0	0	327	0	0	89	1456	1512	89	1456	1531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.2	0.0	0.0	47.0	0.0	0.0	49.1	6.7	7.0	49.0	2.4	2.4
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.7	0.0	0.0	14.4	6.9	7.6	13.2	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.5	0.0	0.0	0.4	25.7	28.0	0.5	2.4	2.6
LnGrp Delay(d),s/veh	46.9	0.0	0.0	48.8	0.0	0.0	63.5	13.7	14.6	62.2	2.5	2.5
LnGrp LOS	D			D			E	B	B	E	A	A
Approach Vol, veh/h		22			51			2579			752	
Approach Delay, s/veh		46.9			48.8			14.3			3.5	
Approach LOS		D			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.0	85.1		9.1	5.8	85.3		9.1
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.1	83.3		18.1	5.1	83.3		18.1
Max Q Clear Time (g_c+I1), s	2.7	53.5		3.3	2.6	7.0		5.2
Green Ext Time (p_c), s	0.0	27.1		0.0	0.0	5.4		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	12.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	2614	3	34	675	4	8	2	337	4	2	3
Future Volume (veh/h)	3	2614	3	34	675	4	8	2	337	4	2	3
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1900	1845	1900	1900	1845	1900
Adj Flow Rate, veh/h	3	2723	3	35	703	4	8	2	351	4	2	3
Adj No. of Lanes	1	2	1	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	7	2427	1086	51	2514	1125	33	5	251	90	47	47
Arrive On Green	0.00	0.69	0.69	0.03	0.72	0.72	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1757	3505	1568	1757	3505	1568	14	29	1527	278	288	283
Grp Volume(v), veh/h	3	2723	3	35	703	4	361	0	0	9	0	0
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1752	1568	1571	0	0	849	0	0
Q Serve(g_s), s	0.2	82.0	0.1	2.3	8.4	0.1	8.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	82.0	0.1	2.3	8.4	0.1	19.5	0.0	0.0	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.02		0.97	0.44		0.33
Lane Grp Cap(c), veh/h	7	2427	1086	51	2514	1125	290	0	0	184	0	0
V/C Ratio(X)	0.43	1.12	0.00	0.69	0.28	0.00	1.25	0.00	0.00	0.05	0.00	0.00
Avail Cap(c_a), veh/h	74	2427	1086	74	2514	1125	290	0	0	184	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	58.8	18.2	5.6	57.0	5.9	4.7	50.5	0.0	0.0	41.5	0.0	0.0
Incr Delay (d2), s/veh	36.9	61.0	0.0	15.4	0.1	0.0	136.3	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	59.7	0.0	1.4	4.0	0.0	20.4	0.0	0.0	0.3	0.0	0.0
LnGrp Delay(d),s/veh	95.7	79.2	5.6	72.4	6.0	4.7	186.8	0.0	0.0	41.6	0.0	0.0
LnGrp LOS	F	F	A	E	A	A	F			D		
Approach Vol, veh/h		2729			742			361			9	
Approach Delay, s/veh		79.2			9.1			186.8			41.6	
Approach LOS		E			A			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	86.5		24.0	5.0	89.4		24.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	82.0		19.5	5.0	82.0		19.5
Max Q Clear Time (g_c+I1), s	4.3	84.0		2.5	2.2	10.4		21.5
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	5.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	75.7
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1388	95	0	0	0	0	0	95	0	243	109
Future Volume (veh/h)	0	1388	95	0	0	0	0	0	95	0	243	109
Number	5	2	12				3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1845				0	1845	1845	0	1845	1845
Adj Flow Rate, veh/h	0	1542	106				0	0	0	0	270	0
Adj No. of Lanes	0	1	1				0	1	1	0	2	1
Peak Hour Factor	0.90	0.90	0.90				0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	3	3				0	3	3	0	3	3
Cap, veh/h	0	0	0				0	549	467	0	1044	467
Arrive On Green	0.00	0.00	0.00				0.00	0.00	0.00	0.00	0.30	0.00
Sat Flow, veh/h		0					0	1845	1568	0	3597	1568
Grp Volume(v), veh/h		0.0					0	0	0	0	270	0
Grp Sat Flow(s),veh/h/ln							0	1845	1568	0	1752	1568
Q Serve(g_s), s							0.0	0.0	0.0	0.0	0.4	0.0
Cycle Q Clear(g_c), s							0.0	0.0	0.0	0.0	0.4	0.0
Prop In Lane							0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h							0	549	467	0	1044	467
V/C Ratio(X)							0.00	0.00	0.00	0.00	0.26	0.00
Avail Cap(c_a), veh/h							0	5182	4404	0	9845	4404
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	0.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh							0.0	0.0	0.0	0.0	1.7	0.0
Incr Delay (d2), s/veh							0.0	0.0	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	0.0	0.0	0.0	0.2	0.0
LnGrp Delay(d),s/veh							0.0	0.0	0.0	0.0	1.8	0.0
LnGrp LOS											A	
Approach Vol, veh/h								0			270	
Approach Delay, s/veh								0.0			1.8	
Approach LOS											A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4				8
Phs Duration (G+Y+Rc), s				6.4				6.4
Change Period (Y+Rc), s				4.5				4.5
Max Green Setting (Gmax), s				18.0				18.0
Max Q Clear Time (g_c+I1), s				2.4				0.0
Green Ext Time (p_c), s				1.5				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	1.8
HCM 2010 LOS	A

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	12	63	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	1	12	63	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	1	13	68	0	0	0	0	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	6.5	7.5	0	0
HCM LOS	A	A	-	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%
Vol Thru, %	100%	8%	0%	100%	100%
Vol Right, %	0%	92%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	13	63	0	0
LT Vol	0	0	63	0	0
Through Vol	0	1	0	0	0
RT Vol	0	12	0	0	0
Lane Flow Rate	0	14	68	0	0
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0	0.014	0.079	0	0
Departure Headway (Hd)	4.195	3.448	4.162	4.696	4.696
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	0	1040	866	0	0
Service Time	2.232	1.463	2.163	2.433	2.433
HCM Lane V/C Ratio	0	0.013	0.079	0	0
HCM Control Delay	7.2	6.5	7.5	7.4	7.4
HCM Lane LOS	N	A	A	N	N
HCM 95th-tile Q	0	0	0.3	0	0

Intersection	
Int Delay, s/veh	9.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	0	0	0	0	77
Future Vol, veh/h	0	0	0	0	0	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	0	0	0	86

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.93
Pot Cap-1 Maneuver	0	-	-	0	0	915
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	915
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	915
HCM Lane V/C Ratio	-	-	0.094
HCM Control Delay (s)	-	-	9.3
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	21	50	48	49	31	264	135	318	630	66
Future Volume (veh/h)	0	1	21	50	48	49	31	264	135	318	630	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	0	1	24	56	56	56	35	300	0	361	716	75
Adj No. of Lanes	1	1	1	1	1	2	1	2	1	1	2	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	53	56	47	182	191	324	70	590	264	461	1370	613
Arrive On Green	0.00	0.03	0.03	0.10	0.10	0.10	0.04	0.17	0.00	0.26	0.39	0.39
Sat Flow, veh/h	1757	1845	1568	1757	1845	3136	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	0	1	24	56	56	56	35	300	0	361	716	75
Grp Sat Flow(s),veh/h/ln	1757	1845	1568	1757	1845	1568	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	0.0	0.0	0.6	1.2	1.2	0.7	0.8	3.2	0.0	7.9	6.5	1.3
Cycle Q Clear(g_c), s	0.0	0.0	0.6	1.2	1.2	0.7	0.8	3.2	0.0	7.9	6.5	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	53	56	47	182	191	324	70	590	264	461	1370	613
V/C Ratio(X)	0.00	0.02	0.51	0.31	0.29	0.17	0.50	0.51	0.00	0.78	0.52	0.12
Avail Cap(c_a), veh/h	765	803	683	786	826	1404	319	1950	873	1807	4918	2200
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	19.4	19.7	17.2	17.1	16.9	19.4	15.6	0.0	14.1	9.6	8.1
Incr Delay (d2), s/veh	0.0	0.1	8.2	1.0	0.8	0.3	5.4	0.7	0.0	2.9	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	0.6	0.6	0.3	0.5	1.6	0.0	4.2	3.1	0.6
LnGrp Delay(d),s/veh	0.0	19.6	27.9	18.1	18.0	17.2	24.8	16.3	0.0	17.1	9.9	8.1
LnGrp LOS		B	C	B	B	B	C	B		B	A	A
Approach Vol, veh/h		25			168			335			1152	
Approach Delay, s/veh		27.6			17.8			17.2			12.1	
Approach LOS		C			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.3	11.5		5.7	6.2	20.7		8.8
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	42.5	23.0		18.0	7.5	58.0		18.5
Max Q Clear Time (g_c+I1), s	9.9	5.2		2.6	2.8	8.5		3.2
Green Ext Time (p_c), s	1.1	1.7		0.0	0.0	6.2		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	13.9
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	17	308	0	0	353	0
Future Volume (veh/h)	17	308	0	0	353	0
Number	7	4			1	16
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845			1845	0
Adj Flow Rate, veh/h	22	390			447	0
Adj No. of Lanes	1	1			2	0
Peak Hour Factor	0.79	0.79			0.79	0.79
Percent Heavy Veh, %	3	3			3	0
Cap, veh/h	783	822			0	0
Arrive On Green	0.45	0.45			0.00	0.00
Sat Flow, veh/h	1757	1845			0	
Grp Volume(v), veh/h	22	390			0.0	
Grp Sat Flow(s),veh/h/ln	1757	1845				
Q Serve(g_s), s	0.1	1.2				
Cycle Q Clear(g_c), s	0.1	1.2				
Prop In Lane	1.00					
Lane Grp Cap(c), veh/h	783	822				
V/C Ratio(X)	0.03	0.47				
Avail Cap(c_a), veh/h	14610	15341				
HCM Platoon Ratio	1.00	1.00				
Upstream Filter(I)	1.00	1.00				
Uniform Delay (d), s/veh	1.3	1.6				
Incr Delay (d2), s/veh	0.0	0.4				
Initial Q Delay(d3),s/veh	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.0	0.6				
LnGrp Delay(d),s/veh	1.3	2.0				
LnGrp LOS	A	A				
Approach Vol, veh/h		412				
Approach Delay, s/veh		2.0				
Approach LOS		A				

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4				
Phs Duration (G+Y+Rc), s				8.1				
Change Period (Y+Rc), s				4.5				
Max Green Setting (Gmax), s				67.5				
Max Q Clear Time (g_c+I1), s				3.2				
Green Ext Time (p_c), s				2.8				

Intersection Summary	
HCM 2010 Ctrl Delay	2.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	102	5	150	66	298	0	0	922	356
Future Volume (veh/h)	0	0	0	102	5	150	66	298	0	0	922	356
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1845	1900	1845	1845	0	0	1845	1845
Adj Flow Rate, veh/h				111	5	163	72	324	0	0	1002	387
Adj No. of Lanes				0	2	0	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	3	0	3	3	0	0	3	3
Cap, veh/h				280	13	260	113	2262	0	0	1795	763
Arrive On Green				0.17	0.17	0.17	0.06	0.65	0.00	0.00	0.49	0.49
Sat Flow, veh/h				1685	76	1568	1757	3597	0	0	3689	1568
Grp Volume(v), veh/h				116	0	163	72	324	0	0	1002	387
Grp Sat Flow(s),veh/h/ln				1760	0	1568	1757	1752	0	0	1845	1568
Q Serve(g_s), s				2.8	0.0	4.6	1.9	1.7	0.0	0.0	9.1	8.0
Cycle Q Clear(g_c), s				2.8	0.0	4.6	1.9	1.7	0.0	0.0	9.1	8.0
Prop In Lane				0.96		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				292	0	260	113	2262	0	0	1795	763
V/C Ratio(X)				0.40	0.00	0.63	0.64	0.14	0.00	0.00	0.56	0.51
Avail Cap(c_a), veh/h				867	0	772	571	6429	0	0	5220	2219
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				17.8	0.0	18.5	21.8	3.3	0.0	0.0	8.6	8.4
Incr Delay (d2), s/veh				0.9	0.0	2.5	5.8	0.0	0.0	0.0	0.3	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.4	0.0	2.2	1.1	0.8	0.0	0.0	4.7	3.6
LnGrp Delay(d),s/veh				18.6	0.0	21.0	27.6	3.3	0.0	0.0	8.9	8.9
LnGrp LOS				B		C	C	A			A	A
Approach Vol, veh/h					279			396			1389	
Approach Delay, s/veh					20.0			7.7			8.9	
Approach LOS					C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		35.3			7.6	27.7		12.4
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		87.5			15.5	67.5		23.5
Max Q Clear Time (g_c+I1), s		3.7			3.9	11.1		6.6
Green Ext Time (p_c), s		2.4			0.1	12.1		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	10.2
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	201	97	109	0	0	0	0	153	199	640	381	0
Future Volume (veh/h)	201	97	109	0	0	0	0	153	199	640	381	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845				0	1845	1845	1845	1845	0
Adj Flow Rate, veh/h	164	187	120				0	168	219	703	419	0
Adj No. of Lanes	1	1	1				0	1	2	1	2	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	281	295	251				0	272	463	792	2379	0
Arrive On Green	0.16	0.16	0.16				0.00	0.15	0.15	0.45	0.68	0.00
Sat Flow, veh/h	1757	1845	1568				0	1845	3136	1757	3597	0
Grp Volume(v), veh/h	164	187	120				0	168	219	703	419	0
Grp Sat Flow(s),veh/h/ln	1757	1845	1568				0	1845	1568	1757	1752	0
Q Serve(g_s), s	4.8	5.3	3.9				0.0	4.8	3.6	20.5	2.4	0.0
Cycle Q Clear(g_c), s	4.8	5.3	3.9				0.0	4.8	3.6	20.5	2.4	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	281	295	251				0	272	463	792	2379	0
V/C Ratio(X)	0.58	0.63	0.48				0.00	0.62	0.47	0.89	0.18	0.00
Avail Cap(c_a), veh/h	652	684	582				0	638	1084	2093	5670	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.7	21.9	21.3				0.0	22.3	21.8	14.0	3.3	0.0
Incr Delay (d2), s/veh	1.9	2.2	1.4				0.0	2.3	0.8	3.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	2.9	1.8				0.0	2.6	1.6	10.6	1.2	0.0
LnGrp Delay(d),s/veh	23.6	24.2	22.7				0.0	24.6	22.6	17.7	3.3	0.0
LnGrp LOS	C	C	C					C	C	B	A	
Approach Vol, veh/h		471						387			1122	
Approach Delay, s/veh		23.6						23.4			12.3	
Approach LOS		C						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	39.7	12.7		13.4		42.4		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	66.5	19.3		20.7		90.3		
Max Q Clear Time (g_c+I1), s	22.5	6.8		7.3		4.4		
Green Ext Time (p_c), s	2.7	1.5		1.6		3.2		

Intersection Summary	
HCM 2010 Ctrl Delay	17.2
HCM 2010 LOS	B

Notes

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	226	0	0	836	90	93
Future Volume (veh/h)	226	0	0	836	90	93
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	0	0	1845	1845	1845
Adj Flow Rate, veh/h	254	0	0	939	101	104
Adj No. of Lanes	2	0	0	3	1	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	0	0	3	3	3
Cap, veh/h	1795	0	0	2579	259	231
Arrive On Green	0.51	0.00	0.00	0.51	0.15	0.15
Sat Flow, veh/h	3689	0	0	5368	1757	1568
Grp Volume(v), veh/h	254	0	0	939	101	104
Grp Sat Flow(s),veh/h/ln	1752	0	0	1679	1757	1568
Q Serve(g_s), s	1.0	0.0	0.0	3.0	1.4	1.6
Cycle Q Clear(g_c), s	1.0	0.0	0.0	3.0	1.4	1.6
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	1795	0	0	2579	259	231
V/C Ratio(X)	0.14	0.00	0.00	0.36	0.39	0.45
Avail Cap(c_a), veh/h	9620	0	0	13823	2561	2285
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.4	0.0	0.0	3.9	10.2	10.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	1.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	1.3	0.7	0.8
LnGrp Delay(d),s/veh	3.4	0.0	0.0	4.0	11.1	11.7
LnGrp LOS	A			A	B	B
Approach Vol, veh/h	254			939	205	
Approach Delay, s/veh	3.4			4.0	11.4	
Approach LOS	A			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		18.0				18.0		8.4
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		72.5				72.5		38.5
Max Q Clear Time (g_c+I1), s		3.0				5.0		3.6
Green Ext Time (p_c), s		1.8				8.6		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	151	344	21	220	0	60	0	5	83	176	18
Future Volume (veh/h)	0	151	344	21	220	0	60	0	5	83	176	18
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1900	1845	1845	0	1845	0	1845	1845	1845	1900
Adj Flow Rate, veh/h	0	172	391	24	250	0	68	0	6	94	200	20
Adj No. of Lanes	0	2	0	1	2	0	1	0	1	1	2	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	3	3	3	3	0	3	0	3	3	3	3
Cap, veh/h	0	682	610	53	1971	0	0	0	0	265	499	49
Arrive On Green	0.00	0.39	0.39	0.03	0.56	0.00	0.00	0.00	0.00	0.15	0.15	0.15
Sat Flow, veh/h	0	1845	1568	1757	3597	0		0		1757	3305	327
Grp Volume(v), veh/h	0	172	391	24	250	0		0.0		94	111	109
Grp Sat Flow(s),veh/h/ln	0	1752	1568	1757	1752	0				1757	1845	1787
Q Serve(g_s), s	0.0	2.1	6.4	0.4	1.1	0.0				1.5	1.7	1.7
Cycle Q Clear(g_c), s	0.0	2.1	6.4	0.4	1.1	0.0				1.5	1.7	1.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.18
Lane Grp Cap(c), veh/h	0	682	610	53	1971	0				265	279	270
V/C Ratio(X)	0.00	0.25	0.64	0.45	0.13	0.00				0.35	0.40	0.41
Avail Cap(c_a), veh/h	0	1757	1572	419	4853	0				1146	1204	1166
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	6.5	7.8	15.0	3.2	0.0				12.0	12.0	12.1
Incr Delay (d2), s/veh	0.0	0.2	1.1	6.0	0.0	0.0				0.8	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	2.9	0.3	0.5	0.0				0.8	0.9	0.9
LnGrp Delay(d),s/veh	0.0	6.7	8.9	21.0	3.3	0.0				12.8	13.0	13.0
LnGrp LOS		A	A	C	A					B	B	B
Approach Vol, veh/h		563			274						314	
Approach Delay, s/veh		8.2			4.8						12.9	
Approach LOS		A			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	5.4	16.7		9.2		22.2		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	7.5	31.5		20.5		43.5		
Max Q Clear Time (g_c+I1), s	2.4	8.4		3.7		3.1		
Green Ext Time (p_c), s	0.0	3.9		1.3		1.8		

Intersection Summary	
HCM 2010 Ctrl Delay	8.7
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑			↑↑↑
Traffic Vol, veh/h	0	388	175	0	0	600
Future Vol, veh/h	0	388	175	0	0	600
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	436	197	0	0	674

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	99	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	-	-
Pot Cap-1 Maneuver	0	934	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	934	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	934	-
HCM Lane V/C Ratio	-	0.467	-
HCM Control Delay (s)	-	12.2	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	2.5	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	159	131	70	319	70	121	322	112	117	397	194
Future Volume (veh/h)	41	159	131	70	319	70	121	322	112	117	397	194
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1900	1845	1845	1900	1845	1900
Adj Flow Rate, veh/h	46	179	147	79	358	79	136	362	126	131	446	218
Adj No. of Lanes	1	2	1	1	2	0	0	2	1	0	2	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	74	565	253	102	507	111	194	551	329	175	613	319
Arrive On Green	0.04	0.16	0.16	0.06	0.18	0.18	0.21	0.21	0.21	0.32	0.32	0.32
Sat Flow, veh/h	1757	3505	1568	1757	2862	625	925	2626	1568	550	1931	1003
Grp Volume(v), veh/h	46	179	147	79	218	219	264	234	126	433	0	362
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1752	1734	1798	1752	1568	1817	0	1668
Q Serve(g_s), s	1.8	3.2	6.2	3.2	8.3	8.5	9.7	8.6	4.9	15.2	0.0	13.5
Cycle Q Clear(g_c), s	1.8	3.2	6.2	3.2	8.3	8.5	9.7	8.6	4.9	15.2	0.0	13.5
Prop In Lane	1.00		1.00	1.00		0.36	0.51		1.00	0.30		0.60
Lane Grp Cap(c), veh/h	74	565	253	102	311	307	377	368	329	577	0	530
V/C Ratio(X)	0.62	0.32	0.58	0.77	0.70	0.71	0.70	0.64	0.38	0.75	0.00	0.68
Avail Cap(c_a), veh/h	235	1011	452	309	579	573	746	727	651	1010	0	927
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.5	26.4	27.6	33.0	27.5	27.5	26.0	25.6	24.1	21.7	0.0	21.1
Incr Delay (d2), s/veh	8.3	0.3	2.1	11.7	2.9	3.1	2.4	1.8	0.7	2.0	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.6	2.8	1.9	4.2	4.3	5.0	4.3	2.2	7.9	0.0	6.4
LnGrp Delay(d),s/veh	41.8	26.7	29.7	44.7	30.3	30.6	28.4	27.4	24.9	23.7	0.0	22.7
LnGrp LOS	D	C	C	D	C	C	C	C	C	C		C
Approach Vol, veh/h		372			516			624			795	
Approach Delay, s/veh		29.8			32.6			27.3			23.2	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		19.4	8.6	15.9		27.1	7.5	17.1
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		29.5	12.5	20.5		39.5	9.5	23.5
Max Q Clear Time (g_c+I1), s		11.7	5.2	8.2		17.2	3.8	10.5
Green Ext Time (p_c), s		3.2	0.1	1.2		5.4	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	27.5
HCM 2010 LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	303	171	528	91	0	915
Future Volume (veh/h)	303	171	528	91	0	915
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1900	0	1845
Adj Flow Rate, veh/h	332	166	556	0	0	963
Adj No. of Lanes	2	1	3	0	0	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	0	3
Cap, veh/h	761	340	2435	0	0	2435
Arrive On Green	0.22	0.22	0.48	0.00	0.00	0.48
Sat Flow, veh/h	3514	1568	5368	0	0	5368
Grp Volume(v), veh/h	332	166	556	0	0	963
Grp Sat Flow(s),veh/h/ln	1757	1568	1679	0	0	1679
Q Serve(g_s), s	2.5	2.8	1.9	0.0	0.0	3.7
Cycle Q Clear(g_c), s	2.5	2.8	1.9	0.0	0.0	3.7
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	761	340	2435	0	0	2435
V/C Ratio(X)	0.44	0.49	0.23	0.00	0.00	0.40
Avail Cap(c_a), veh/h	5092	2272	11324	0	0	11324
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	10.2	10.3	4.5	0.0	0.0	5.0
Incr Delay (d2), s/veh	0.4	1.1	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.3	0.9	0.0	0.0	1.7
LnGrp Delay(d),s/veh	10.6	11.4	4.5	0.0	0.0	5.1
LnGrp LOS	B	B	A			A
Approach Vol, veh/h	498		556			963
Approach Delay, s/veh	10.8		4.5			5.1
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		19.0				19.0		11.0
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		67.5				67.5		43.5
Max Q Clear Time (g_c+I1), s		3.9				5.7		4.8
Green Ext Time (p_c), s		4.5				8.8		1.8

Intersection Summary	
HCM 2010 Ctrl Delay	6.3
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	0	435	0	0	0	0	385	569	0	587	402
Future Volume (veh/h)	235	0	435	0	0	0	0	385	569	0	587	402
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1845				0	1845	1900	0	1845	1845
Adj Flow Rate, veh/h	264	169	376				0	433	0	0	660	0
Adj No. of Lanes	0	1	1				0	3	0	0	2	1
Peak Hour Factor	0.89	0.89	0.89				0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3				0	3	3	0	3	3
Cap, veh/h	422	270	606				0	1799	0	0	1252	560
Arrive On Green	0.39	0.39	0.39				0.00	0.36	0.00	0.00	0.36	0.00
Sat Flow, veh/h	1091	699	1568				0	5368	0	0	3597	1568
Grp Volume(v), veh/h	433	0	376				0	433	0	0	660	0
Grp Sat Flow(s),veh/h/ln	1790	0	1568				0	1679	0	0	1752	1568
Q Serve(g_s), s	6.9	0.0	6.8				0.0	2.1	0.0	0.0	5.2	0.0
Cycle Q Clear(g_c), s	6.9	0.0	6.8				0.0	2.1	0.0	0.0	5.2	0.0
Prop In Lane	0.61		1.00				0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	692	0	606				0	1799	0	0	1252	560
V/C Ratio(X)	0.63	0.00	0.62				0.00	0.24	0.00	0.00	0.53	0.00
Avail Cap(c_a), veh/h	3082	0	2700				0	7238	0	0	5037	2253
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	8.7	0.0	8.7				0.0	7.9	0.0	0.0	8.9	0.0
Incr Delay (d2), s/veh	0.9	0.0	1.0				0.0	0.1	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	3.1				0.0	1.0	0.0	0.0	2.5	0.0
LnGrp Delay(d),s/veh	9.7	0.0	9.7				0.0	8.0	0.0	0.0	9.3	0.0
LnGrp LOS	A		A					A			A	
Approach Vol, veh/h		809						433			660	
Approach Delay, s/veh		9.7						8.0			9.3	
Approach LOS		A						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		17.1		18.1		17.1		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		50.5		60.5		50.5		
Max Q Clear Time (g_c+I1), s		4.1		8.9		7.2		
Green Ext Time (p_c), s		3.3		4.7		5.3		

Intersection Summary	
HCM 2010 Ctrl Delay	9.2
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	351	79	221	469	150	50	321	296	105	493	98
Future Volume (veh/h)	116	351	79	221	469	150	50	321	296	105	493	98
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	122	369	83	233	494	158	53	338	312	111	519	103
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	159	550	122	291	702	223	84	486	435	145	911	180
Arrive On Green	0.09	0.19	0.19	0.17	0.27	0.27	0.05	0.28	0.28	0.08	0.31	0.31
Sat Flow, veh/h	1757	2851	634	1757	2618	832	1757	1752	1568	1757	2919	577
Grp Volume(v), veh/h	122	225	227	233	330	322	53	338	312	111	311	311
Grp Sat Flow(s),veh/h/ln	1757	1752	1733	1757	1752	1698	1757	1752	1568	1757	1752	1743
Q Serve(g_s), s	4.3	7.6	7.8	8.2	10.8	11.0	1.9	11.0	11.5	4.0	9.5	9.6
Cycle Q Clear(g_c), s	4.3	7.6	7.8	8.2	10.8	11.0	1.9	11.0	11.5	4.0	9.5	9.6
Prop In Lane	1.00		0.37	1.00		0.49	1.00		1.00	1.00		0.33
Lane Grp Cap(c), veh/h	159	338	334	291	470	455	84	486	435	145	547	544
V/C Ratio(X)	0.77	0.67	0.68	0.80	0.70	0.71	0.63	0.70	0.72	0.77	0.57	0.57
Avail Cap(c_a), veh/h	453	644	637	756	946	916	261	946	846	453	1138	1131
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	23.9	24.0	25.7	21.1	21.1	29.9	20.7	20.8	28.7	18.4	18.4
Incr Delay (d2), s/veh	7.5	2.3	2.4	5.1	1.9	2.0	7.6	1.8	2.2	8.1	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	3.9	3.9	4.4	5.5	5.4	1.1	5.6	5.2	2.2	4.7	4.7
LnGrp Delay(d),s/veh	35.9	26.2	26.4	30.7	23.0	23.2	37.5	22.5	23.1	36.8	19.3	19.4
LnGrp LOS	D	C	C	C	C	C	D	C	C	D	B	B
Approach Vol, veh/h		574			885			703			733	
Approach Delay, s/veh		28.3			25.1			23.9			22.0	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	22.2	15.1	16.8	7.5	24.5	10.3	21.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	16.5	34.5	27.5	23.5	9.5	41.5	16.5	34.5
Max Q Clear Time (g_c+I1), s	6.0	13.5	10.2	9.8	3.9	11.6	6.3	13.0
Green Ext Time (p_c), s	0.2	4.3	0.6	2.3	0.0	4.2	0.2	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	24.7
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	317	62	53	146	38	38
Future Vol, veh/h	317	62	53	146	38	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	450
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	327	64	55	151	39	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	391	0	620	359
Stage 1	-	-	-	-	359	-
Stage 2	-	-	-	-	261	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1162	-	450	683
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	780	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1162	-	429	683
Mov Cap-2 Maneuver	-	-	-	-	429	-
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	743	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	429	683	-	-	1162	-
HCM Lane V/C Ratio	0.091	0.057	-	-	0.047	-
HCM Control Delay (s)	14.2	10.6	-	-	8.3	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	881	24	0	7	33	1	5	10	209	45	76
Future Volume (veh/h)	174	881	24	0	7	33	1	5	10	209	45	76
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1900	1845	1900
Adj Flow Rate, veh/h	179	908	25	0	7	34	1	5	10	215	46	78
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	227	1057	29	3	109	528	438	151	303	338	61	93
Arrive On Green	0.13	0.59	0.59	0.00	0.40	0.40	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1757	1787	49	1757	275	1334	1250	550	1100	910	221	338
Grp Volume(v), veh/h	179	0	933	0	0	41	1	0	15	339	0	0
Grp Sat Flow(s),veh/h/ln	1757	0	1836	1757	0	1609	1250	0	1650	1468	0	0
Q Serve(g_s), s	6.7	0.0	28.5	0.0	0.0	1.1	0.0	0.0	0.4	14.2	0.0	0.0
Cycle Q Clear(g_c), s	6.7	0.0	28.5	0.0	0.0	1.1	0.0	0.0	0.4	14.7	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.83	1.00		0.67	0.63		0.23
Lane Grp Cap(c), veh/h	227	0	1086	3	0	636	438	0	454	491	0	0
V/C Ratio(X)	0.79	0.00	0.86	0.00	0.00	0.06	0.00	0.00	0.03	0.69	0.00	0.00
Avail Cap(c_a), veh/h	570	0	1835	130	0	1206	723	0	831	827	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.5	0.0	11.5	0.0	0.0	12.7	17.7	0.0	17.9	23.1	0.0	0.0
Incr Delay (d2), s/veh	6.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	14.9	0.0	0.0	0.5	0.0	0.0	0.2	6.2	0.0	0.0
LnGrp Delay(d),s/veh	34.5	0.0	13.7	0.0	0.0	12.7	17.7	0.0	17.9	24.8	0.0	0.0
LnGrp LOS	C		B			B	B		B	C		
Approach Vol, veh/h		1112			41			16			339	
Approach Delay, s/veh		17.0			12.7			17.9			24.8	
Approach LOS		B			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		23.1	0.0	44.4		23.1	13.2	31.2
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		34.0	5.0	67.5		34.0	21.9	50.6
Max Q Clear Time (g_c+I1), s		2.4	0.0	30.5		16.7	8.7	3.1
Green Ext Time (p_c), s		0.0	0.0	9.4		1.9	0.4	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	18.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	618	297	10	524	81	151	235	22	198	556	136
Future Volume (veh/h)	21	618	297	10	524	81	151	235	22	198	556	136
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	26	772	371	12	655	101	189	294	28	248	695	170
Adj No. of Lanes	1	2	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	216	1211	542	178	1052	162	237	957	90	301	929	227
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.13	0.30	0.30	0.17	0.33	0.33
Sat Flow, veh/h	698	3505	1568	485	3045	469	1757	3237	306	1757	2794	683
Grp Volume(v), veh/h	26	772	371	12	377	379	189	158	164	248	436	429
Grp Sat Flow(s),veh/h/ln	698	1752	1568	485	1752	1762	1757	1752	1791	1757	1752	1724
Q Serve(g_s), s	2.3	13.3	14.6	1.5	12.9	13.0	7.5	5.0	5.1	9.8	15.9	16.0
Cycle Q Clear(g_c), s	15.3	13.3	14.6	14.9	12.9	13.0	7.5	5.0	5.1	9.8	15.9	16.0
Prop In Lane	1.00		1.00	1.00		0.27	1.00		0.17	1.00		0.40
Lane Grp Cap(c), veh/h	216	1211	542	178	606	609	237	518	529	301	583	573
V/C Ratio(X)	0.12	0.64	0.68	0.07	0.62	0.62	0.80	0.31	0.31	0.82	0.75	0.75
Avail Cap(c_a), veh/h	376	2017	902	289	1009	1014	573	887	906	694	1009	992
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	19.8	20.2	26.0	19.7	19.7	30.2	19.7	19.7	28.8	21.4	21.4
Incr Delay (d2), s/veh	0.2	0.6	1.5	0.2	1.0	1.1	6.1	0.3	0.3	5.6	1.9	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	6.5	6.5	0.2	6.3	6.4	4.0	2.5	2.6	5.2	7.9	7.8
LnGrp Delay(d),s/veh	26.3	20.4	21.8	26.2	20.7	20.7	36.3	20.0	20.0	34.4	23.3	23.4
LnGrp LOS	C	C	C	C	C	C	D	B	C	C	C	C
Approach Vol, veh/h		1169			768			511			1113	
Approach Delay, s/veh		20.9			20.8			26.0			25.8	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		29.4	14.2	28.5		29.4	16.9	25.8
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		41.5	23.5	41.5		41.5	28.5	36.5
Max Q Clear Time (g_c+I1), s		17.3	9.5	18.0		16.9	11.8	7.1
Green Ext Time (p_c), s		7.6	0.4	6.0		5.3	0.6	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	23.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	749	95	143	444	34	23	20	90	67	59	4
Future Volume (veh/h)	6	749	95	143	444	34	23	20	90	67	59	4
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1900	1845	1845	1900	1845	1845
Adj Flow Rate, veh/h	6	788	100	151	467	36	24	21	95	71	62	4
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	14	1060	135	192	1453	112	76	45	580	76	45	580
Arrive On Green	0.01	0.34	0.34	0.11	0.44	0.44	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1757	3130	397	1757	3299	254	4	121	1568	5	122	1568
Grp Volume(v), veh/h	6	441	447	151	247	256	45	0	95	133	0	4
Grp Sat Flow(s),veh/h/ln	1757	1752	1775	1757	1752	1800	125	0	1568	126	0	1568
Q Serve(g_s), s	0.3	16.5	16.5	6.2	6.8	6.9	0.1	0.0	3.0	0.2	0.0	0.1
Cycle Q Clear(g_c), s	0.3	16.5	16.5	6.2	6.8	6.9	27.5	0.0	3.0	27.5	0.0	0.1
Prop In Lane	1.00		0.22	1.00		0.14	0.53		1.00	0.53		1.00
Lane Grp Cap(c), veh/h	14	594	601	192	772	793	121	0	580	121	0	580
V/C Ratio(X)	0.44	0.74	0.74	0.79	0.32	0.32	0.37	0.00	0.16	1.10	0.00	0.01
Avail Cap(c_a), veh/h	154	1263	1279	604	1712	1758	122	0	581	122	0	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.7	21.7	21.7	32.2	13.5	13.5	19.5	0.0	15.7	27.6	0.0	14.8
Incr Delay (d2), s/veh	20.7	1.9	1.8	6.9	0.2	0.2	1.9	0.0	0.1	110.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	8.3	8.4	3.4	3.3	3.5	0.7	0.0	1.3	6.2	0.0	0.1
LnGrp Delay(d),s/veh	57.4	23.5	23.5	39.1	13.8	13.8	21.4	0.0	15.8	138.1	0.0	14.8
LnGrp LOS	E	C	C	D	B	B	C		B	F		B
Approach Vol, veh/h		894			654			140			137	
Approach Delay, s/veh		23.8			19.6			17.6			134.5	
Approach LOS		C			B			B			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		32.0	12.6	29.7		32.0	5.1	37.3
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		27.5	25.5	53.5		27.5	6.5	72.5
Max Q Clear Time (g_c+I1), s		29.5	8.2	18.5		29.5	2.3	8.9
Green Ext Time (p_c), s		0.0	0.3	6.8		0.0	0.0	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	30.1
HCM 2010 LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	931	292	0	590	324
Future Volume (veh/h)	0	931	292	0	590	324
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1845	0	1845	1845
Adj Flow Rate, veh/h	0	1001	314	0	634	348
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	1649	1649	0	1114	513
Arrive On Green	0.00	0.47	0.47	0.00	0.33	0.33
Sat Flow, veh/h	0	3689	3689	0	3408	1568
Grp Volume(v), veh/h	0	1001	314	0	634	348
Grp Sat Flow(s),veh/h/ln	0	1752	1752	0	1704	1568
Q Serve(g_s), s	0.0	9.4	2.3	0.0	6.8	8.5
Cycle Q Clear(g_c), s	0.0	9.4	2.3	0.0	6.8	8.5
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	1649	1649	0	1114	513
V/C Ratio(X)	0.00	0.61	0.19	0.00	0.57	0.68
Avail Cap(c_a), veh/h	0	5168	5168	0	3491	1606
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	8.7	6.8	0.0	12.4	12.9
Incr Delay (d2), s/veh	0.0	0.4	0.1	0.0	0.5	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.5	1.1	0.0	3.2	3.9
LnGrp Delay(d),s/veh	0.0	9.1	6.9	0.0	12.8	14.5
LnGrp LOS		A	A		B	B
Approach Vol, veh/h		1001	314		982	
Approach Delay, s/veh		9.1	6.9		13.4	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		25.4		19.0		25.4		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		65.5		45.5		65.5		
Max Q Clear Time (g_c+I1), s		11.4		10.5		4.3		
Green Ext Time (p_c), s		9.5		4.0		2.3		

Intersection Summary	
HCM 2010 Ctrl Delay	10.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	241	55	88	219	48	142	232	113	72	466	12
Future Volume (veh/h)	50	241	55	88	219	48	142	232	113	72	466	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1845	1900	1845	1900
Adj Flow Rate, veh/h	56	271	62	99	246	54	160	261	127	81	524	13
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	0	2	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	308	459	105	282	463	102	358	376	320	118	804	21
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.20	0.20	0.20	0.26	0.26	0.26
Sat Flow, veh/h	1064	1453	333	1033	1466	322	1757	1845	1568	457	3115	81
Grp Volume(v), veh/h	56	0	333	99	0	300	160	261	127	323	0	295
Grp Sat Flow(s),veh/h/ln	1064	0	1786	1033	0	1788	1757	1845	1568	1822	0	1830
Q Serve(g_s), s	2.8	0.0	9.5	5.4	0.0	8.4	4.8	8.0	4.3	9.7	0.0	8.7
Cycle Q Clear(g_c), s	11.2	0.0	9.5	14.9	0.0	8.4	4.8	8.0	4.3	9.7	0.0	8.7
Prop In Lane	1.00		0.19	1.00		0.18	1.00		1.00	0.25		0.04
Lane Grp Cap(c), veh/h	308	0	564	282	0	564	358	376	320	470	0	473
V/C Ratio(X)	0.18	0.00	0.59	0.35	0.00	0.53	0.45	0.69	0.40	0.69	0.00	0.62
Avail Cap(c_a), veh/h	629	0	1103	594	0	1104	940	987	839	1095	0	1100
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	17.5	23.8	0.0	17.1	21.2	22.4	20.9	20.3	0.0	19.9
Incr Delay (d2), s/veh	0.3	0.0	1.0	0.7	0.0	0.8	0.9	2.3	0.8	1.8	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	4.8	1.6	0.0	4.2	2.4	4.3	1.9	5.1	0.0	4.5
LnGrp Delay(d),s/veh	22.0	0.0	18.5	24.5	0.0	17.9	22.0	24.7	21.7	22.1	0.0	21.3
LnGrp LOS	C		B	C		B	C	C	C	C		C
Approach Vol, veh/h		389			399			548			618	
Approach Delay, s/veh		19.0			19.5			23.2			21.7	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		16.9		23.7		20.2		23.7
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		32.5		37.5		36.5		37.5
Max Q Clear Time (g_c+I1), s		10.0		13.2		11.7		16.9
Green Ext Time (p_c), s		2.4		2.3		4.0		2.2

Intersection Summary	
HCM 2010 Ctrl Delay	21.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	110	0	75	1	456	69	150	1506	0
Future Volume (veh/h)	0	0	0	110	0	75	1	456	69	150	1506	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1845	1845	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	0	0	0	111	0	76	1	461	70	152	1521	0
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	0	215	0	288	0	183	3	1633	247	200	2268	0
Arrive On Green	0.00	0.00	0.00	0.12	0.00	0.12	0.00	0.53	0.53	0.11	0.65	0.00
Sat Flow, veh/h	0	1845	0	1392	0	1568	1757	3054	461	1757	3597	0
Grp Volume(v), veh/h	0	0	0	111	0	76	1	263	268	152	1521	0
Grp Sat Flow(s),veh/h/ln	0	1845	0	1392	0	1568	1757	1752	1763	1757	1752	0
Q Serve(g_s), s	0.0	0.0	0.0	4.4	0.0	2.6	0.0	4.7	4.8	4.8	15.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	4.4	0.0	2.6	0.0	4.7	4.8	4.8	15.6	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.26	1.00		0.00
Lane Grp Cap(c), veh/h	0	215	0	288	0	183	3	937	943	200	2268	0
V/C Ratio(X)	0.00	0.00	0.00	0.39	0.00	0.42	0.33	0.28	0.28	0.76	0.67	0.00
Avail Cap(c_a), veh/h	0	690	0	646	0	587	168	1906	1917	688	4848	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	24.4	0.0	23.6	28.7	7.3	7.3	24.7	6.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.8	0.0	1.5	52.7	0.2	0.2	5.9	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.8	0.0	1.2	0.1	2.3	2.3	2.6	7.5	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	25.2	0.0	25.1	81.4	7.5	7.5	30.6	6.7	0.0
LnGrp LOS				C		C	F	A	A	C	A	
Approach Vol, veh/h		0			187			532			1673	
Approach Delay, s/veh		0.0			25.1			7.6			8.9	
Approach LOS					C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.0	35.2		11.2	4.6	41.7		11.2
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	22.5	62.5		21.5	5.5	79.5		21.5
Max Q Clear Time (g_c+I1), s	6.8	6.8		0.0	2.0	17.6		6.4
Green Ext Time (p_c), s	0.3	3.7		0.0	0.0	19.6		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	9.9
HCM 2010 LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	170	87	449	99	283	1464
Future Volume (veh/h)	170	87	449	99	283	1464
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1900	1845	1845
Adj Flow Rate, veh/h	181	93	478	105	301	1557
Adj No. of Lanes	2	1	2	0	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	377	173	1141	249	382	2479
Arrive On Green	0.11	0.11	0.40	0.40	0.22	0.71
Sat Flow, veh/h	3408	1568	2954	625	1757	3597
Grp Volume(v), veh/h	181	93	292	291	301	1557
Grp Sat Flow(s),veh/h/ln	1704	1568	1752	1734	1757	1752
Q Serve(g_s), s	2.5	2.8	5.9	6.0	8.0	11.6
Cycle Q Clear(g_c), s	2.5	2.8	5.9	6.0	8.0	11.6
Prop In Lane	1.00	1.00		0.36	1.00	
Lane Grp Cap(c), veh/h	377	173	699	692	382	2479
V/C Ratio(X)	0.48	0.54	0.42	0.42	0.79	0.63
Avail Cap(c_a), veh/h	1483	682	1472	1457	1547	6350
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	20.8	10.7	10.7	18.3	3.8
Incr Delay (d2), s/veh	1.0	2.6	0.4	0.4	3.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.3	2.9	2.9	4.2	5.5
LnGrp Delay(d),s/veh	21.6	23.3	11.1	11.1	21.9	4.1
LnGrp LOS	C	C	B	B	C	A
Approach Vol, veh/h	274		583			1858
Approach Delay, s/veh	22.2		11.1			7.0
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.2	24.2				39.4		10.0
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	43.5	41.5				89.5		21.5
Max Q Clear Time (g_c+I1), s	10.0	8.0				13.6		4.8
Green Ext Time (p_c), s	0.9	4.0				21.4		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	9.4
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	0	35	0	4	1	364	23	11	718	0
Future Volume (veh/h)	1	0	0	35	0	4	1	364	23	11	718	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	1	0	0	36	0	4	1	375	24	11	740	0
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	330	90	0	334	0	77	6	1467	94	26	1583	0
Arrive On Green	0.05	0.00	0.00	0.05	0.00	0.05	0.00	0.44	0.44	0.01	0.45	0.00
Sat Flow, veh/h	1393	1845	0	1392	0	1568	1757	3346	213	1757	3597	0
Grp Volume(v), veh/h	1	0	0	36	0	4	1	196	203	11	740	0
Grp Sat Flow(s),veh/h/ln	1393	1845	0	1392	0	1568	1757	1752	1807	1757	1752	0
Q Serve(g_s), s	0.0	0.0	0.0	0.7	0.0	0.1	0.0	1.9	1.9	0.2	4.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.7	0.0	0.1	0.0	1.9	1.9	0.2	4.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.12	1.00		0.00
Lane Grp Cap(c), veh/h	330	90	0	334	0	77	6	768	792	26	1583	0
V/C Ratio(X)	0.00	0.00	0.00	0.11	0.00	0.05	0.15	0.25	0.26	0.43	0.47	0.00
Avail Cap(c_a), veh/h	1521	1667	0	1523	0	1417	680	4556	4698	745	9242	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.3	0.0	0.0	12.6	0.0	12.3	13.5	4.8	4.8	13.2	5.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.3	10.7	0.2	0.2	10.8	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.3	0.0	0.0	0.0	1.0	1.0	0.2	1.9	0.0
LnGrp Delay(d),s/veh	12.3	0.0	0.0	12.7	0.0	12.6	24.2	5.0	5.0	24.0	5.4	0.0
LnGrp LOS	B			B		B	C	A	A	C	A	
Approach Vol, veh/h		1			40			400			751	
Approach Delay, s/veh		12.3			12.7			5.0			5.7	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.9	16.4		5.8	4.5	16.7		5.8
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	11.5	70.5		24.5	10.5	71.5		24.5
Max Q Clear Time (g_c+I1), s	2.2	3.9		2.1	2.0	6.0		2.7
Green Ext Time (p_c), s	0.0	2.6		0.0	0.0	6.3		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	5.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	2	6	100	1	62	9	690	36	11	2530	2
Future Volume (veh/h)	7	2	6	100	1	62	9	690	36	11	2530	2
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1845	1845	1900	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	7	2	6	85	28	65	9	719	38	11	2635	2
Adj No. of Lanes	0	1	0	1	1	0	1	2	1	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	70	27	31	182	42	97	19	2718	1216	23	2794	2
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.01	0.78	0.78	0.01	0.78	0.78
Sat Flow, veh/h	237	315	368	1388	494	1148	1757	3505	1568	1757	3594	3
Grp Volume(v), veh/h	15	0	0	85	0	93	9	719	38	11	1285	1352
Grp Sat Flow(s),veh/h/ln	919	0	0	1388	0	1642	1757	1752	1568	1757	1752	1844
Q Serve(g_s), s	0.0	0.0	0.0	0.7	0.0	5.8	0.5	6.2	0.6	0.7	65.0	65.1
Cycle Q Clear(g_c), s	5.9	0.0	0.0	6.6	0.0	5.8	0.5	6.2	0.6	0.7	65.0	65.1
Prop In Lane	0.47		0.40	1.00		0.70	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	127	0	0	182	0	139	19	2718	1216	23	1363	1434
V/C Ratio(X)	0.12	0.00	0.00	0.47	0.00	0.67	0.47	0.26	0.03	0.48	0.94	0.94
Avail Cap(c_a), veh/h	250	0	0	300	0	278	83	2751	1231	83	1375	1447
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	0.0	0.0	47.6	0.0	47.3	52.3	3.4	2.7	52.1	9.9	9.9
Incr Delay (d2), s/veh	0.4	0.0	0.0	1.8	0.0	5.5	16.5	0.1	0.0	14.7	13.0	12.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	2.5	0.0	2.9	0.4	2.9	0.3	0.4	35.6	37.3
LnGrp Delay(d),s/veh	45.4	0.0	0.0	49.4	0.0	52.7	68.8	3.4	2.8	66.9	22.8	22.4
LnGrp LOS	D			D		D	E	A	A	E	C	C
Approach Vol, veh/h		15			178			766			2648	
Approach Delay, s/veh		45.4			51.2			4.2			22.8	
Approach LOS		D			D			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.9	87.0		13.5	5.7	87.2		13.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	83.5		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	2.7	8.2		7.9	2.5	67.1		8.6
Green Ext Time (p_c), s	0.0	6.2		0.0	0.0	15.7		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	20.3
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	7	39	118	14	5	24	637	49	32	2390	28
Future Volume (veh/h)	9	7	39	118	14	5	24	637	49	32	2390	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	9	7	41	124	15	5	25	671	52	34	2516	29
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	235	32	186	208	180	60	42	2519	1127	51	2536	1135
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.02	0.72	0.72	0.03	0.72	0.72
Sat Flow, veh/h	1373	234	1369	1339	1325	442	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	9	0	48	124	0	20	25	671	52	34	2516	29
Grp Sat Flow(s),veh/h/ln	1373	0	1603	1339	0	1767	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	0.7	0.0	3.1	10.5	0.0	1.1	1.6	7.7	1.1	2.2	81.2	0.6
Cycle Q Clear(g_c), s	1.8	0.0	3.1	13.6	0.0	1.1	1.6	7.7	1.1	2.2	81.2	0.6
Prop In Lane	1.00		0.85	1.00		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	235	0	217	208	0	239	42	2519	1127	51	2536	1135
V/C Ratio(X)	0.04	0.00	0.22	0.60	0.00	0.08	0.60	0.27	0.05	0.67	0.99	0.03
Avail Cap(c_a), veh/h	263	0	250	236	0	276	76	2519	1127	100	2536	1135
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	0.0	44.4	50.5	0.0	43.6	55.8	5.6	4.7	55.5	15.6	4.5
Incr Delay (d2), s/veh	0.1	0.0	0.5	3.2	0.0	0.1	12.8	0.1	0.0	14.4	16.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.4	4.1	0.0	0.6	0.9	3.7	0.5	1.3	44.1	0.3
LnGrp Delay(d),s/veh	44.5	0.0	45.0	53.7	0.0	43.8	68.5	5.7	4.7	69.9	31.6	4.5
LnGrp LOS	D		D	D		D	E	A	A	E	C	A
Approach Vol, veh/h		57			144			748			2579	
Approach Delay, s/veh		44.9			52.3			7.7			31.8	
Approach LOS		D			D			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.8	87.4		20.1	7.3	88.0		20.1
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	6.6	81.9		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	4.2	9.7		5.1	3.6	83.2		15.6
Green Ext Time (p_c), s	0.0	5.7		0.1	0.0	0.3		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	27.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	261	662	11	203	1381	199	22	347	123	147	753	707
Future Volume (veh/h)	261	662	11	203	1381	199	22	347	123	147	753	707
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	278	704	12	216	1469	0	23	369	131	156	801	752
Adj No. of Lanes	2	3	0	2	3	1	1	2	1	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	340	1817	31	285	1714	534	84	983	440	188	1191	533
Arrive On Green	0.10	0.36	0.36	0.08	0.34	0.00	0.05	0.28	0.28	0.11	0.34	0.34
Sat Flow, veh/h	3408	5100	87	3408	5036	1568	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	278	463	253	216	1469	0	23	369	131	156	801	752
Grp Sat Flow(s),veh/h/ln	1704	1679	1829	1704	1679	1568	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	8.4	10.8	10.8	6.5	28.4	0.0	1.3	8.8	6.9	9.1	20.4	35.5
Cycle Q Clear(g_c), s	8.4	10.8	10.8	6.5	28.4	0.0	1.3	8.8	6.9	9.1	20.4	35.5
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	340	1196	652	285	1714	534	84	983	440	188	1191	533
V/C Ratio(X)	0.82	0.39	0.39	0.76	0.86	0.00	0.27	0.38	0.30	0.83	0.67	1.41
Avail Cap(c_a), veh/h	356	1196	652	424	1813	564	303	1161	519	318	1191	533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	25.1	25.1	46.8	32.1	0.0	48.0	30.2	29.5	45.7	29.5	34.5
Incr Delay (d2), s/veh	13.5	0.2	0.4	4.4	4.2	0.0	1.7	0.2	0.4	8.9	1.5	196.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	5.0	5.5	3.2	13.9	0.0	0.7	4.3	3.0	4.9	10.1	44.2
LnGrp Delay(d),s/veh	59.6	25.3	25.5	51.2	36.2	0.0	49.7	30.5	29.9	54.6	31.0	230.5
LnGrp LOS	E	C	C	D	D		D	C	C	D	C	F
Approach Vol, veh/h		994			1685			523			1709	
Approach Delay, s/veh		34.9			38.2			31.2			120.9	
Approach LOS		C			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	41.7	9.5	40.0	14.9	40.0	15.7	33.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	13.6	35.5	18.0	35.5	10.9	37.6	18.9	34.6
Max Q Clear Time (g_c+I1), s	10.5	12.8	3.3	37.5	10.4	30.4	11.1	10.8
Green Ext Time (p_c), s	0.3	4.8	0.0	0.0	0.1	5.2	0.2	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	65.6
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	782	200	367	425	51	77	27	256	30	562	1340
Future Volume (veh/h)	142	782	200	367	425	51	77	27	256	30	562	1340
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	153	841	215	395	457	0	83	29	275	32	604	1441
Adj No. of Lanes	1	3	1	2	1	1	1	1	2	1	1	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	180	1204	375	458	499	425	105	812	1215	49	754	1128
Arrive On Green	0.10	0.24	0.24	0.13	0.27	0.00	0.06	0.44	0.44	0.03	0.41	0.41
Sat Flow, veh/h	1757	5036	1568	3408	1845	1568	1757	1845	2760	1757	1845	2760
Grp Volume(v), veh/h	153	841	215	395	457	0	83	29	275	32	604	1441
Grp Sat Flow(s),veh/h/ln	1757	1679	1568	1704	1845	1568	1757	1845	1380	1757	1845	1380
Q Serve(g_s), s	9.7	17.4	13.8	12.9	27.3	0.0	5.3	1.0	7.0	2.1	32.7	46.5
Cycle Q Clear(g_c), s	9.7	17.4	13.8	12.9	27.3	0.0	5.3	1.0	7.0	2.1	32.7	46.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	180	1204	375	458	499	425	105	812	1215	49	754	1128
V/C Ratio(X)	0.85	0.70	0.57	0.86	0.92	0.00	0.79	0.04	0.23	0.65	0.80	1.28
Avail Cap(c_a), veh/h	193	1364	425	515	576	489	116	812	1215	100	754	1128
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.2	39.5	38.2	48.2	40.2	0.0	52.8	18.1	19.8	54.7	29.6	33.6
Incr Delay (d2), s/veh	27.0	1.4	1.4	13.0	17.9	0.0	28.1	0.0	0.1	13.6	6.2	131.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	8.2	6.1	6.9	16.4	0.0	3.4	0.5	2.7	1.2	17.9	38.2
LnGrp Delay(d),s/veh	77.2	40.9	39.6	61.2	58.1	0.0	80.9	18.1	19.9	68.3	35.7	165.4
LnGrp LOS	E	D	D	E	E		F	B	B	E	D	F
Approach Vol, veh/h		1209			852			387			2077	
Approach Delay, s/veh		45.3			59.5			32.8			126.2	
Approach LOS		D			E			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.8	31.7	11.3	51.0	16.2	35.3	7.7	54.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	17.3	30.8	7.5	46.5	12.5	35.5	6.5	47.5
Max Q Clear Time (g_c+I1), s	14.9	19.4	7.3	48.5	11.7	29.3	4.1	9.0
Green Ext Time (p_c), s	0.4	5.0	0.0	0.0	0.0	1.5	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	84.0
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	273	0	0	568	0	205	0	134	0	0	0
Future Volume (veh/h)	0	273	0	0	568	0	205	0	134	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1845	0	0	1845	0	1845	0	1845			
Adj Flow Rate, veh/h	0	297	0	0	617	0	223	0	146			
Adj No. of Lanes	0	2	0	0	2	0	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	3	0	0	3	0	3	0	3			
Cap, veh/h	0	1460	0	0	1460	0	684	0	314			
Arrive On Green	0.00	0.42	0.00	0.00	0.42	0.00	0.20	0.00	0.20			
Sat Flow, veh/h	0	3689	0	0	3689	0	3408	0	1568			
Grp Volume(v), veh/h	0	297	0	0	617	0	223	0	146			
Grp Sat Flow(s),veh/h/ln	0	1752	0	0	1752	0	1704	0	1568			
Q Serve(g_s), s	0.0	1.3	0.0	0.0	2.9	0.0	1.3	0.0	1.9			
Cycle Q Clear(g_c), s	0.0	1.3	0.0	0.0	2.9	0.0	1.3	0.0	1.9			
Prop In Lane	0.00		0.00	0.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1460	0	0	1460	0	684	0	314			
V/C Ratio(X)	0.00	0.20	0.00	0.00	0.42	0.00	0.33	0.00	0.46			
Avail Cap(c_a), veh/h	0	4697	0	0	7083	0	3988	0	1835			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	4.4	0.0	0.0	4.9	0.0	8.0	0.0	8.3			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.2	0.0	0.3	0.0	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.0	0.0	1.4	0.0	0.6	0.0	0.9			
LnGrp Delay(d),s/veh	0.0	4.4	0.0	0.0	5.1	0.0	8.3	0.0	9.3			
LnGrp LOS		A			A		A		A			
Approach Vol, veh/h		297			617			369				
Approach Delay, s/veh		4.4			5.1			8.7				
Approach LOS		A			A			A				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		14.3				14.3		9.2
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		31.5				47.5		27.5
Max Q Clear Time (g_c+I1), s		3.3				4.9		3.9
Green Ext Time (p_c), s		2.0				4.9		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	6.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	18	11	19	49	52	28	369	63	175	1110	267
Future Volume (veh/h)	94	18	11	19	49	52	28	369	63	175	1110	267
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1900	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	96	18	0	19	50	53	29	377	64	179	1133	272
Adj No. of Lanes	1	1	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	134	141	0	36	95	100	55	1357	228	228	1547	368
Arrive On Green	0.08	0.08	0.00	0.07	0.07	0.07	0.03	0.45	0.45	0.13	0.55	0.55
Sat Flow, veh/h	1757	1845	0	532	1399	1472	1757	3002	505	1757	2810	669
Grp Volume(v), veh/h	96	18	0	65	0	57	29	219	222	179	703	702
Grp Sat Flow(s),veh/h/ln	1757	1845	0	1818	0	1585	1757	1752	1755	1757	1752	1727
Q Serve(g_s), s	3.5	0.6	0.0	2.3	0.0	2.3	1.1	5.1	5.2	6.5	19.8	20.2
Cycle Q Clear(g_c), s	3.5	0.6	0.0	2.3	0.0	2.3	1.1	5.1	5.2	6.5	19.8	20.2
Prop In Lane	1.00		0.00	0.29		0.93	1.00		0.29	1.00		0.39
Lane Grp Cap(c), veh/h	134	141	0	123	0	108	55	792	794	228	965	951
V/C Ratio(X)	0.72	0.13	0.00	0.53	0.00	0.53	0.53	0.28	0.28	0.78	0.73	0.74
Avail Cap(c_a), veh/h	489	514	0	501	0	436	147	1173	1175	577	1602	1579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	28.3	0.0	29.6	0.0	29.6	31.4	11.3	11.3	27.7	11.1	11.2
Incr Delay (d2), s/veh	6.9	0.4	0.0	3.4	0.0	4.0	7.6	0.2	0.2	5.9	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.3	0.0	1.3	0.0	1.1	0.6	2.5	2.6	3.5	9.7	9.9
LnGrp Delay(d),s/veh	36.6	28.7	0.0	33.1	0.0	33.6	39.0	11.5	11.5	33.6	12.2	12.3
LnGrp LOS	D	C		C		C	D	B	B	C	B	B
Approach Vol, veh/h		114			122			470			1584	
Approach Delay, s/veh		35.3			33.3			13.2			14.7	
Approach LOS		D			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.0	34.2		9.5	6.6	40.7		9.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	21.6	44.0		18.3	5.5	60.1		18.1
Max Q Clear Time (g_c+I1), s	9.5	7.2		5.5	3.1	22.2		4.3
Green Ext Time (p_c), s	0.4	2.9		0.2	0.0	14.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	16.4
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	15.5
Intersection LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	414	483	16	19	0
Future Vol, veh/h	5	414	483	16	19	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	6	460	537	18	21	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	14.1	16.9	9.6
HCM LOS	B	C	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	0%	100%
Vol Thru, %	99%	97%	0%
Vol Right, %	0%	3%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	419	499	19
LT Vol	5	0	19
Through Vol	414	483	0
RT Vol	0	16	0
Lane Flow Rate	466	554	21
Geometry Grp	1	1	1
Degree of Util (X)	0.593	0.69	0.037
Departure Headway (Hd)	4.584	4.482	6.309
Convergence, Y/N	Yes	Yes	Yes
Cap	787	809	564
Service Time	2.612	2.508	4.382
HCM Lane V/C Ratio	0.592	0.685	0.037
HCM Control Delay	14.1	16.9	9.6
HCM Lane LOS	B	C	A
HCM 95th-tile Q	4	5.6	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1	5	64	3	8	2	684	35	23	2500	13
Future Volume (veh/h)	3	1	5	64	3	8	2	684	35	23	2500	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	3	1	5	67	3	8	2	712	36	24	2604	14
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	69	29	64	150	4	10	5	2634	133	42	2849	15
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.00	0.78	0.78	0.02	0.80	0.80
Sat Flow, veh/h	320	431	940	1242	56	148	1757	3395	172	1757	3574	19
Grp Volume(v), veh/h	9	0	0	78	0	0	2	367	381	24	1275	1343
Grp Sat Flow(s),veh/h/ln	1691	0	0	1446	0	0	1757	1752	1814	1757	1752	1841
Q Serve(g_s), s	0.0	0.0	0.0	4.9	0.0	0.0	0.1	6.1	6.1	1.4	55.5	55.8
Cycle Q Clear(g_c), s	0.5	0.0	0.0	5.4	0.0	0.0	0.1	6.1	6.1	1.4	55.5	55.8
Prop In Lane	0.33		0.56	0.86		0.10	1.00		0.09	1.00		0.01
Lane Grp Cap(c), veh/h	162	0	0	164	0	0	5	1359	1407	42	1397	1468
V/C Ratio(X)	0.06	0.00	0.00	0.48	0.00	0.00	0.42	0.27	0.27	0.57	0.91	0.91
Avail Cap(c_a), veh/h	328	0	0	319	0	0	88	1411	1461	105	1428	1500
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.6	0.0	0.0	46.9	0.0	0.0	50.9	3.3	3.3	49.3	7.7	7.8
Incr Delay (d2), s/veh	0.1	0.0	0.0	2.1	0.0	0.0	50.1	0.1	0.1	11.3	9.1	8.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	2.3	0.0	0.0	0.1	2.9	3.0	0.8	29.4	31.2
LnGrp Delay(d),s/veh	44.8	0.0	0.0	49.0	0.0	0.0	101.0	3.4	3.4	60.6	16.9	16.7
LnGrp LOS	D			D			F	A	A	E	B	B
Approach Vol, veh/h		9			78			750			2642	
Approach Delay, s/veh		44.8			49.0			3.6			17.2	
Approach LOS		D			D			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.0	83.8		11.5	4.8	86.0		11.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	6.1	82.3		18.1	5.1	83.3		18.1
Max Q Clear Time (g_c+I1), s	3.4	8.1		2.5	2.1	57.8		7.4
Green Ext Time (p_c), s	0.0	5.6		0.0	0.0	23.7		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	15.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	616	10	108	2483	5	2	2	70	2	1	2
Future Volume (veh/h)	3	616	10	108	2483	5	2	2	70	2	1	2
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1900	1845	1900	1900	1845	1900
Adj Flow Rate, veh/h	3	662	11	116	2670	5	2	2	75	2	1	2
Adj No. of Lanes	1	2	1	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	7	2531	1132	145	2806	1255	37	4	97	76	38	44
Arrive On Green	0.00	0.72	0.72	0.08	0.80	0.80	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	1757	3505	1568	1757	3505	1568	17	63	1495	427	594	681
Grp Volume(v), veh/h	3	662	11	116	2670	5	79	0	0	5	0	0
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1752	1568	1575	0	0	1702	0	0
Q Serve(g_s), s	0.2	6.7	0.2	6.7	65.8	0.1	1.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	6.7	0.2	6.7	65.8	0.1	5.1	0.0	0.0	0.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.03		0.95	0.40		0.40
Lane Grp Cap(c), veh/h	7	2531	1132	145	2806	1255	137	0	0	159	0	0
V/C Ratio(X)	0.43	0.26	0.01	0.80	0.95	0.00	0.57	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	85	2531	1132	264	2836	1269	310	0	0	323	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	51.3	4.9	4.0	46.5	8.6	2.1	47.5	0.0	0.0	45.3	0.0	0.0
Incr Delay (d2), s/veh	36.3	0.1	0.0	9.7	8.3	0.0	3.7	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.2	0.1	3.6	34.0	0.0	2.4	0.0	0.0	0.1	0.0	0.0
LnGrp Delay(d),s/veh	87.6	5.0	4.0	56.2	16.9	2.1	51.3	0.0	0.0	45.4	0.0	0.0
LnGrp LOS	F	A	A	E	B	A	D			D		
Approach Vol, veh/h		676			2791			79			5	
Approach Delay, s/veh		5.3			18.5			51.3			45.4	
Approach LOS		A			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.0	79.0		11.2	4.9	87.1		11.2
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	15.5	73.0		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	8.7	8.7		2.3	2.2	67.8		7.1
Green Ext Time (p_c), s	0.1	5.5		0.0	0.0	14.8		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	16.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	411	59	0	0	0	0	0	138	0	148	227
Future Volume (veh/h)	0	411	59	0	0	0	0	0	138	0	148	227
Number	5	2	12				3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1845				0	1845	1845	0	1845	1845
Adj Flow Rate, veh/h	0	534	77				0	0	0	0	192	0
Adj No. of Lanes	0	1	1				0	1	1	0	2	1
Peak Hour Factor	0.77	0.77	0.77				0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	3	3				0	3	3	0	3	3
Cap, veh/h	0	0	0				0	423	359	0	803	359
Arrive On Green	0.00	0.00	0.00				0.00	0.00	0.00	0.00	0.23	0.00
Sat Flow, veh/h		0					0	1845	1568	0	3597	1568
Grp Volume(v), veh/h		0.0					0	0	0	0	192	0
Grp Sat Flow(s),veh/h/ln							0	1845	1568	0	1752	1568
Q Serve(g_s), s							0.0	0.0	0.0	0.0	0.3	0.0
Cycle Q Clear(g_c), s							0.0	0.0	0.0	0.0	0.3	0.0
Prop In Lane							0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h							0	423	359	0	803	359
V/C Ratio(X)							0.00	0.00	0.00	0.00	0.24	0.00
Avail Cap(c_a), veh/h							0	8374	7118	0	15910	7118
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	0.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh							0.0	0.0	0.0	0.0	1.8	0.0
Incr Delay (d2), s/veh							0.0	0.0	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	0.0	0.0	0.0	0.1	0.0
LnGrp Delay(d),s/veh							0.0	0.0	0.0	0.0	2.0	0.0
LnGrp LOS											A	
Approach Vol, veh/h								0			192	
Approach Delay, s/veh								0.0			2.0	
Approach LOS											A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4				8
Phs Duration (G+Y+Rc), s				5.8				5.8
Change Period (Y+Rc), s				4.5				4.5
Max Green Setting (Gmax), s				26.5				26.5
Max Q Clear Time (g_c+I1), s				2.3				0.0
Green Ext Time (p_c), s				1.2				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	2.0
HCM 2010 LOS	A

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3	9	47	0	19	0	5	0	0	0	0
Future Vol, veh/h	0	3	9	47	0	19	0	5	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	3	10	51	0	21	0	5	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	6.6	7.3	7.3	0
HCM LOS	A	A	A	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	71%	0%	0%
Vol Thru, %	100%	25%	0%	100%	100%
Vol Right, %	0%	75%	29%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	12	66	0	0
LT Vol	0	0	47	0	0
Through Vol	5	3	0	0	0
RT Vol	0	9	19	0	0
Lane Flow Rate	5	13	72	0	0
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.006	0.013	0.079	0	0
Departure Headway (Hd)	4.199	3.564	3.941	4.703	4.703
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	851	1006	914	0	0
Service Time	2.23	1.578	1.943	2.435	2.435
HCM Lane V/C Ratio	0.006	0.013	0.079	0	0
HCM Control Delay	7.3	6.6	7.3	7.4	7.4
HCM Lane LOS	A	A	A	N	N
HCM 95th-tile Q	0	0	0.3	0	0

Intersection	
Int Delay, s/veh	9.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	0	0	0	0	57
Future Vol, veh/h	0	0	0	0	0	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	0	0	0	74

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.93
Pot Cap-1 Maneuver	0	-	-	0	0	915
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	915
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	915
HCM Lane V/C Ratio	-	-	0.081
HCM Control Delay (s)	-	-	9.3
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	18	71	126	4	373	8	1412	63	432	383	5
Future Volume (veh/h)	75	18	71	126	4	373	8	1412	63	432	383	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	52	65	81	147	0	424	9	1605	0	491	435	6
Adj No. of Lanes	1	1	1	2	0	2	1	2	1	1	2	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	129	135	115	543	0	485	19	1369	613	380	2088	934
Arrive On Green	0.07	0.07	0.07	0.15	0.00	0.15	0.01	0.39	0.00	0.22	0.60	0.60
Sat Flow, veh/h	1757	1845	1568	3514	0	3136	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	52	65	81	147	0	424	9	1605	0	491	435	6
Grp Sat Flow(s),veh/h/ln	1757	1845	1568	1757	0	1568	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	3.1	3.7	5.5	4.0	0.0	14.4	0.6	42.5	0.0	23.5	6.2	0.2
Cycle Q Clear(g_c), s	3.1	3.7	5.5	4.0	0.0	14.4	0.6	42.5	0.0	23.5	6.2	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	129	135	115	543	0	485	19	1369	613	380	2088	934
V/C Ratio(X)	0.40	0.48	0.71	0.27	0.00	0.87	0.47	1.17	0.00	1.29	0.21	0.01
Avail Cap(c_a), veh/h	291	305	259	581	0	519	81	1369	613	380	2088	934
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.1	48.4	49.3	40.6	0.0	45.0	53.5	33.1	0.0	42.6	10.1	8.9
Incr Delay (d2), s/veh	2.0	2.6	7.7	0.3	0.0	14.7	16.6	85.6	0.0	150.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.0	2.6	2.0	0.0	7.2	0.4	36.6	0.0	27.2	3.0	0.1
LnGrp Delay(d),s/veh	50.2	51.1	56.9	40.8	0.0	59.6	70.1	118.7	0.0	193.2	10.2	8.9
LnGrp LOS	D	D	E	D		E	E	F		F	B	A
Approach Vol, veh/h		198			571			1614			932	
Approach Delay, s/veh		53.2			54.8			118.5			106.6	
Approach LOS		D			D			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	28.0	47.0		12.5	5.7	69.3		21.3
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	23.5	42.5		18.0	5.0	61.0		18.0
Max Q Clear Time (g_c+I1), s	25.5	44.5		7.5	2.6	8.2		16.4
Green Ext Time (p_c), s	0.0	0.0		0.5	0.0	3.3		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	100.3
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	1509	0	0	165	0
Future Volume (veh/h)	4	1509	0	0	165	0
Number	7	4			1	16
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845			1845	0
Adj Flow Rate, veh/h	4	1696			185	0
Adj No. of Lanes	1	1			2	0
Peak Hour Factor	0.89	0.89			0.89	0.89
Percent Heavy Veh, %	3	3			3	0
Cap, veh/h	1671	1754			0	0
Arrive On Green	0.95	0.95			0.00	0.00
Sat Flow, veh/h	1757	1845			0	
Grp Volume(v), veh/h	4	1696			0.0	
Grp Sat Flow(s),veh/h/ln	1757	1845				
Q Serve(g_s), s	0.0	51.3				
Cycle Q Clear(g_c), s	0.0	51.3				
Prop In Lane	1.00					
Lane Grp Cap(c), veh/h	1671	1754				
V/C Ratio(X)	0.00	0.97				
Avail Cap(c_a), veh/h	1766	1854				
HCM Platoon Ratio	1.00	1.00				
Upstream Filter(I)	1.00	1.00				
Uniform Delay (d), s/veh	0.1	1.4				
Incr Delay (d2), s/veh	0.0	13.5				
Initial Q Delay(d3),s/veh	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.0	27.3				
LnGrp Delay(d),s/veh	0.1	14.9				
LnGrp LOS	A	B				
Approach Vol, veh/h		1700				
Approach Delay, s/veh		14.9				
Approach LOS		B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4				
Phs Duration (G+Y+Rc), s				92.0				
Change Period (Y+Rc), s				4.5				
Max Green Setting (Gmax), s				92.5				
Max Q Clear Time (g_c+I1), s				53.3				
Green Ext Time (p_c), s				34.2				

Intersection Summary	
HCM 2010 Ctrl Delay	14.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	194	3	575	78	996	0	0	362	113
Future Volume (veh/h)	0	0	0	194	3	575	78	996	0	0	362	113
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1845	1900	1845	1845	0	0	1845	1845
Adj Flow Rate, veh/h				206	3	612	83	1060	0	0	385	120
Adj No. of Lanes				0	2	0	1	2	0	0	2	1
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	3	0	3	3	0	0	3	3
Cap, veh/h				798	12	722	108	1459	0	0	1082	460
Arrive On Green				0.46	0.46	0.46	0.06	0.42	0.00	0.00	0.29	0.29
Sat Flow, veh/h				1733	25	1568	1757	3597	0	0	3689	1568
Grp Volume(v), veh/h				209	0	612	83	1060	0	0	385	120
Grp Sat Flow(s),veh/h/ln				1758	0	1568	1757	1752	0	0	1845	1568
Q Serve(g_s), s				5.3	0.0	25.2	3.4	18.5	0.0	0.0	6.0	4.3
Cycle Q Clear(g_c), s				5.3	0.0	25.2	3.4	18.5	0.0	0.0	6.0	4.3
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				809	0	722	108	1459	0	0	1082	460
V/C Ratio(X)				0.26	0.00	0.85	0.77	0.73	0.00	0.00	0.36	0.26
Avail Cap(c_a), veh/h				1217	0	1086	373	2908	0	0	2049	871
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				12.1	0.0	17.4	33.7	17.8	0.0	0.0	20.3	19.7
Incr Delay (d2), s/veh				0.2	0.0	4.1	10.9	0.7	0.0	0.0	0.2	0.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.6	0.0	11.5	2.0	9.0	0.0	0.0	3.1	1.9
LnGrp Delay(d),s/veh				12.2	0.0	21.6	44.6	18.5	0.0	0.0	20.5	20.0
LnGrp LOS				B		C	D	B			C	C
Approach Vol, veh/h					821			1143			505	
Approach Delay, s/veh					19.2			20.4			20.4	
Approach LOS					B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		34.9			9.0	25.9		38.1
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		60.5			15.5	40.5		50.5
Max Q Clear Time (g_c+I1), s		20.5			5.4	8.0		27.2
Green Ext Time (p_c), s		9.9			0.1	3.2		6.4

Intersection Summary	
HCM 2010 Ctrl Delay	20.0
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	806	74	131	0	0	0	0	256	210	272	274	0
Future Volume (veh/h)	806	74	131	0	0	0	0	256	210	272	274	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845				0	1845	1845	1845	1845	0
Adj Flow Rate, veh/h	876	0	134				0	344	158	278	280	0
Adj No. of Lanes	2	0	1				0	2	1	1	2	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	1211	0	540				0	671	285	355	1663	0
Arrive On Green	0.34	0.00	0.34				0.00	0.18	0.18	0.20	0.47	0.00
Sat Flow, veh/h	3514	0	1568				0	3689	1568	1757	3597	0
Grp Volume(v), veh/h	876	0	134				0	344	158	278	280	0
Grp Sat Flow(s),veh/h/ln	1757	0	1568				0	1845	1568	1757	1752	0
Q Serve(g_s), s	10.8	0.0	3.0				0.0	4.2	4.6	7.5	2.3	0.0
Cycle Q Clear(g_c), s	10.8	0.0	3.0				0.0	4.2	4.6	7.5	2.3	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1211	0	540				0	671	285	355	1663	0
V/C Ratio(X)	0.72	0.00	0.25				0.00	0.51	0.55	0.78	0.17	0.00
Avail Cap(c_a), veh/h	3640	0	1624				0	1670	710	1148	4195	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.2	0.0	11.7				0.0	18.3	18.5	18.8	7.5	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.2				0.0	0.6	1.7	3.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	1.3				0.0	2.2	2.1	3.9	1.1	0.0
LnGrp Delay(d),s/veh	15.1	0.0	11.9				0.0	19.0	20.2	22.6	7.5	0.0
LnGrp LOS	B		B					B	C	C	A	
Approach Vol, veh/h		1010						502			558	
Approach Delay, s/veh		14.6						19.3			15.0	
Approach LOS		B						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	14.5	13.5		21.6		28.1		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	32.5	22.5		51.5		59.5		
Max Q Clear Time (g_c+I1), s	12.5	6.6		12.8		4.3		
Green Ext Time (p_c), s	0.8	2.5		4.3		2.0		

Intersection Summary	
HCM 2010 Ctrl Delay	15.9
HCM 2010 LOS	B

Notes

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	487	0	0	377	74	59
Future Volume (veh/h)	487	0	0	377	74	59
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	0	0	1845	1845	1845
Adj Flow Rate, veh/h	502	0	0	389	76	61
Adj No. of Lanes	2	0	0	3	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	0	3	3	3
Cap, veh/h	1405	0	0	2019	236	211
Arrive On Green	0.40	0.00	0.00	0.40	0.13	0.13
Sat Flow, veh/h	3689	0	0	5368	1757	1568
Grp Volume(v), veh/h	502	0	0	389	76	61
Grp Sat Flow(s),veh/h/ln	1752	0	0	1679	1757	1568
Q Serve(g_s), s	1.9	0.0	0.0	1.0	0.8	0.7
Cycle Q Clear(g_c), s	1.9	0.0	0.0	1.0	0.8	0.7
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	1405	0	0	2019	236	211
V/C Ratio(X)	0.36	0.00	0.00	0.19	0.32	0.29
Avail Cap(c_a), veh/h	12934	0	0	18583	3582	3196
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.1	0.0	0.0	3.8	7.6	7.5
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.4	0.4	0.3
LnGrp Delay(d),s/veh	4.2	0.0	0.0	3.8	8.4	8.3
LnGrp LOS	A			A	A	A
Approach Vol, veh/h	502			389	137	
Approach Delay, s/veh	4.2			3.8	8.3	
Approach LOS	A			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		12.3				12.3		7.1
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		71.5				71.5		39.5
Max Q Clear Time (g_c+I1), s		3.9				3.0		2.8
Green Ext Time (p_c), s		3.9				3.0		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	147	118	18	173	0	63	0	10	340	54	41
Future Volume (veh/h)	0	147	118	18	173	0	63	0	10	340	54	41
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1900	1845	1845	0	1845	0	1845	1845	1845	1900
Adj Flow Rate, veh/h	0	169	136	21	199	0	72	0	11	391	62	47
Adj No. of Lanes	0	2	0	1	2	0	1	0	1	2	1	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	3	3	3	3	0	3	0	3	3	3	3
Cap, veh/h	0	413	313	47	1454	0	0	0	0	855	237	180
Arrive On Green	0.00	0.22	0.22	0.03	0.41	0.00	0.00	0.00	0.00	0.24	0.24	0.24
Sat Flow, veh/h	0	1995	1440	1757	3597	0		0		3514	975	739
Grp Volume(v), veh/h	0	155	150	21	199	0		0.0		391	0	109
Grp Sat Flow(s),veh/h/ln	0	1752	1591	1757	1752	0				1757	0	1714
Q Serve(g_s), s	0.0	2.0	2.2	0.3	0.9	0.0				2.5	0.0	1.4
Cycle Q Clear(g_c), s	0.0	2.0	2.2	0.3	0.9	0.0				2.5	0.0	1.4
Prop In Lane	0.00		0.91	1.00		0.00				1.00		0.43
Lane Grp Cap(c), veh/h	0	380	345	47	1454	0				855	0	417
V/C Ratio(X)	0.00	0.41	0.44	0.44	0.14	0.00				0.46	0.00	0.26
Avail Cap(c_a), veh/h	0	1564	1419	434	4591	0				3936	0	1920
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.9	8.9	12.6	4.8	0.0				8.5	0.0	8.1
Incr Delay (d2), s/veh	0.0	0.7	0.9	6.3	0.0	0.0				0.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	1.0	0.2	0.5	0.0				1.2	0.0	0.7
LnGrp Delay(d),s/veh	0.0	9.6	9.8	18.9	4.8	0.0				8.9	0.0	8.4
LnGrp LOS		A	A	B	A					A		A
Approach Vol, veh/h		305			220						500	
Approach Delay, s/veh		9.7			6.2						8.8	
Approach LOS		A			A						A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	5.2	10.2		10.9		15.4		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	6.5	23.5		29.5		34.5		
Max Q Clear Time (g_c+I1), s	2.3	4.2		4.5		2.9		
Green Ext Time (p_c), s	0.0	1.7		2.1		1.3		

Intersection Summary	
HCM 2010 Ctrl Delay	8.5
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	10.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑			↑↑↑
Traffic Vol, veh/h	0	617	266	0	0	421
Future Vol, veh/h	0	617	266	0	0	421
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	671	289	0	0	458

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	145	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	-	-
Pot Cap-1 Maneuver	0	873	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	873	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	873	-
HCM Lane V/C Ratio	-	0.768	-
HCM Control Delay (s)	-	21.4	-
HCM Lane LOS	-	C	-
HCM 95th %tile Q(veh)	-	7.6	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	307	57	34	187	99	156	504	220	125	330	42
Future Volume (veh/h)	134	307	57	34	187	99	156	504	220	125	330	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1900	1845	1845	1900	1845	1900
Adj Flow Rate, veh/h	143	327	61	36	199	105	166	536	234	133	351	45
Adj No. of Lanes	1	2	1	1	2	0	0	2	1	0	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	184	711	318	63	302	153	234	803	457	183	510	68
Arrive On Green	0.10	0.20	0.20	0.04	0.13	0.13	0.29	0.29	0.29	0.21	0.21	0.21
Sat Flow, veh/h	1757	3505	1568	1757	2254	1142	804	2753	1568	863	2407	320
Grp Volume(v), veh/h	143	327	61	36	153	151	373	329	234	278	0	251
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1752	1643	1804	1752	1568	1802	0	1788
Q Serve(g_s), s	5.5	5.7	2.3	1.4	5.8	6.1	12.9	11.5	8.7	10.0	0.0	9.0
Cycle Q Clear(g_c), s	5.5	5.7	2.3	1.4	5.8	6.1	12.9	11.5	8.7	10.0	0.0	9.0
Prop In Lane	1.00		1.00	1.00		0.69	0.45		1.00	0.48		0.18
Lane Grp Cap(c), veh/h	184	711	318	63	235	220	526	511	457	382	0	379
V/C Ratio(X)	0.78	0.46	0.19	0.57	0.65	0.69	0.71	0.64	0.51	0.73	0.00	0.66
Avail Cap(c_a), veh/h	465	1509	675	173	464	435	994	965	863	683	0	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.5	24.5	23.1	33.2	28.7	28.9	22.1	21.6	20.6	25.7	0.0	25.3
Incr Delay (d2), s/veh	6.9	0.5	0.3	7.8	3.0	3.8	1.8	1.4	0.9	2.7	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	2.8	1.0	0.8	3.0	3.0	6.7	5.7	3.9	5.2	0.0	4.6
LnGrp Delay(d),s/veh	37.4	25.0	23.4	41.0	31.7	32.6	23.9	23.0	21.5	28.3	0.0	27.2
LnGrp LOS	D	C	C	D	C	C	C	C	C	C		C
Approach Vol, veh/h		531			340			936			529	
Approach Delay, s/veh		28.1			33.1			23.0			27.8	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		24.9	7.0	18.7		19.3	11.8	13.9
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		38.5	6.9	30.1		26.5	18.5	18.5
Max Q Clear Time (g_c+I1), s		14.9	3.4	7.7		12.0	7.5	8.1
Green Ext Time (p_c), s		5.5	0.0	2.3		2.8	0.3	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	26.7
HCM 2010 LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	360	569	482	131	0	505
Future Volume (veh/h)	360	569	482	131	0	505
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1900	0	1845
Adj Flow Rate, veh/h	316	636	492	0	0	515
Adj No. of Lanes	1	2	3	0	0	3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	0	3
Cap, veh/h	664	1186	1492	0	0	1492
Arrive On Green	0.38	0.38	0.30	0.00	0.00	0.30
Sat Flow, veh/h	1757	3136	5368	0	0	5368
Grp Volume(v), veh/h	316	636	492	0	0	515
Grp Sat Flow(s),veh/h/ln	1757	1568	1679	0	0	1679
Q Serve(g_s), s	3.8	4.4	2.1	0.0	0.0	2.2
Cycle Q Clear(g_c), s	3.8	4.4	2.1	0.0	0.0	2.2
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	664	1186	1492	0	0	1492
V/C Ratio(X)	0.48	0.54	0.33	0.00	0.00	0.35
Avail Cap(c_a), veh/h	4290	7657	7924	0	0	7924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	6.5	6.7	7.6	0.0	0.0	7.6
Incr Delay (d2), s/veh	0.5	0.4	0.1	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	1.9	1.0	0.0	0.0	1.0
LnGrp Delay(d),s/veh	7.0	7.1	7.7	0.0	0.0	7.8
LnGrp LOS	A	A	A			A
Approach Vol, veh/h	952		492			515
Approach Delay, s/veh	7.1		7.7			7.8
Approach LOS	A		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		12.7				12.7		15.0
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		43.5				43.5		67.5
Max Q Clear Time (g_c+I1), s		4.1				4.2		6.4
Green Ext Time (p_c), s		3.8				4.0		4.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.4
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	0	122	0	0	0	0	414	498	0	460	233
Future Volume (veh/h)	270	0	122	0	0	0	0	414	498	0	460	233
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1845				0	1845	1900	0	1845	1845
Adj Flow Rate, veh/h	310	0	140				0	476	0	0	529	0
Adj No. of Lanes	0	1	1				0	3	0	0	2	1
Peak Hour Factor	0.87	0.87	0.87				0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	3	3				0	3	3	0	3	3
Cap, veh/h	546	0	487				0	1750	0	0	1218	545
Arrive On Green	0.31	0.00	0.31				0.00	0.35	0.00	0.00	0.35	0.00
Sat Flow, veh/h	1757	0	1568				0	5368	0	0	3597	1568
Grp Volume(v), veh/h	310	0	140				0	476	0	0	529	0
Grp Sat Flow(s),veh/h/ln	1757	0	1568				0	1679	0	0	1752	1568
Q Serve(g_s), s	3.9	0.0	1.8				0.0	1.8	0.0	0.0	3.1	0.0
Cycle Q Clear(g_c), s	3.9	0.0	1.8				0.0	1.8	0.0	0.0	3.1	0.0
Prop In Lane	1.00		1.00				0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	546	0	487				0	1750	0	0	1218	545
V/C Ratio(X)	0.57	0.00	0.29				0.00	0.27	0.00	0.00	0.43	0.00
Avail Cap(c_a), veh/h	3701	0	3303				0	10609	0	0	7384	3303
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	7.6	0.0	6.9				0.0	6.2	0.0	0.0	6.6	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.3				0.0	0.1	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.8				0.0	0.8	0.0	0.0	1.5	0.0
LnGrp Delay(d),s/veh	8.5	0.0	7.2				0.0	6.3	0.0	0.0	6.8	0.0
LnGrp LOS	A		A					A			A	
Approach Vol, veh/h		450						476			529	
Approach Delay, s/veh		8.1						6.3			6.8	
Approach LOS		A						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		13.7		12.7		13.7		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		55.5		55.5		55.5		
Max Q Clear Time (g_c+I1), s		3.8		5.9		5.1		
Green Ext Time (p_c), s		3.7		2.6		4.1		

Intersection Summary	
HCM 2010 Ctrl Delay	7.1
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	361	55	160	330	104	114	716	216	80	295	38
Future Volume (veh/h)	106	361	55	160	330	104	114	716	216	80	295	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	118	401	61	178	367	116	127	796	240	89	328	42
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	152	543	82	222	573	179	163	1042	314	115	1142	145
Arrive On Green	0.09	0.18	0.18	0.13	0.22	0.22	0.09	0.39	0.39	0.07	0.36	0.36
Sat Flow, veh/h	1757	3054	461	1757	2632	821	1757	2655	800	1757	3129	397
Grp Volume(v), veh/h	118	229	233	178	243	240	127	525	511	89	182	188
Grp Sat Flow(s),veh/h/ln	1757	1752	1763	1757	1752	1700	1757	1752	1703	1757	1752	1775
Q Serve(g_s), s	5.0	9.3	9.5	7.4	9.5	9.7	5.3	19.7	19.7	3.8	5.6	5.7
Cycle Q Clear(g_c), s	5.0	9.3	9.5	7.4	9.5	9.7	5.3	19.7	19.7	3.8	5.6	5.7
Prop In Lane	1.00		0.26	1.00		0.48	1.00		0.47	1.00		0.22
Lane Grp Cap(c), veh/h	152	311	313	222	381	370	163	687	668	115	639	647
V/C Ratio(X)	0.78	0.73	0.74	0.80	0.64	0.65	0.78	0.76	0.76	0.77	0.29	0.29
Avail Cap(c_a), veh/h	372	499	502	477	603	585	386	1125	1093	267	1006	1019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	29.4	29.4	32.1	26.9	26.9	33.5	19.9	19.9	34.8	17.0	17.0
Incr Delay (d2), s/veh	8.2	3.4	3.5	6.6	1.8	1.9	7.8	1.8	1.9	10.5	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	4.8	4.9	4.0	4.8	4.7	2.9	9.8	9.6	2.2	2.7	2.8
LnGrp Delay(d),s/veh	42.0	32.8	32.9	38.7	28.6	28.9	41.3	21.7	21.8	45.3	17.3	17.3
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	B	B
Approach Vol, veh/h		580			661			1163			459	
Approach Delay, s/veh		34.7			31.4			23.9			22.7	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	34.1	14.1	17.9	11.5	32.1	11.0	20.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	48.5	20.5	21.5	16.6	43.4	16.0	26.0
Max Q Clear Time (g_c+I1), s	5.8	21.7	9.4	11.5	7.3	7.7	7.0	11.7
Green Ext Time (p_c), s	0.1	8.0	0.3	2.0	0.2	2.4	0.2	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	27.6
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	7.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	62	45	39	181	236	35
Future Vol, veh/h	62	45	39	181	236	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	450
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	69	50	43	201	262	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	119	0	381	94
Stage 1	-	-	-	-	94	-
Stage 2	-	-	-	-	287	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1463	-	619	960
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	759	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1463	-	601	960
Mov Cap-2 Maneuver	-	-	-	-	601	-
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	737	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	14.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	601	960	-	-	1463	-
HCM Lane V/C Ratio	0.436	0.041	-	-	0.03	-
HCM Control Delay (s)	15.5	8.9	-	-	7.5	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	2.2	0.1	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	37	8	0	19	41	18	22	5	46	4	63
Future Volume (veh/h)	150	37	8	0	19	41	18	22	5	46	4	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1900	1845	1900
Adj Flow Rate, veh/h	160	39	9	0	20	44	19	23	5	49	4	67
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	247	658	152	8	58	127	547	212	46	306	11	115
Arrive On Green	0.14	0.45	0.45	0.00	0.11	0.11	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1757	1451	335	1757	514	1131	1311	1469	319	549	79	794
Grp Volume(v), veh/h	160	0	48	0	0	64	19	0	28	120	0	0
Grp Sat Flow(s),veh/h/ln	1757	0	1786	1757	0	1645	1311	0	1788	1422	0	0
Q Serve(g_s), s	1.9	0.0	0.3	0.0	0.0	0.8	0.0	0.0	0.3	1.5	0.0	0.0
Cycle Q Clear(g_c), s	1.9	0.0	0.3	0.0	0.0	0.8	0.2	0.0	0.3	1.8	0.0	0.0
Prop In Lane	1.00		0.19	1.00		0.69	1.00		0.18	0.41		0.56
Lane Grp Cap(c), veh/h	247	0	810	8	0	184	547	0	258	432	0	0
V/C Ratio(X)	0.65	0.00	0.06	0.00	0.00	0.35	0.03	0.00	0.11	0.28	0.00	0.00
Avail Cap(c_a), veh/h	3099	0	4944	392	0	2020	2671	0	3155	2836	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.1	0.0	3.4	0.0	0.0	9.2	8.3	0.0	8.3	9.0	0.0	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.2	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.2	0.0	0.0	0.4	0.1	0.0	0.2	0.7	0.0	0.0
LnGrp Delay(d),s/veh	11.9	0.0	3.5	0.0	0.0	10.3	8.3	0.0	8.5	9.4	0.0	0.0
LnGrp LOS	B		A			B	A		A	A		
Approach Vol, veh/h		208			64			47			120	
Approach Delay, s/veh		10.0			10.3			8.4			9.4	
Approach LOS		A			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		7.7	0.0	14.7		7.7	7.7	7.0
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		39.5	5.0	62.0		39.5	39.5	27.5
Max Q Clear Time (g_c+I1), s		2.3	0.0	2.3		3.8	3.9	2.8
Green Ext Time (p_c), s		0.2	0.0	0.3		0.7	0.5	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	9.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	776	100	3	434	88	118	472	24	48	182	70
Future Volume (veh/h)	122	776	100	3	434	88	118	472	24	48	182	70
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	128	817	105	3	457	93	124	497	25	51	192	74
Adj No. of Lanes	1	2	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	428	1541	689	306	1277	258	165	808	41	89	487	182
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.09	0.24	0.24	0.05	0.19	0.19
Sat Flow, veh/h	846	3505	1568	598	2906	588	1757	3396	171	1757	2501	932
Grp Volume(v), veh/h	128	817	105	3	274	276	124	256	266	51	133	133
Grp Sat Flow(s),veh/h/ln	846	1752	1568	598	1752	1741	1757	1752	1815	1757	1752	1680
Q Serve(g_s), s	5.9	8.5	2.0	0.2	5.2	5.2	3.4	6.5	6.5	1.4	3.3	3.5
Cycle Q Clear(g_c), s	11.1	8.5	2.0	8.6	5.2	5.2	3.4	6.5	6.5	1.4	3.3	3.5
Prop In Lane	1.00		1.00	1.00		0.34	1.00		0.09	1.00		0.55
Lane Grp Cap(c), veh/h	428	1541	689	306	770	765	165	417	432	89	341	327
V/C Ratio(X)	0.30	0.53	0.15	0.01	0.36	0.36	0.75	0.61	0.62	0.57	0.39	0.41
Avail Cap(c_a), veh/h	1035	4057	1815	735	2028	2015	831	1252	1297	477	900	862
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	10.2	8.4	13.3	9.3	9.3	21.9	16.9	16.9	23.0	17.4	17.5
Incr Delay (d2), s/veh	0.4	0.3	0.1	0.0	0.3	0.3	6.7	1.5	1.4	5.6	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	4.1	0.9	0.0	2.5	2.5	2.0	3.3	3.4	0.8	1.7	1.7
LnGrp Delay(d),s/veh	13.4	10.5	8.5	13.3	9.5	9.6	28.7	18.4	18.3	28.7	18.1	18.3
LnGrp LOS	B	B	A	B	A	A	C	B	B	C	B	B
Approach Vol, veh/h		1050			553			646			317	
Approach Delay, s/veh		10.6			9.6			20.3			19.9	
Approach LOS		B			A			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		26.3	9.2	14.2		26.3	7.0	16.3
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		57.5	23.5	25.5		57.5	13.5	35.5
Max Q Clear Time (g_c+I1), s		13.1	5.4	5.5		10.6	3.4	8.5
Green Ext Time (p_c), s		8.7	0.3	1.4		3.9	0.1	3.3

Intersection Summary	
HCM 2010 Ctrl Delay	14.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	608	12	66	575	42	41	48	108	46	20	5
Future Volume (veh/h)	10	608	12	66	575	42	41	48	108	46	20	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1900	1845	1845	1900	1845	1845
Adj Flow Rate, veh/h	11	691	14	75	653	48	47	55	123	52	23	6
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	24	1088	22	113	1194	88	132	114	531	160	48	531
Arrive On Green	0.01	0.31	0.31	0.06	0.36	0.36	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1757	3513	71	1757	3311	243	58	337	1568	90	142	1568
Grp Volume(v), veh/h	11	345	360	75	345	356	102	0	123	75	0	6
Grp Sat Flow(s),veh/h/ln	1757	1752	1832	1757	1752	1802	396	0	1568	232	0	1568
Q Serve(g_s), s	0.3	7.9	7.9	2.0	7.4	7.4	0.8	0.0	2.6	1.4	0.0	0.1
Cycle Q Clear(g_c), s	0.3	7.9	7.9	2.0	7.4	7.4	15.5	0.0	2.6	15.8	0.0	0.1
Prop In Lane	1.00		0.04	1.00		0.13	0.46		1.00	0.69		1.00
Lane Grp Cap(c), veh/h	24	543	567	113	632	650	246	0	531	208	0	531
V/C Ratio(X)	0.46	0.63	0.64	0.66	0.55	0.55	0.41	0.00	0.23	0.36	0.00	0.01
Avail Cap(c_a), veh/h	355	2031	2124	803	2479	2548	738	0	1017	622	0	1017
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.0	13.9	13.9	21.5	12.0	12.0	12.6	0.0	11.2	15.9	0.0	10.3
Incr Delay (d2), s/veh	13.2	1.2	1.2	6.4	0.7	0.7	1.1	0.0	0.2	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.0	4.2	1.1	3.7	3.8	1.0	0.0	1.2	1.0	0.0	0.1
LnGrp Delay(d),s/veh	36.2	15.2	15.1	27.9	12.7	12.7	13.7	0.0	11.4	16.9	0.0	10.3
LnGrp LOS	D	B	B	C	B	B	B		B	B		B
Approach Vol, veh/h		716			776			225			81	
Approach Delay, s/veh		15.5			14.2			12.4			16.4	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		21.4	7.6	19.3		21.4	5.2	21.7
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		30.5	21.5	54.5		30.5	9.5	66.5
Max Q Clear Time (g_c+I1), s		17.5	4.0	9.9		17.8	2.3	9.4
Green Ext Time (p_c), s		0.7	0.1	5.1		0.3	0.0	5.1

Intersection Summary	
HCM 2010 Ctrl Delay	14.6
HCM 2010 LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	799	385	0	393	309
Future Volume (veh/h)	0	799	385	0	393	309
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1845	0	1845	1845
Adj Flow Rate, veh/h	0	878	423	0	432	340
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	1558	1558	0	1088	501
Arrive On Green	0.00	0.44	0.44	0.00	0.32	0.32
Sat Flow, veh/h	0	3689	3689	0	3408	1568
Grp Volume(v), veh/h	0	878	423	0	432	340
Grp Sat Flow(s),veh/h/ln	0	1752	1752	0	1704	1568
Q Serve(g_s), s	0.0	7.1	2.9	0.0	3.8	7.2
Cycle Q Clear(g_c), s	0.0	7.1	2.9	0.0	3.8	7.2
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	1558	1558	0	1088	501
V/C Ratio(X)	0.00	0.56	0.27	0.00	0.40	0.68
Avail Cap(c_a), veh/h	0	5933	5933	0	4159	1913
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	7.8	6.7	0.0	10.1	11.3
Incr Delay (d2), s/veh	0.0	0.3	0.1	0.0	0.2	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.4	1.4	0.0	1.8	3.2
LnGrp Delay(d),s/veh	0.0	8.2	6.8	0.0	10.3	12.9
LnGrp LOS		A	A		B	B
Approach Vol, veh/h		878	423		772	
Approach Delay, s/veh		8.2	6.8		11.5	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		21.4		16.7		21.4		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		64.5		46.5		64.5		
Max Q Clear Time (g_c+I1), s		9.1		9.2		4.9		
Green Ext Time (p_c), s		7.9		3.0		3.2		

Intersection Summary	
HCM 2010 Ctrl Delay	9.1
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	220	37	66	251	99	125	408	100	109	300	16
Future Volume (veh/h)	42	220	37	66	251	99	125	408	100	109	300	16
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1845	1900	1845	1900
Adj Flow Rate, veh/h	46	239	40	72	273	108	136	443	109	118	326	17
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	208	455	76	289	371	147	538	565	480	172	505	27
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.31	0.31	0.31	0.19	0.19	0.19
Sat Flow, veh/h	988	1541	258	1085	1259	498	1757	1845	1568	884	2597	140
Grp Volume(v), veh/h	46	0	279	72	0	381	136	443	109	240	0	221
Grp Sat Flow(s),veh/h/ln	988	0	1799	1085	0	1757	1757	1845	1568	1800	0	1820
Q Serve(g_s), s	2.9	0.0	8.5	3.9	0.0	12.9	3.8	14.5	3.4	8.2	0.0	7.3
Cycle Q Clear(g_c), s	15.8	0.0	8.5	12.5	0.0	12.9	3.8	14.5	3.4	8.2	0.0	7.3
Prop In Lane	1.00		0.14	1.00		0.28	1.00		1.00	0.49		0.08
Lane Grp Cap(c), veh/h	208	0	531	289	0	518	538	565	480	350	0	354
V/C Ratio(X)	0.22	0.00	0.53	0.25	0.00	0.74	0.25	0.78	0.23	0.69	0.00	0.62
Avail Cap(c_a), veh/h	432	0	940	536	0	918	1131	1187	1009	804	0	813
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.1	0.0	19.4	24.6	0.0	21.0	17.2	20.9	17.1	24.7	0.0	24.4
Incr Delay (d2), s/veh	0.5	0.0	0.8	0.4	0.0	2.0	0.2	2.4	0.2	2.4	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	4.3	1.2	0.0	6.5	1.9	7.8	1.5	4.3	0.0	3.9
LnGrp Delay(d),s/veh	28.6	0.0	20.2	25.1	0.0	23.0	17.5	23.4	17.3	27.1	0.0	26.2
LnGrp LOS	C		C	C		C	B	C	B	C		C
Approach Vol, veh/h		325			453			688			461	
Approach Delay, s/veh		21.4			23.3			21.2			26.7	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		24.7		24.0		17.3		24.0
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		42.5		34.5		29.5		34.5
Max Q Clear Time (g_c+I1), s		16.5		17.8		10.2		14.9
Green Ext Time (p_c), s		3.7		1.7		2.6		2.6

Intersection Summary	
HCM 2010 Ctrl Delay	23.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	89	0	70	0	1667	157	57	449	0
Future Volume (veh/h)	0	0	0	89	0	70	0	1667	157	57	449	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1845	1845	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	0	0	0	93	0	73	0	1736	164	59	468	0
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	0	171	0	217	0	146	2	2265	211	79	2797	0
Arrive On Green	0.00	0.00	0.00	0.09	0.00	0.09	0.00	0.70	0.70	0.04	0.80	0.00
Sat Flow, veh/h	0	1845	0	1392	0	1568	1757	3242	302	1757	3597	0
Grp Volume(v), veh/h	0	0	0	93	0	73	0	927	973	59	468	0
Grp Sat Flow(s),veh/h/ln	0	1845	0	1392	0	1568	1757	1752	1791	1757	1752	0
Q Serve(g_s), s	0.0	0.0	0.0	5.4	0.0	3.7	0.0	27.9	29.6	2.7	2.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	5.4	0.0	3.7	0.0	27.9	29.6	2.7	2.6	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.17	1.00		0.00
Lane Grp Cap(c), veh/h	0	171	0	217	0	146	2	1224	1251	79	2797	0
V/C Ratio(X)	0.00	0.00	0.00	0.43	0.00	0.50	0.00	0.76	0.78	0.75	0.17	0.00
Avail Cap(c_a), veh/h	0	414	0	400	0	352	107	1689	1727	181	3527	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	36.4	0.0	35.6	0.0	8.0	8.2	38.9	1.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.3	0.0	2.7	0.0	1.3	1.6	13.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.1	0.0	1.7	0.0	13.6	14.9	1.6	1.2	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	37.7	0.0	38.2	0.0	9.3	9.8	52.0	2.0	0.0
LnGrp LOS				D		D		A	A	D	A	
Approach Vol, veh/h		0			166			1900			527	
Approach Delay, s/veh		0.0			37.9			9.5			7.6	
Approach LOS					D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.2	62.1		12.2	0.0	70.3		12.2
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	8.5	79.5		18.5	5.0	83.0		18.5
Max Q Clear Time (g_c+I1), s	4.7	31.6		0.0	0.0	4.6		7.4
Green Ext Time (p_c), s	0.0	26.0		0.0	0.0	3.6		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	11.0
HCM 2010 LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	102	131	1408	299	83	406
Future Volume (veh/h)	102	131	1408	299	83	406
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1900	1845	1845
Adj Flow Rate, veh/h	107	138	1482	315	87	427
Adj No. of Lanes	2	1	2	0	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	391	180	1916	397	112	2731
Arrive On Green	0.11	0.11	0.66	0.66	0.06	0.78
Sat Flow, veh/h	3408	1568	2984	599	1757	3597
Grp Volume(v), veh/h	107	138	883	914	87	427
Grp Sat Flow(s),veh/h/ln	1704	1568	1752	1739	1757	1752
Q Serve(g_s), s	2.4	7.3	29.1	31.8	4.1	2.6
Cycle Q Clear(g_c), s	2.4	7.3	29.1	31.8	4.1	2.6
Prop In Lane	1.00	1.00		0.34	1.00	
Lane Grp Cap(c), veh/h	391	180	1161	1152	112	2731
V/C Ratio(X)	0.27	0.77	0.76	0.79	0.78	0.16
Avail Cap(c_a), veh/h	735	338	1583	1571	238	3826
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.3	36.5	9.8	10.2	39.2	2.4
Incr Delay (d2), s/veh	0.4	6.7	1.5	2.0	10.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.5	14.2	15.6	2.3	1.3
LnGrp Delay(d),s/veh	34.7	43.1	11.2	12.2	50.0	2.4
LnGrp LOS	C	D	B	B	D	A
Approach Vol, veh/h	245		1797			514
Approach Delay, s/veh	39.5		11.7			10.4
Approach LOS	D		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.9	60.7				70.7		14.3
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	11.5	76.7				92.7		18.3
Max Q Clear Time (g_c+I1), s	6.1	33.8				4.6		9.3
Green Ext Time (p_c), s	0.1	22.5				3.2		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	14.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	19	0	2	0	1685	99	5	380	0
Future Volume (veh/h)	0	0	0	19	0	2	0	1685	99	5	380	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	0	0	0	22	0	2	0	1959	115	6	442	0
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	96	48	0	142	0	41	2	2646	154	14	2992	0
Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.79	0.79	0.01	0.85	0.00
Sat Flow, veh/h	1396	1845	0	1757	0	1568	1757	3367	196	1757	3597	0
Grp Volume(v), veh/h	0	0	0	22	0	2	0	1010	1064	6	442	0
Grp Sat Flow(s),veh/h/ln	1396	1845	0	1757	0	1568	1757	1752	1810	1757	1752	0
Q Serve(g_s), s	0.0	0.0	0.0	0.9	0.0	0.1	0.0	21.9	22.9	0.3	1.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.9	0.0	0.1	0.0	21.9	22.9	0.3	1.6	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.11	1.00		0.00
Lane Grp Cap(c), veh/h	96	48	0	142	0	41	2	1377	1423	14	2992	0
V/C Ratio(X)	0.00	0.00	0.00	0.15	0.00	0.05	0.00	0.73	0.75	0.44	0.15	0.00
Avail Cap(c_a), veh/h	400	450	0	525	0	382	117	1936	2000	124	3887	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	36.0	0.0	35.6	0.0	4.1	4.2	37.1	0.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.5	0.0	0.5	0.0	0.9	1.0	20.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.5	0.0	0.0	0.0	10.4	11.3	0.2	0.7	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	36.5	0.0	36.1	0.0	5.0	5.2	57.3	0.9	0.0
LnGrp LOS				D		D		A	A	E	A	
Approach Vol, veh/h		0			24			2074			448	
Approach Delay, s/veh		0.0			36.5			5.1			1.7	
Approach LOS					D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.1	63.5		6.5	0.0	68.6		6.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.3	82.9		18.3	5.0	83.2		18.3
Max Q Clear Time (g_c+I1), s	2.3	24.9		0.0	0.0	3.6		2.9
Green Ext Time (p_c), s	0.0	34.1		0.0	0.0	3.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	4	6	48	0	25	7	2974	527	30	874	5
Future Volume (veh/h)	5	4	6	48	0	25	7	2974	527	30	874	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1845	1845	1900	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	5	4	6	39	17	27	7	3164	561	32	930	5
Adj No. of Lanes	0	1	0	1	1	0	1	2	1	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	56	24	23	141	29	46	15	2794	1250	51	2922	16
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.04	0.01	0.80	0.80	0.03	0.82	0.82
Sat Flow, veh/h	218	536	503	1385	643	1021	1757	3505	1568	1757	3574	19
Grp Volume(v), veh/h	15	0	0	39	0	44	7	3164	561	32	456	479
Grp Sat Flow(s),veh/h/ln	1256	0	0	1385	0	1664	1757	1752	1568	1757	1752	1841
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	2.7	0.4	83.5	11.8	1.9	6.7	6.7
Cycle Q Clear(g_c), s	2.7	0.0	0.0	2.3	0.0	2.7	0.4	83.5	11.8	1.9	6.7	6.7
Prop In Lane	0.33		0.40	1.00		0.61	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	102	0	0	141	0	75	15	2794	1250	51	1432	1505
V/C Ratio(X)	0.15	0.00	0.00	0.28	0.00	0.59	0.45	1.13	0.45	0.63	0.32	0.32
Avail Cap(c_a), veh/h	298	0	0	317	0	286	84	2794	1250	84	1432	1505
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	0.0	0.0	48.8	0.0	49.1	51.7	10.6	3.4	50.3	2.4	2.4
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.1	0.0	7.1	19.3	64.7	0.3	12.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	1.1	0.0	1.4	0.3	64.3	5.1	1.1	3.2	3.4
LnGrp Delay(d),s/veh	48.8	0.0	0.0	49.9	0.0	56.2	71.0	75.3	3.6	62.4	2.5	2.5
LnGrp LOS	D			D		E	E	F	A	E	A	A
Approach Vol, veh/h		15			83			3732			967	
Approach Delay, s/veh		48.8			53.2			64.5			4.5	
Approach LOS		D			D			E			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.5	88.0		9.2	5.4	90.1		9.2
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	83.5		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	3.9	85.5		4.7	2.4	8.7		4.7
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	7.6		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	52.1
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	16	20	77	1	6	9	2732	241	6	754	5
Future Volume (veh/h)	34	16	20	77	1	6	9	2732	241	6	754	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	35	17	21	80	1	6	9	2846	251	6	785	5
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	197	73	91	170	22	134	19	2700	1208	13	2688	1202
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.01	0.77	0.77	0.01	0.77	0.77
Sat Flow, veh/h	1389	752	929	1351	229	1373	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	35	0	38	80	0	7	9	2846	251	6	785	5
Grp Sat Flow(s),veh/h/ln	1389	0	1681	1351	0	1602	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	2.5	0.0	2.3	6.3	0.0	0.4	0.6	83.5	4.7	0.4	7.3	0.1
Cycle Q Clear(g_c), s	3.0	0.0	2.3	8.6	0.0	0.4	0.6	83.5	4.7	0.4	7.3	0.1
Prop In Lane	1.00		0.55	1.00		0.86	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	197	0	164	170	0	156	19	2700	1208	13	2688	1202
V/C Ratio(X)	0.18	0.00	0.23	0.47	0.00	0.04	0.47	1.05	0.21	0.45	0.29	0.00
Avail Cap(c_a), veh/h	292	0	279	263	0	266	81	2700	1208	81	2700	1208
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.7	0.0	45.2	49.1	0.0	44.3	53.3	12.5	3.4	53.6	3.8	3.0
Incr Delay (d2), s/veh	0.4	0.0	0.7	2.0	0.0	0.1	16.6	33.8	0.1	21.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.1	2.5	0.0	0.2	0.4	52.0	2.1	0.3	3.5	0.0
LnGrp Delay(d),s/veh	46.1	0.0	45.9	51.1	0.0	44.4	69.9	46.2	3.5	75.2	3.9	3.0
LnGrp LOS	D		D	D		D	E	F	A	E	A	A
Approach Vol, veh/h		73			87			3106			796	
Approach Delay, s/veh		46.0			50.6			42.8			4.4	
Approach LOS		D			D			D			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.3	88.0		15.1	5.7	87.6		15.1
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	83.5		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	2.4	85.5		5.0	2.6	9.3		10.6
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	6.8		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	35.5
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	760	1342	8	117	571	470	32	1052	102	128	279	168
Future Volume (veh/h)	760	1342	8	117	571	470	32	1052	102	128	279	168
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	809	1428	9	124	607	0	34	1119	109	136	297	179
Adj No. of Lanes	2	3	0	2	3	1	1	2	1	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	856	1872	12	182	831	259	80	1166	522	152	1310	586
Arrive On Green	0.25	0.36	0.36	0.05	0.16	0.00	0.05	0.33	0.33	0.09	0.37	0.37
Sat Flow, veh/h	3408	5164	33	3408	5036	1568	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	809	928	509	124	607	0	34	1119	109	136	297	179
Grp Sat Flow(s),veh/h/ln	1704	1679	1839	1704	1679	1568	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	25.5	26.7	26.7	3.9	12.5	0.0	2.1	34.3	5.5	8.4	6.3	8.8
Cycle Q Clear(g_c), s	25.5	26.7	26.7	3.9	12.5	0.0	2.1	34.3	5.5	8.4	6.3	8.8
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	856	1217	667	182	831	259	80	1166	522	152	1310	586
V/C Ratio(X)	0.95	0.76	0.76	0.68	0.73	0.00	0.42	0.96	0.21	0.89	0.23	0.31
Avail Cap(c_a), veh/h	856	1447	793	274	1311	408	289	1168	523	152	1310	586
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.3	30.8	30.8	50.9	43.4	0.0	50.9	35.8	26.2	49.5	23.5	24.2
Incr Delay (d2), s/veh	18.8	2.0	3.7	4.4	1.3	0.0	3.5	17.4	0.2	43.1	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.3	12.7	14.2	2.0	5.9	0.0	1.1	19.3	2.4	5.9	3.1	3.9
LnGrp Delay(d),s/veh	59.1	32.8	34.4	55.3	44.7	0.0	54.4	53.2	26.4	92.6	23.5	24.5
LnGrp LOS	E	C	C	E	D		D	D	C	F	C	C
Approach Vol, veh/h		2246			731			1262			612	
Approach Delay, s/veh		42.6			46.5			51.0			39.2	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	44.2	9.5	45.4	32.0	22.6	14.0	40.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.8	47.2	18.0	28.0	27.5	28.5	9.5	36.5
Max Q Clear Time (g_c+I1), s	15.9	28.7	4.1	10.8	27.5	14.5	10.4	36.3
Green Ext Time (p_c), s	0.1	9.8	0.0	2.3	0.0	3.5	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	44.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	1336	144	256	376	325	181	109	675	106	179	626
Future Volume (veh/h)	195	1336	144	256	376	325	181	109	675	106	179	626
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	201	1377	148	264	388	0	187	112	696	109	185	645
Adj No. of Lanes	1	3	1	2	1	1	1	1	2	1	1	2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	238	1858	578	343	616	524	223	495	741	138	406	607
Arrive On Green	0.14	0.37	0.37	0.10	0.33	0.00	0.13	0.27	0.27	0.08	0.22	0.22
Sat Flow, veh/h	1757	5036	1568	3408	1845	1568	1757	1845	2760	1757	1845	2760
Grp Volume(v), veh/h	201	1377	148	264	388	0	187	112	696	109	185	645
Grp Sat Flow(s),veh/h/ln	1757	1679	1568	1704	1845	1568	1757	1845	1380	1757	1845	1380
Q Serve(g_s), s	10.9	23.3	6.4	7.4	17.4	0.0	10.2	4.6	24.2	6.0	8.5	21.6
Cycle Q Clear(g_c), s	10.9	23.3	6.4	7.4	17.4	0.0	10.2	4.6	24.2	6.0	8.5	21.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	238	1858	578	343	616	524	223	495	741	138	406	607
V/C Ratio(X)	0.85	0.74	0.26	0.77	0.63	0.00	0.84	0.23	0.94	0.79	0.46	1.06
Avail Cap(c_a), veh/h	403	2343	730	536	725	616	367	499	746	260	406	607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4	26.9	21.6	43.0	27.5	0.0	41.8	27.9	35.1	44.4	33.1	38.2
Incr Delay (d2), s/veh	8.0	1.0	0.2	3.7	1.3	0.0	8.7	0.2	19.5	9.7	0.8	54.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	10.9	2.8	3.7	9.1	0.0	5.5	2.4	11.2	3.3	4.4	12.8
LnGrp Delay(d),s/veh	49.4	27.8	21.8	46.7	28.9	0.0	50.5	28.1	54.6	54.1	33.9	92.2
LnGrp LOS	D	C	C	D	C		D	C	D	D	C	F
Approach Vol, veh/h		1726			652			995			939	
Approach Delay, s/veh		29.8			36.1			50.8			76.3	
Approach LOS		C			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	40.7	16.9	26.1	17.8	37.2	12.2	30.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	15.4	45.6	20.5	20.5	22.5	38.5	14.5	26.5
Max Q Clear Time (g_c+I1), s	19.4	25.3	12.2	23.6	12.9	19.4	8.0	26.2
Green Ext Time (p_c), s	0.5	10.9	0.3	0.0	0.4	2.3	0.1	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	45.7
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1361	0	0	745	0	118	0	286	0	0	0
Future Volume (veh/h)	0	1361	0	0	745	0	118	0	286	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1845	0	0	1845	0	1845	0	1845			
Adj Flow Rate, veh/h	0	1448	0	0	793	0	126	0	304			
Adj No. of Lanes	0	2	0	0	2	0	2	0	1			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	3	0	0	3	0	3	0	3			
Cap, veh/h	0	2111	0	0	2111	0	800	0	368			
Arrive On Green	0.00	0.60	0.00	0.00	0.60	0.00	0.23	0.00	0.23			
Sat Flow, veh/h	0	3689	0	0	3689	0	3408	0	1568			
Grp Volume(v), veh/h	0	1448	0	0	793	0	126	0	304			
Grp Sat Flow(s),veh/h/ln	0	1752	0	0	1752	0	1704	0	1568			
Q Serve(g_s), s	0.0	15.5	0.0	0.0	6.4	0.0	1.6	0.0	10.2			
Cycle Q Clear(g_c), s	0.0	15.5	0.0	0.0	6.4	0.0	1.6	0.0	10.2			
Prop In Lane	0.00		0.00	0.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2111	0	0	2111	0	800	0	368			
V/C Ratio(X)	0.00	0.69	0.00	0.00	0.38	0.00	0.16	0.00	0.83			
Avail Cap(c_a), veh/h	0	3617	0	0	2111	0	1111	0	511			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	7.4	0.0	0.0	5.6	0.0	16.8	0.0	20.1			
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.1	0.0	0.1	0.0	7.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	7.4	0.0	0.0	3.1	0.0	0.8	0.0	5.2			
LnGrp Delay(d),s/veh	0.0	7.8	0.0	0.0	5.8	0.0	16.9	0.0	27.8			
LnGrp LOS		A			A		B		C			
Approach Vol, veh/h		1448			793			430				
Approach Delay, s/veh		7.8			5.8			24.6				
Approach LOS		A			A			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		37.8				37.8		17.5
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		57.0				31.5		18.0
Max Q Clear Time (g_c+I1), s		17.5				8.4		12.2
Green Ext Time (p_c), s		15.8				5.9		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	9.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	27	31	41	24	53	47	1474	78	49	374	102
Future Volume (veh/h)	155	27	31	41	24	53	47	1474	78	49	374	102
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1900	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	165	29	0	44	26	56	50	1568	83	52	398	109
Adj No. of Lanes	1	1	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	207	217	0	73	43	93	71	1927	102	73	1554	421
Arrive On Green	0.12	0.12	0.00	0.06	0.06	0.06	0.04	0.57	0.57	0.04	0.57	0.57
Sat Flow, veh/h	1757	1845	0	1173	694	1499	1757	3387	179	1757	2727	739
Grp Volume(v), veh/h	165	29	0	67	0	59	50	808	843	52	254	253
Grp Sat Flow(s),veh/h/ln	1757	1845	0	1786	0	1580	1757	1752	1813	1757	1752	1714
Q Serve(g_s), s	7.8	1.2	0.0	3.1	0.0	3.1	2.4	31.7	32.1	2.5	6.3	6.4
Cycle Q Clear(g_c), s	7.8	1.2	0.0	3.1	0.0	3.1	2.4	31.7	32.1	2.5	6.3	6.4
Prop In Lane	1.00		0.00	0.66		0.95	1.00		0.10	1.00		0.43
Lane Grp Cap(c), veh/h	207	217	0	111	0	98	71	997	1031	73	998	977
V/C Ratio(X)	0.80	0.13	0.00	0.60	0.00	0.60	0.70	0.81	0.82	0.71	0.25	0.26
Avail Cap(c_a), veh/h	379	398	0	377	0	333	186	1223	1266	113	1150	1125
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	33.9	0.0	39.2	0.0	39.2	40.7	14.8	14.9	40.6	9.3	9.3
Incr Delay (d2), s/veh	6.9	0.3	0.0	5.2	0.0	5.8	11.8	3.5	3.6	12.2	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.6	0.0	1.7	0.0	1.5	1.4	16.0	16.9	1.5	3.1	3.1
LnGrp Delay(d),s/veh	43.7	34.2	0.0	44.4	0.0	45.0	52.4	18.3	18.5	52.9	9.4	9.5
LnGrp LOS	D	C		D		D	D	B	B	D	A	A
Approach Vol, veh/h		194			126			1701			559	
Approach Delay, s/veh		42.3			44.7			19.4			13.5	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.1	53.3		14.6	8.0	53.4		9.8
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.5	59.9		18.5	9.1	56.3		18.1
Max Q Clear Time (g_c+I1), s	4.5	34.1		9.8	4.4	8.4		5.1
Green Ext Time (p_c), s	0.0	14.7		0.4	0.0	3.5		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	21.1
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	19.5
Intersection LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	569	453	3	7	0
Future Vol, veh/h	2	569	453	3	7	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	2	632	503	3	8	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	22.5	15.8	9.7
HCM LOS	C	C	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%
Vol Thru, %	100%	99%	0%
Vol Right, %	0%	1%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	571	456	7
LT Vol	2	0	7
Through Vol	569	453	0
RT Vol	0	3	0
Lane Flow Rate	634	507	8
Geometry Grp	1	1	1
Degree of Util (X)	0.793	0.649	0.014
Departure Headway (Hd)	4.5	4.614	6.543
Convergence, Y/N	Yes	Yes	Yes
Cap	806	785	544
Service Time	2.524	2.64	4.621
HCM Lane V/C Ratio	0.787	0.646	0.015
HCM Control Delay	22.5	15.8	9.7
HCM Lane LOS	C	C	A
HCM 95th-tile Q	8.2	4.9	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	4	13	40	4	7	11	2545	101	13	811	3
Future Volume (veh/h)	5	4	13	40	4	7	11	2545	101	13	811	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	5	4	13	40	4	7	11	2571	102	13	819	3
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	55	20	46	118	6	10	23	2773	109	27	2896	11
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.01	0.81	0.81	0.02	0.81	0.81
Sat Flow, veh/h	250	442	999	1196	120	209	1757	3438	135	1757	3582	13
Grp Volume(v), veh/h	22	0	0	51	0	0	11	1302	1371	13	401	421
Grp Sat Flow(s),veh/h/ln	1690	0	0	1524	0	0	1757	1752	1821	1757	1752	1842
Q Serve(g_s), s	0.0	0.0	0.0	2.0	0.0	0.0	0.6	57.2	60.2	0.8	5.8	5.8
Cycle Q Clear(g_c), s	1.3	0.0	0.0	3.3	0.0	0.0	0.6	57.2	60.2	0.8	5.8	5.8
Prop In Lane	0.23		0.59	0.78		0.14	1.00		0.07	1.00		0.01
Lane Grp Cap(c), veh/h	121	0	0	133	0	0	23	1413	1469	27	1417	1490
V/C Ratio(X)	0.18	0.00	0.00	0.38	0.00	0.00	0.48	0.92	0.93	0.49	0.28	0.28
Avail Cap(c_a), veh/h	325	0	0	319	0	0	88	1432	1488	86	1430	1504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.1	0.0	0.0	48.0	0.0	0.0	50.1	7.4	7.7	49.9	2.4	2.4
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.8	0.0	0.0	14.5	10.0	11.0	13.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.5	0.0	0.0	0.4	30.7	33.8	0.5	2.8	3.0
LnGrp Delay(d),s/veh	47.8	0.0	0.0	49.7	0.0	0.0	64.6	17.4	18.8	63.2	2.5	2.5
LnGrp LOS	D			D			E	B	B	E	A	A
Approach Vol, veh/h		22			51			2684			835	
Approach Delay, s/veh		47.8			49.7			18.3			3.5	
Approach LOS		D			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.0	86.9		9.2	5.8	87.1		9.2
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	83.5		18.0	5.1	83.4		18.0
Max Q Clear Time (g_c+I1), s	2.8	62.2		3.3	2.6	7.8		5.3
Green Ext Time (p_c), s	0.0	20.2		0.0	0.0	6.3		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	15.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	2718	3	34	757	4	8	2	337	4	2	3
Future Volume (veh/h)	3	2718	3	34	757	4	8	2	337	4	2	3
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1900	1845	1900	1900	1845	1900
Adj Flow Rate, veh/h	3	2831	3	35	789	4	8	2	351	4	2	3
Adj No. of Lanes	1	2	1	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	7	2427	1086	51	2514	1125	33	5	251	90	47	47
Arrive On Green	0.00	0.69	0.69	0.03	0.72	0.72	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1757	3505	1568	1757	3505	1568	14	29	1527	278	288	283
Grp Volume(v), veh/h	3	2831	3	35	789	4	361	0	0	9	0	0
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1752	1568	1571	0	0	849	0	0
Q Serve(g_s), s	0.2	82.0	0.1	2.3	9.7	0.1	8.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	82.0	0.1	2.3	9.7	0.1	19.5	0.0	0.0	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.02		0.97	0.44		0.33
Lane Grp Cap(c), veh/h	7	2427	1086	51	2514	1125	290	0	0	184	0	0
V/C Ratio(X)	0.43	1.17	0.00	0.69	0.31	0.00	1.25	0.00	0.00	0.05	0.00	0.00
Avail Cap(c_a), veh/h	74	2427	1086	74	2514	1125	290	0	0	184	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	58.8	18.2	5.6	57.0	6.1	4.7	50.5	0.0	0.0	41.5	0.0	0.0
Incr Delay (d2), s/veh	36.9	79.8	0.0	15.4	0.1	0.0	136.3	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	66.0	0.0	1.4	4.6	0.0	20.4	0.0	0.0	0.3	0.0	0.0
LnGrp Delay(d),s/veh	95.7	98.0	5.6	72.4	6.2	4.7	186.8	0.0	0.0	41.6	0.0	0.0
LnGrp LOS	F	F	A	E	A	A	F			D		
Approach Vol, veh/h		2837			828			361			9	
Approach Delay, s/veh		97.9			9.0			186.8			41.6	
Approach LOS		F			A			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	86.5		24.0	5.0	89.4		24.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	82.0		19.5	5.0	82.0		19.5
Max Q Clear Time (g_c+I1), s	4.3	84.0		2.5	2.2	11.7		21.5
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	6.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	87.5
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1448	95	0	0	0	0	0	116	0	243	109
Future Volume (veh/h)	0	1448	95	0	0	0	0	0	116	0	243	109
Number	5	2	12				3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1845				0	1845	1845	0	1845	1845
Adj Flow Rate, veh/h	0	1609	106				0	0	0	0	270	0
Adj No. of Lanes	0	1	1				0	1	1	0	2	1
Peak Hour Factor	0.90	0.90	0.90				0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	3	3				0	3	3	0	3	3
Cap, veh/h	0	0	0				0	549	467	0	1044	467
Arrive On Green	0.00	0.00	0.00				0.00	0.00	0.00	0.00	0.30	0.00
Sat Flow, veh/h		0					0	1845	1568	0	3597	1568
Grp Volume(v), veh/h		0.0					0	0	0	0	270	0
Grp Sat Flow(s),veh/h/ln							0	1845	1568	0	1752	1568
Q Serve(g_s), s							0.0	0.0	0.0	0.0	0.4	0.0
Cycle Q Clear(g_c), s							0.0	0.0	0.0	0.0	0.4	0.0
Prop In Lane							0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h							0	549	467	0	1044	467
V/C Ratio(X)							0.00	0.00	0.00	0.00	0.26	0.00
Avail Cap(c_a), veh/h							0	5182	4404	0	9845	4404
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	0.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh							0.0	0.0	0.0	0.0	1.7	0.0
Incr Delay (d2), s/veh							0.0	0.0	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	0.0	0.0	0.0	0.2	0.0
LnGrp Delay(d),s/veh							0.0	0.0	0.0	0.0	1.8	0.0
LnGrp LOS											A	
Approach Vol, veh/h								0			270	
Approach Delay, s/veh								0.0			1.8	
Approach LOS											A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4				8
Phs Duration (G+Y+Rc), s				6.4				6.4
Change Period (Y+Rc), s				4.5				4.5
Max Green Setting (Gmax), s				18.0				18.0
Max Q Clear Time (g_c+I1), s				2.4				0.0
Green Ext Time (p_c), s				1.5				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	1.8
HCM 2010 LOS	A

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	12	63	0	17	0	4	0	0	0	0
Future Vol, veh/h	0	1	12	63	0	17	0	4	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	1	13	68	0	18	0	4	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	6.5	7.4	7.3	0
HCM LOS	A	A	A	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	79%	0%	0%
Vol Thru, %	100%	8%	0%	100%	100%
Vol Right, %	0%	92%	21%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	13	80	0	0
LT Vol	0	0	63	0	0
Through Vol	4	1	0	0	0
RT Vol	0	12	17	0	0
Lane Flow Rate	4	14	87	0	0
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.005	0.014	0.097	0	0
Departure Headway (Hd)	4.226	3.469	4	4.73	4.73
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	844	1033	901	0	0
Service Time	2.267	1.487	2.003	2.472	2.472
HCM Lane V/C Ratio	0.005	0.014	0.097	0	0
HCM Control Delay	7.3	6.5	7.4	7.5	7.5
HCM Lane LOS	A	A	A	N	N
HCM 95th-tile Q	0	0	0.3	0	0

Intersection	
Int Delay, s/veh	9.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	0	0	0	0	77
Future Vol, veh/h	0	0	0	0	0	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	0	0	0	86

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.93
Pot Cap-1 Maneuver	0	-	-	0	0	915
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	915
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	915
HCM Lane V/C Ratio	-	-	0.094
HCM Control Delay (s)	-	-	9.3
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	22	52	49	50	32	272	139	248	649	68
Future Volume (veh/h)	0	1	22	52	49	50	32	272	139	248	649	68
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	0	1	25	58	58	57	36	309	0	282	738	77
Adj No. of Lanes	1	1	1	1	1	2	1	2	1	1	2	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	55	58	49	186	196	333	72	718	321	372	1317	589
Arrive On Green	0.00	0.03	0.03	0.11	0.11	0.11	0.04	0.20	0.00	0.21	0.38	0.38
Sat Flow, veh/h	1757	1845	1568	1757	1845	3136	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	0	1	25	58	58	57	36	309	0	282	738	77
Grp Sat Flow(s),veh/h/ln	1757	1845	1568	1757	1845	1568	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	0.0	0.0	0.6	1.2	1.2	0.7	0.8	3.1	0.0	6.1	6.7	1.3
Cycle Q Clear(g_c), s	0.0	0.0	0.6	1.2	1.2	0.7	0.8	3.1	0.0	6.1	6.7	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	55	58	49	186	196	333	72	718	321	372	1317	589
V/C Ratio(X)	0.00	0.02	0.51	0.31	0.30	0.17	0.50	0.43	0.00	0.76	0.56	0.13
Avail Cap(c_a), veh/h	805	845	718	892	936	1592	370	2213	990	1631	4730	2116
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	19.0	19.3	16.7	16.7	16.4	19.0	14.0	0.0	14.9	10.0	8.3
Incr Delay (d2), s/veh	0.0	0.1	7.9	0.9	0.8	0.2	5.2	0.4	0.0	3.2	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	0.6	0.6	0.3	0.5	1.5	0.0	3.2	3.2	0.6
LnGrp Delay(d),s/veh	0.0	19.1	27.2	17.6	17.5	16.7	24.2	14.4	0.0	18.1	10.3	8.4
LnGrp LOS		B	C	B	B	B	C	B		B	B	A
Approach Vol, veh/h		26			173			345			1097	
Approach Delay, s/veh		26.9			17.3			15.4			12.2	
Approach LOS		C			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.1	12.8		5.8	6.2	19.7		8.8
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	37.5	25.5		18.5	8.5	54.5		20.5
Max Q Clear Time (g_c+I1), s	8.1	5.1		2.6	2.8	8.7		3.2
Green Ext Time (p_c), s	0.8	1.9		0.0	0.0	6.5		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	13.6
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	248	0	0	364	0
Future Volume (veh/h)	18	248	0	0	364	0
Number	7	4			1	16
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845			1845	0
Adj Flow Rate, veh/h	23	314			461	0
Adj No. of Lanes	1	1			2	0
Peak Hour Factor	0.79	0.79			0.79	0.79
Percent Heavy Veh, %	3	3			3	0
Cap, veh/h	615	646			0	0
Arrive On Green	0.35	0.35			0.00	0.00
Sat Flow, veh/h	1757	1845			0	
Grp Volume(v), veh/h	23	314			0.0	
Grp Sat Flow(s),veh/h/ln	1757	1845				
Q Serve(g_s), s	0.1	0.9				
Cycle Q Clear(g_c), s	0.1	0.9				
Prop In Lane	1.00					
Lane Grp Cap(c), veh/h	615	646				
V/C Ratio(X)	0.04	0.49				
Avail Cap(c_a), veh/h	15607	16388				
HCM Platoon Ratio	1.00	1.00				
Upstream Filter(I)	1.00	1.00				
Uniform Delay (d), s/veh	1.5	1.8				
Incr Delay (d2), s/veh	0.0	0.6				
Initial Q Delay(d3),s/veh	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.0	0.5				
LnGrp Delay(d),s/veh	1.5	2.3				
LnGrp LOS	A	A				
Approach Vol, veh/h		337				
Approach Delay, s/veh		2.3				
Approach LOS		A				

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4				
Phs Duration (G+Y+Rc), s				6.9				
Change Period (Y+Rc), s				4.5				
Max Green Setting (Gmax), s				61.5				
Max Q Clear Time (g_c+I1), s				2.9				
Green Ext Time (p_c), s				2.2				

Intersection Summary	
HCM 2010 Ctrl Delay	2.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	105	5	155	54	223	0	0	950	347
Future Volume (veh/h)	0	0	0	105	5	155	54	223	0	0	950	347
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1845	1900	1845	1845	0	0	1845	1845
Adj Flow Rate, veh/h				114	5	168	59	242	0	0	1033	377
Adj No. of Lanes				0	2	0	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	3	0	3	3	0	0	3	3
Cap, veh/h				285	13	265	99	2261	0	0	1830	778
Arrive On Green				0.17	0.17	0.17	0.06	0.65	0.00	0.00	0.50	0.50
Sat Flow, veh/h				1686	74	1568	1757	3597	0	0	3689	1568
Grp Volume(v), veh/h				119	0	168	59	242	0	0	1033	377
Grp Sat Flow(s),veh/h/ln				1760	0	1568	1757	1752	0	0	1845	1568
Q Serve(g_s), s				2.9	0.0	4.8	1.6	1.3	0.0	0.0	9.5	7.7
Cycle Q Clear(g_c), s				2.9	0.0	4.8	1.6	1.3	0.0	0.0	9.5	7.7
Prop In Lane				0.96		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				298	0	265	99	2261	0	0	1830	778
V/C Ratio(X)				0.40	0.00	0.63	0.59	0.11	0.00	0.00	0.56	0.48
Avail Cap(c_a), veh/h				853	0	760	489	6322	0	0	5285	2246
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				18.0	0.0	18.7	22.3	3.3	0.0	0.0	8.6	8.1
Incr Delay (d2), s/veh				0.9	0.0	2.5	5.6	0.0	0.0	0.0	0.3	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.5	0.0	2.3	0.9	0.6	0.0	0.0	4.8	3.3
LnGrp Delay(d),s/veh				18.8	0.0	21.2	27.9	3.3	0.0	0.0	8.8	8.6
LnGrp LOS				B		C	C	A			A	A
Approach Vol, veh/h					287			301			1410	
Approach Delay, s/veh					20.2			8.1			8.8	
Approach LOS					C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		35.8			7.2	28.6		12.7
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		87.5			13.5	69.5		23.5
Max Q Clear Time (g_c+I1), s		3.3			3.6	11.5		6.8
Green Ext Time (p_c), s		1.7			0.1	12.5		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	10.3
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	100	78	0	0	0	0	143	205	659	393	0
Future Volume (veh/h)	123	100	78	0	0	0	0	143	205	659	393	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845				0	1845	1845	1845	1845	0
Adj Flow Rate, veh/h	122	127	86				0	157	225	724	432	0
Adj No. of Lanes	1	1	1				0	1	2	1	2	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	218	229	195				0	271	460	821	2457	0
Arrive On Green	0.12	0.12	0.12				0.00	0.15	0.15	0.47	0.70	0.00
Sat Flow, veh/h	1757	1845	1568				0	1845	3136	1757	3597	0
Grp Volume(v), veh/h	122	127	86				0	157	225	724	432	0
Grp Sat Flow(s),veh/h/ln	1757	1845	1568				0	1845	1568	1757	1752	0
Q Serve(g_s), s	3.4	3.3	2.6				0.0	4.1	3.4	19.3	2.2	0.0
Cycle Q Clear(g_c), s	3.4	3.3	2.6				0.0	4.1	3.4	19.3	2.2	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	218	229	195				0	271	460	821	2457	0
V/C Ratio(X)	0.56	0.55	0.44				0.00	0.58	0.49	0.88	0.18	0.00
Avail Cap(c_a), veh/h	631	662	563				0	698	1187	2335	6291	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.2	21.2	20.9				0.0	20.5	20.2	12.4	2.6	0.0
Incr Delay (d2), s/veh	2.2	2.1	1.6				0.0	2.0	0.8	3.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.8	1.2				0.0	2.2	1.5	10.0	1.0	0.0
LnGrp Delay(d),s/veh	23.5	23.3	22.5				0.0	22.5	21.0	15.8	2.7	0.0
LnGrp LOS	C	C	C					C	C	B	A	
Approach Vol, veh/h		335						382			1156	
Approach Delay, s/veh		23.2						21.6			10.9	
Approach LOS		C						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	8.6	12.1		10.9		40.6		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	8.5	19.5		18.5		92.5		
Max Q Clear Time (g_c+I1), s	1.3	6.1		5.4		4.2		
Green Ext Time (p_c), s	2.8	1.5		1.1		3.3		

Intersection Summary	
HCM 2010 Ctrl Delay	15.3
HCM 2010 LOS	B

Notes

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	226	0	0	832	93	96
Future Volume (veh/h)	226	0	0	832	93	96
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	0	0	1845	1845	1845
Adj Flow Rate, veh/h	254	0	0	935	104	108
Adj No. of Lanes	2	0	0	3	1	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	0	0	3	3	3
Cap, veh/h	1787	0	0	2568	262	234
Arrive On Green	0.51	0.00	0.00	0.51	0.15	0.15
Sat Flow, veh/h	3689	0	0	5368	1757	1568
Grp Volume(v), veh/h	254	0	0	935	104	108
Grp Sat Flow(s),veh/h/ln	1752	0	0	1679	1757	1568
Q Serve(g_s), s	1.0	0.0	0.0	3.0	1.4	1.7
Cycle Q Clear(g_c), s	1.0	0.0	0.0	3.0	1.4	1.7
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	1787	0	0	2568	262	234
V/C Ratio(X)	0.14	0.00	0.00	0.36	0.40	0.46
Avail Cap(c_a), veh/h	9619	0	0	13821	2560	2285
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.4	0.0	0.0	3.9	10.2	10.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	1.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	1.3	0.7	0.8
LnGrp Delay(d),s/veh	3.5	0.0	0.0	4.0	11.1	11.7
LnGrp LOS	A			A	B	B
Approach Vol, veh/h	254			935	212	
Approach Delay, s/veh	3.5			4.0	11.4	
Approach LOS	A			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		18.0				18.0		8.4
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		72.5				72.5		38.5
Max Q Clear Time (g_c+I1), s		3.0				5.0		3.7
Green Ext Time (p_c), s		1.8				8.5		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	156	354	22	227	0	62	0	5	78	164	19
Future Volume (veh/h)	0	156	354	22	227	0	62	0	5	78	164	19
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1900	1845	1845	0	1845	0	1845	1845	1845	1900
Adj Flow Rate, veh/h	0	177	402	25	258	0	70	0	6	89	186	22
Adj No. of Lanes	0	2	0	1	2	0	1	0	1	1	2	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	3	3	3	3	0	3	0	3	3	3	3
Cap, veh/h	0	695	622	55	1997	0	0	0	0	257	474	55
Arrive On Green	0.00	0.40	0.40	0.03	0.57	0.00	0.00	0.00	0.00	0.15	0.15	0.15
Sat Flow, veh/h	0	1845	1568	1757	3597	0		0		1757	3244	379
Grp Volume(v), veh/h	0	177	402	25	258	0		0.0		89	105	103
Grp Sat Flow(s),veh/h/ln	0	1752	1568	1757	1752	0				1757	1845	1778
Q Serve(g_s), s	0.0	2.1	6.6	0.4	1.1	0.0				1.4	1.6	1.7
Cycle Q Clear(g_c), s	0.0	2.1	6.6	0.4	1.1	0.0				1.4	1.6	1.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.21
Lane Grp Cap(c), veh/h	0	695	622	55	1997	0				257	270	260
V/C Ratio(X)	0.00	0.25	0.65	0.46	0.13	0.00				0.35	0.39	0.40
Avail Cap(c_a), veh/h	0	1742	1559	416	4811	0				1137	1193	1150
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	6.4	7.8	15.1	3.2	0.0				12.2	12.2	12.3
Incr Delay (d2), s/veh	0.0	0.2	1.1	5.8	0.0	0.0				0.8	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.1	3.0	0.3	0.5	0.0				0.7	0.9	0.9
LnGrp Delay(d),s/veh	0.0	6.6	8.9	20.9	3.2	0.0				13.0	13.2	13.2
LnGrp LOS		A	A	C	A					B	B	B
Approach Vol, veh/h		579			283						297	
Approach Delay, s/veh		8.2			4.8						13.1	
Approach LOS		A			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	5.5	17.1		9.1		22.6		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	7.5	31.5		20.5		43.5		
Max Q Clear Time (g_c+I1), s	2.4	8.6		3.7		3.1		
Green Ext Time (p_c), s	0.0	4.0		1.3		1.8		

Intersection Summary	
HCM 2010 Ctrl Delay	8.6
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑			↑↑↑
Traffic Vol, veh/h	0	400	161	0	0	618
Future Vol, veh/h	0	400	161	0	0	618
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	449	181	0	0	694

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	91	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	-	-
Pot Cap-1 Maneuver	0	945	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	945	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	945	-
HCM Lane V/C Ratio	-	0.476	-
HCM Control Delay (s)	-	12.2	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	2.6	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	164	135	72	329	72	105	332	115	121	409	191
Future Volume (veh/h)	35	164	135	72	329	72	105	332	115	121	409	191
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1900	1845	1845	1900	1845	1900
Adj Flow Rate, veh/h	39	184	152	81	370	81	118	373	129	136	460	215
Adj No. of Lanes	1	2	1	1	2	0	0	2	1	0	2	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	66	562	251	105	523	113	169	568	325	180	630	313
Arrive On Green	0.04	0.16	0.16	0.06	0.18	0.18	0.21	0.21	0.21	0.32	0.32	0.32
Sat Flow, veh/h	1757	3505	1568	1757	2867	621	816	2741	1568	561	1958	972
Grp Volume(v), veh/h	39	184	152	81	225	226	261	230	129	441	0	370
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1752	1735	1804	1752	1568	1817	0	1673
Q Serve(g_s), s	1.6	3.3	6.5	3.3	8.6	8.8	9.6	8.6	5.1	15.6	0.0	13.8
Cycle Q Clear(g_c), s	1.6	3.3	6.5	3.3	8.6	8.8	9.6	8.6	5.1	15.6	0.0	13.8
Prop In Lane	1.00		1.00	1.00		0.36	0.45		1.00	0.31		0.58
Lane Grp Cap(c), veh/h	66	562	251	105	319	316	374	363	325	585	0	539
V/C Ratio(X)	0.59	0.33	0.61	0.77	0.70	0.72	0.70	0.63	0.40	0.75	0.00	0.69
Avail Cap(c_a), veh/h	184	913	409	331	603	597	762	740	662	1000	0	921
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.0	26.7	28.0	33.3	27.5	27.6	26.4	26.0	24.6	21.8	0.0	21.2
Incr Delay (d2), s/veh	8.1	0.3	2.3	11.3	2.8	3.0	2.4	1.8	0.8	2.0	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.6	3.0	1.9	4.4	4.5	5.0	4.3	2.3	8.0	0.0	6.6
LnGrp Delay(d),s/veh	42.1	27.0	30.4	44.5	30.3	30.6	28.7	27.8	25.4	23.8	0.0	22.8
LnGrp LOS	D	C	C	D	C	C	C	C	C	C		C
Approach Vol, veh/h		375			532			620			811	
Approach Delay, s/veh		30.0			32.6			27.7			23.3	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		19.4	8.8	16.0		27.6	7.2	17.6
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		30.3	13.5	18.7		39.5	7.5	24.7
Max Q Clear Time (g_c+I1), s		11.6	5.3	8.5		17.6	3.6	10.8
Green Ext Time (p_c), s		3.2	0.1	1.2		5.5	0.0	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	27.6
HCM 2010 LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	312	176	518	94	0	913
Future Volume (veh/h)	312	176	518	94	0	913
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1900	0	1845
Adj Flow Rate, veh/h	341	171	545	0	0	961
Adj No. of Lanes	2	1	3	0	0	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	0	3
Cap, veh/h	776	346	2422	0	0	2422
Arrive On Green	0.22	0.22	0.48	0.00	0.00	0.48
Sat Flow, veh/h	3514	1568	5368	0	0	5368
Grp Volume(v), veh/h	341	171	545	0	0	961
Grp Sat Flow(s),veh/h/ln	1757	1568	1679	0	0	1679
Q Serve(g_s), s	2.5	2.9	1.9	0.0	0.0	3.7
Cycle Q Clear(g_c), s	2.5	2.9	1.9	0.0	0.0	3.7
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	776	346	2422	0	0	2422
V/C Ratio(X)	0.44	0.49	0.23	0.00	0.00	0.40
Avail Cap(c_a), veh/h	5064	2260	11262	0	0	11262
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	10.1	10.3	4.6	0.0	0.0	5.0
Incr Delay (d2), s/veh	0.4	1.1	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.3	0.9	0.0	0.0	1.7
LnGrp Delay(d),s/veh	10.5	11.4	4.6	0.0	0.0	5.1
LnGrp LOS	B	B	A			A
Approach Vol, veh/h	512		545			961
Approach Delay, s/veh	10.8		4.6			5.1
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		19.0				19.0		11.2
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		67.5				67.5		43.5
Max Q Clear Time (g_c+I1), s		3.9				5.7		4.9
Green Ext Time (p_c), s		4.4				8.8		1.9

Intersection Summary	
HCM 2010 Ctrl Delay	6.4
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	0	440	0	0	0	0	387	586	0	605	414
Future Volume (veh/h)	216	0	440	0	0	0	0	387	586	0	605	414
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1845				0	1845	1900	0	1845	1845
Adj Flow Rate, veh/h	243	188	368				0	435	0	0	680	0
Adj No. of Lanes	0	1	1				0	3	0	0	2	1
Peak Hour Factor	0.89	0.89	0.89				0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3				0	3	3	0	3	3
Cap, veh/h	387	299	599				0	1836	0	0	1278	572
Arrive On Green	0.38	0.38	0.38				0.00	0.36	0.00	0.00	0.36	0.00
Sat Flow, veh/h	1012	783	1568				0	5368	0	0	3597	1568
Grp Volume(v), veh/h	431	0	368				0	435	0	0	680	0
Grp Sat Flow(s),veh/h/ln	1794	0	1568				0	1679	0	0	1752	1568
Q Serve(g_s), s	6.9	0.0	6.7				0.0	2.1	0.0	0.0	5.4	0.0
Cycle Q Clear(g_c), s	6.9	0.0	6.7				0.0	2.1	0.0	0.0	5.4	0.0
Prop In Lane	0.56		1.00				0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	686	0	599				0	1836	0	0	1278	572
V/C Ratio(X)	0.63	0.00	0.61				0.00	0.24	0.00	0.00	0.53	0.00
Avail Cap(c_a), veh/h	3004	0	2625				0	7297	0	0	5079	2272
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	8.9	0.0	8.9				0.0	7.9	0.0	0.0	8.9	0.0
Incr Delay (d2), s/veh	1.0	0.0	1.0				0.0	0.1	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	3.0				0.0	1.0	0.0	0.0	2.6	0.0
LnGrp Delay(d),s/veh	9.9	0.0	9.9				0.0	7.9	0.0	0.0	9.2	0.0
LnGrp LOS	A		A					A			A	
Approach Vol, veh/h		799						435			680	
Approach Delay, s/veh		9.9						7.9			9.2	
Approach LOS		A						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		17.5		18.1		17.5		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		51.5		59.5		51.5		
Max Q Clear Time (g_c+I1), s		4.1		8.9		7.4		
Green Ext Time (p_c), s		3.3		4.6		5.5		

Intersection Summary	
HCM 2010 Ctrl Delay	9.2
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	362	81	208	483	155	52	322	287	108	498	101
Future Volume (veh/h)	120	362	81	208	483	155	52	322	287	108	498	101
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	126	381	85	219	508	163	55	339	302	114	524	106
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	164	601	133	275	715	228	85	480	420	149	892	180
Arrive On Green	0.09	0.21	0.21	0.16	0.27	0.27	0.05	0.27	0.27	0.08	0.31	0.31
Sat Flow, veh/h	1757	2855	631	1757	2615	835	1757	1772	1551	1757	2908	586
Grp Volume(v), veh/h	126	232	234	219	340	331	55	335	306	114	315	315
Grp Sat Flow(s),veh/h/ln	1757	1752	1733	1757	1752	1697	1757	1752	1571	1757	1752	1741
Q Serve(g_s), s	4.5	7.8	8.0	7.8	11.3	11.4	2.0	11.2	11.4	4.1	9.8	9.9
Cycle Q Clear(g_c), s	4.5	7.8	8.0	7.8	11.3	11.4	2.0	11.2	11.4	4.1	9.8	9.9
Prop In Lane	1.00		0.36	1.00		0.49	1.00		0.99	1.00		0.34
Lane Grp Cap(c), veh/h	164	369	365	275	479	464	85	474	425	149	538	534
V/C Ratio(X)	0.77	0.63	0.64	0.80	0.71	0.71	0.65	0.71	0.72	0.77	0.59	0.59
Avail Cap(c_a), veh/h	475	690	682	719	933	904	268	906	812	447	1085	1078
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	23.3	23.3	26.3	21.2	21.3	30.3	21.3	21.4	29.0	19.0	19.0
Incr Delay (d2), s/veh	7.3	1.8	1.9	5.3	1.9	2.1	7.9	1.9	2.3	8.0	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	3.9	4.0	4.2	5.7	5.6	1.1	5.7	5.2	2.3	4.9	4.9
LnGrp Delay(d),s/veh	36.0	25.1	25.2	31.6	23.2	23.3	38.2	23.3	23.7	37.0	20.0	20.0
LnGrp LOS	D	C	C	C	C	C	D	C	C	D	B	C
Approach Vol, veh/h		592			890			696			744	
Approach Delay, s/veh		27.4			25.3			24.6			22.6	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	22.0	14.6	18.1	7.6	24.4	10.6	22.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	16.5	33.5	26.5	25.5	9.9	40.1	17.5	34.5
Max Q Clear Time (g_c+I1), s	6.1	13.4	9.8	10.0	4.0	11.9	6.5	13.4
Green Ext Time (p_c), s	0.2	4.1	0.5	2.5	0.0	4.2	0.2	4.3

Intersection Summary	
HCM 2010 Ctrl Delay	24.9
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	327	64	40	150	39	39
Future Vol, veh/h	327	64	40	150	39	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	450
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	337	66	41	155	40	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	403	0	607	370
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	237	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1150	-	458	673
Stage 1	-	-	-	-	696	-
Stage 2	-	-	-	-	800	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1150	-	442	673
Mov Cap-2 Maneuver	-	-	-	-	442	-
Stage 1	-	-	-	-	696	-
Stage 2	-	-	-	-	771	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	442	673	-	-	1150	-
HCM Lane V/C Ratio	0.091	0.06	-	-	0.036	-
HCM Control Delay (s)	14	10.7	-	-	8.2	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	895	25	0	7	20	1	5	10	215	46	78
Future Volume (veh/h)	179	895	25	0	7	20	1	5	10	215	46	78
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1900	1845	1900
Adj Flow Rate, veh/h	185	923	26	0	7	21	1	5	10	222	47	80
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	232	1061	30	2	163	488	436	155	309	338	59	94
Arrive On Green	0.13	0.59	0.59	0.00	0.40	0.40	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1757	1785	50	1757	407	1222	1246	550	1100	913	210	334
Grp Volume(v), veh/h	185	0	949	0	0	28	1	0	15	349	0	0
Grp Sat Flow(s),veh/h/ln	1757	0	1836	1757	0	1629	1246	0	1650	1457	0	0
Q Serve(g_s), s	7.4	0.0	31.3	0.0	0.0	0.8	0.0	0.0	0.5	15.9	0.0	0.0
Cycle Q Clear(g_c), s	7.4	0.0	31.3	0.0	0.0	0.8	0.0	0.0	0.5	16.4	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.75	1.00		0.67	0.64		0.23
Lane Grp Cap(c), veh/h	232	0	1091	2	0	651	436	0	464	491	0	0
V/C Ratio(X)	0.80	0.00	0.87	0.00	0.00	0.04	0.00	0.00	0.03	0.71	0.00	0.00
Avail Cap(c_a), veh/h	543	0	1718	122	0	1134	673	0	778	771	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	30.4	0.0	12.3	0.0	0.0	13.2	18.7	0.0	18.8	24.6	0.0	0.0
Incr Delay (d2), s/veh	6.2	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	16.5	0.0	0.0	0.3	0.0	0.0	0.2	6.8	0.0	0.0
LnGrp Delay(d),s/veh	36.5	0.0	15.4	0.0	0.0	13.2	18.7	0.0	18.8	26.5	0.0	0.0
LnGrp LOS	D		B			B	B		B	C		
Approach Vol, veh/h		1134			28			16			349	
Approach Delay, s/veh		18.9			13.2			18.8			26.5	
Approach LOS		B			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		24.8	0.0	47.4		24.8	14.0	33.3
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		34.0	5.0	67.5		34.0	22.3	50.2
Max Q Clear Time (g_c+I1), s		2.5	0.0	33.3		18.4	9.4	2.8
Green Ext Time (p_c), s		0.0	0.0	9.5		1.9	0.4	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	20.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	619	306	10	520	83	156	242	23	204	573	140
Future Volume (veh/h)	22	619	306	10	520	83	156	242	23	204	573	140
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	28	774	382	12	650	104	195	302	29	255	716	175
Adj No. of Lanes	1	2	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	211	1205	539	172	1041	166	242	972	93	307	943	230
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.14	0.30	0.30	0.17	0.34	0.34
Sat Flow, veh/h	700	3505	1568	479	3028	484	1757	3234	308	1757	2794	683
Grp Volume(v), veh/h	28	774	382	12	376	378	195	163	168	255	449	442
Grp Sat Flow(s),veh/h/ln	700	1752	1568	479	1752	1759	1757	1752	1790	1757	1752	1724
Q Serve(g_s), s	2.6	13.9	15.8	1.6	13.4	13.4	8.0	5.3	5.4	10.5	17.0	17.0
Cycle Q Clear(g_c), s	16.0	13.9	15.8	15.5	13.4	13.4	8.0	5.3	5.4	10.5	17.0	17.0
Prop In Lane	1.00		1.00	1.00		0.28	1.00		0.17	1.00		0.40
Lane Grp Cap(c), veh/h	211	1205	539	172	603	605	242	526	538	307	592	582
V/C Ratio(X)	0.13	0.64	0.71	0.07	0.62	0.63	0.81	0.31	0.31	0.83	0.76	0.76
Avail Cap(c_a), veh/h	360	1948	872	274	974	978	553	833	851	694	974	958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	20.6	21.2	27.2	20.5	20.5	31.2	20.1	20.2	29.7	22.0	22.0
Incr Delay (d2), s/veh	0.3	0.6	1.7	0.2	1.1	1.1	6.2	0.3	0.3	5.7	2.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	6.8	7.0	0.2	6.7	6.7	4.3	2.6	2.7	5.5	8.6	8.4
LnGrp Delay(d),s/veh	27.4	21.2	23.0	27.3	21.5	21.5	37.4	20.5	20.5	35.5	24.1	24.1
LnGrp LOS	C	C	C	C	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1184			766			526			1146	
Approach Delay, s/veh		21.9			21.6			26.8			26.6	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		30.2	14.8	29.7		30.2	17.6	26.9
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		41.5	23.5	41.5		41.5	29.5	35.5
Max Q Clear Time (g_c+I1), s		18.0	10.0	19.0		17.5	12.5	7.4
Green Ext Time (p_c), s		7.7	0.4	6.2		5.2	0.7	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	24.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	754	98	147	438	35	24	21	93	69	61	4
Future Volume (veh/h)	6	754	98	147	438	35	24	21	93	69	61	4
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1900	1845	1845	1900	1845	1845
Adj Flow Rate, veh/h	6	794	103	155	461	37	25	22	98	73	64	4
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	14	1052	136	195	1448	116	73	43	593	73	43	593
Arrive On Green	0.01	0.34	0.34	0.11	0.44	0.44	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1757	3121	405	1757	3288	263	5	115	1568	6	115	1568
Grp Volume(v), veh/h	6	446	451	155	245	253	47	0	98	137	0	4
Grp Sat Flow(s),veh/h/ln	1757	1752	1773	1757	1752	1798	120	0	1568	120	0	1568
Q Serve(g_s), s	0.3	17.6	17.6	6.7	7.1	7.1	0.2	0.0	3.2	0.2	0.0	0.1
Cycle Q Clear(g_c), s	0.3	17.6	17.6	6.7	7.1	7.1	29.4	0.0	3.2	29.4	0.0	0.1
Prop In Lane	1.00		0.23	1.00		0.15	0.53		1.00	0.53		1.00
Lane Grp Cap(c), veh/h	14	591	598	195	772	792	116	0	593	116	0	593
V/C Ratio(X)	0.44	0.75	0.76	0.79	0.32	0.32	0.40	0.00	0.17	1.18	0.00	0.01
Avail Cap(c_a), veh/h	147	1183	1197	553	1588	1630	117	0	595	118	0	595
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.4	22.9	22.9	33.7	14.2	14.2	20.3	0.0	16.0	28.7	0.0	15.1
Incr Delay (d2), s/veh	21.0	2.0	2.0	7.2	0.2	0.2	2.3	0.0	0.1	138.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	8.7	8.8	3.6	3.5	3.6	0.7	0.0	1.4	6.9	0.0	0.1
LnGrp Delay(d),s/veh	59.4	24.9	24.9	40.9	14.4	14.4	22.6	0.0	16.2	167.2	0.0	15.1
LnGrp LOS	E	C	C	D	B	B	C		B	F		B
Approach Vol, veh/h		903			653			145			141	
Approach Delay, s/veh		25.1			20.7			18.2			162.8	
Approach LOS		C			C			B			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		34.0	13.2	30.8		34.0	5.1	38.9
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		29.5	24.5	52.5		29.5	6.5	70.5
Max Q Clear Time (g_c+I1), s		31.4	8.7	19.6		31.4	2.3	9.1
Green Ext Time (p_c), s		0.0	0.3	6.8		0.0	0.0	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	33.6
HCM 2010 LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	942	281	0	608	334
Future Volume (veh/h)	0	942	281	0	608	334
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1845	0	1845	1845
Adj Flow Rate, veh/h	0	1013	302	0	654	359
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	1649	1649	0	1134	522
Arrive On Green	0.00	0.47	0.47	0.00	0.33	0.33
Sat Flow, veh/h	0	3689	3689	0	3408	1568
Grp Volume(v), veh/h	0	1013	302	0	654	359
Grp Sat Flow(s),veh/h/ln	0	1752	1752	0	1704	1568
Q Serve(g_s), s	0.0	9.8	2.3	0.0	7.2	9.1
Cycle Q Clear(g_c), s	0.0	9.8	2.3	0.0	7.2	9.1
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	1649	1649	0	1134	522
V/C Ratio(X)	0.00	0.61	0.18	0.00	0.58	0.69
Avail Cap(c_a), veh/h	0	5023	5023	0	3393	1561
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.0	7.0	0.0	12.6	13.2
Incr Delay (d2), s/veh	0.0	0.4	0.1	0.0	0.5	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.7	1.1	0.0	3.4	4.1
LnGrp Delay(d),s/veh	0.0	9.4	7.1	0.0	13.1	14.8
LnGrp LOS		A	A		B	B
Approach Vol, veh/h		1013	302		1013	
Approach Delay, s/veh		9.4	7.1		13.7	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		26.0		19.7		26.0		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		65.5		45.5		65.5		
Max Q Clear Time (g_c+I1), s		11.8		11.1		4.3		
Green Ext Time (p_c), s		9.7		4.2		2.2		

Intersection Summary	
HCM 2010 Ctrl Delay	11.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	243	57	87	219	49	146	235	113	74	475	12
Future Volume (veh/h)	52	243	57	87	219	49	146	235	113	74	475	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1845	1900	1845	1900
Adj Flow Rate, veh/h	58	273	64	98	246	55	164	264	127	83	534	13
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	0	2	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	305	457	107	278	462	103	360	378	321	120	812	21
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.20	0.20	0.20	0.26	0.26	0.26
Sat Flow, veh/h	1063	1446	339	1029	1461	327	1757	1845	1568	459	3114	79
Grp Volume(v), veh/h	58	0	337	98	0	301	164	264	127	329	0	301
Grp Sat Flow(s),veh/h/ln	1063	0	1785	1029	0	1787	1757	1845	1568	1822	0	1831
Q Serve(g_s), s	2.9	0.0	9.8	5.5	0.0	8.6	5.1	8.2	4.3	10.1	0.0	9.0
Cycle Q Clear(g_c), s	11.5	0.0	9.8	15.3	0.0	8.6	5.1	8.2	4.3	10.1	0.0	9.0
Prop In Lane	1.00		0.19	1.00		0.18	1.00		1.00	0.25		0.04
Lane Grp Cap(c), veh/h	305	0	564	278	0	565	360	378	321	475	0	478
V/C Ratio(X)	0.19	0.00	0.60	0.35	0.00	0.53	0.46	0.70	0.40	0.69	0.00	0.63
Avail Cap(c_a), veh/h	614	0	1082	577	0	1084	923	969	824	1075	0	1081
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.1	0.0	17.8	24.3	0.0	17.4	21.6	22.8	21.3	20.6	0.0	20.2
Incr Delay (d2), s/veh	0.3	0.0	1.0	0.8	0.0	0.8	0.9	2.3	0.8	1.8	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	4.9	1.6	0.0	4.3	2.6	4.4	1.9	5.3	0.0	4.7
LnGrp Delay(d),s/veh	22.4	0.0	18.8	25.1	0.0	18.2	22.5	25.2	22.1	22.4	0.0	21.6
LnGrp LOS	C		B	C		B	C	C	C	C		C
Approach Vol, veh/h		395			399			555			630	
Approach Delay, s/veh		19.4			19.9			23.7			22.0	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		17.2		24.0		20.6		24.0
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		32.5		37.5		36.5		37.5
Max Q Clear Time (g_c+I1), s		10.2		13.5		12.1		17.3
Green Ext Time (p_c), s		2.5		2.4		4.1		2.2

Intersection Summary	
HCM 2010 Ctrl Delay	21.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	107	0	77	1	390	66	155	1538	0
Future Volume (veh/h)	0	0	0	107	0	77	1	390	66	155	1538	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1845	1845	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	0	0	0	108	0	78	1	394	67	157	1554	0
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	0	210	0	280	0	178	3	1622	274	205	2298	0
Arrive On Green	0.00	0.00	0.00	0.11	0.00	0.11	0.00	0.54	0.54	0.12	0.66	0.00
Sat Flow, veh/h	0	1845	0	1392	0	1568	1757	3001	506	1757	3597	0
Grp Volume(v), veh/h	0	0	0	108	0	78	1	229	232	157	1554	0
Grp Sat Flow(s),veh/h/ln	0	1845	0	1392	0	1568	1757	1752	1755	1757	1752	0
Q Serve(g_s), s	0.0	0.0	0.0	4.4	0.0	2.7	0.0	4.1	4.1	5.1	16.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	4.4	0.0	2.7	0.0	4.1	4.1	5.1	16.2	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.29	1.00		0.00
Lane Grp Cap(c), veh/h	0	210	0	280	0	178	3	947	948	205	2298	0
V/C Ratio(X)	0.00	0.00	0.00	0.39	0.00	0.44	0.34	0.24	0.24	0.76	0.68	0.00
Avail Cap(c_a), veh/h	0	642	0	607	0	546	164	1889	1892	671	4789	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	25.1	0.0	24.4	29.4	7.2	7.2	25.2	6.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.9	0.0	1.7	55.5	0.1	0.1	5.8	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.7	0.0	1.3	0.1	2.0	2.0	2.8	7.7	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	26.0	0.0	26.0	84.9	7.3	7.3	31.1	6.6	0.0
LnGrp LOS				C		C	F	A	A	C	A	
Approach Vol, veh/h		0			186			462			1711	
Approach Delay, s/veh		0.0			26.0			7.5			8.9	
Approach LOS					C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.4	36.3		11.2	4.6	43.1		11.2
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	22.5	63.5		20.5	5.5	80.5		20.5
Max Q Clear Time (g_c+I1), s	7.1	6.1		0.0	2.0	18.2		6.4
Green Ext Time (p_c), s	0.3	3.1		0.0	0.0	20.5		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	9.9
HCM 2010 LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	175	90	383	102	292	1495
Future Volume (veh/h)	175	90	383	102	292	1495
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1900	1845	1845
Adj Flow Rate, veh/h	186	96	407	109	311	1590
Adj No. of Lanes	2	1	2	0	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	380	175	1104	293	391	2498
Arrive On Green	0.11	0.11	0.40	0.40	0.22	0.71
Sat Flow, veh/h	3408	1568	2834	727	1757	3597
Grp Volume(v), veh/h	186	96	259	257	311	1590
Grp Sat Flow(s),veh/h/ln	1704	1568	1752	1716	1757	1752
Q Serve(g_s), s	2.6	3.0	5.3	5.4	8.6	12.2
Cycle Q Clear(g_c), s	2.6	3.0	5.3	5.4	8.6	12.2
Prop In Lane	1.00	1.00		0.42	1.00	
Lane Grp Cap(c), veh/h	380	175	706	691	391	2498
V/C Ratio(X)	0.49	0.55	0.37	0.37	0.80	0.64
Avail Cap(c_a), veh/h	1431	658	1420	1391	1492	6125
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	21.5	10.7	10.8	18.8	3.9
Incr Delay (d2), s/veh	1.0	2.7	0.3	0.3	3.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.4	2.6	2.6	4.6	5.8
LnGrp Delay(d),s/veh	22.4	24.2	11.0	11.1	22.5	4.1
LnGrp LOS	C	C	B	B	C	A
Approach Vol, veh/h	282		516			1901
Approach Delay, s/veh	23.0		11.1			7.1
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.9	25.1				41.0		10.2
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	43.5	41.5				89.5		21.5
Max Q Clear Time (g_c+I1), s	10.6	7.4				14.2		5.0
Green Ext Time (p_c), s	1.0	3.5				22.3		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	9.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	0	36	0	4	1	296	24	11	726	0
Future Volume (veh/h)	1	0	0	36	0	4	1	296	24	11	726	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	1	0	0	37	0	4	1	305	25	11	748	0
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	330	92	0	333	0	78	6	1447	118	26	1592	0
Arrive On Green	0.05	0.00	0.00	0.05	0.00	0.05	0.00	0.44	0.44	0.01	0.45	0.00
Sat Flow, veh/h	1393	1845	0	1392	0	1568	1757	3282	267	1757	3597	0
Grp Volume(v), veh/h	1	0	0	37	0	4	1	162	168	11	748	0
Grp Sat Flow(s),veh/h/ln	1393	1845	0	1392	0	1568	1757	1752	1797	1757	1752	0
Q Serve(g_s), s	0.0	0.0	0.0	0.7	0.0	0.1	0.0	1.6	1.6	0.2	4.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.7	0.0	0.1	0.0	1.6	1.6	0.2	4.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.15	1.00		0.00
Lane Grp Cap(c), veh/h	330	92	0	333	0	78	6	773	792	26	1592	0
V/C Ratio(X)	0.00	0.00	0.00	0.11	0.00	0.05	0.16	0.21	0.21	0.43	0.47	0.00
Avail Cap(c_a), veh/h	1561	1723	0	1564	0	1465	676	4461	4576	740	9051	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.4	0.0	0.0	12.7	0.0	12.4	13.6	4.7	4.7	13.3	5.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.3	10.8	0.1	0.1	10.8	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.7	0.8	0.2	1.9	0.0
LnGrp Delay(d),s/veh	12.4	0.0	0.0	12.8	0.0	12.6	24.4	4.8	4.8	24.1	5.4	0.0
LnGrp LOS	B			B		B	C	A	A	C	A	
Approach Vol, veh/h		1			41			331			759	
Approach Delay, s/veh		12.4			12.8			4.9			5.7	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.9	16.5		5.9	4.5	16.9		5.9
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	11.5	69.5		25.5	10.5	70.5		25.5
Max Q Clear Time (g_c+I1), s	2.2	3.6		2.1	2.0	6.0		2.7
Green Ext Time (p_c), s	0.0	2.1		0.0	0.0	6.4		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	5.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	2	6	103	1	64	9	632	37	11	2514	2
Future Volume (veh/h)	7	2	6	103	1	64	9	632	37	11	2514	2
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1845	1845	1900	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	7	2	6	88	28	67	9	658	39	11	2619	2
Adj No. of Lanes	0	1	0	1	1	0	1	2	1	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	71	27	32	185	42	101	19	2709	1212	23	2785	2
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.01	0.77	0.77	0.01	0.77	0.77
Sat Flow, veh/h	242	309	368	1388	484	1157	1757	3505	1568	1757	3594	3
Grp Volume(v), veh/h	15	0	0	88	0	95	9	658	39	11	1277	1344
Grp Sat Flow(s),veh/h/ln	919	0	0	1388	0	1640	1757	1752	1568	1757	1752	1844
Q Serve(g_s), s	0.0	0.0	0.0	0.9	0.0	6.0	0.5	5.6	0.6	0.7	64.4	64.5
Cycle Q Clear(g_c), s	6.0	0.0	0.0	6.9	0.0	6.0	0.5	5.6	0.6	0.7	64.4	64.5
Prop In Lane	0.47		0.40	1.00		0.71	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	130	0	0	185	0	144	19	2709	1212	23	1358	1429
V/C Ratio(X)	0.12	0.00	0.00	0.47	0.00	0.66	0.47	0.24	0.03	0.48	0.94	0.94
Avail Cap(c_a), veh/h	248	0	0	298	0	277	82	2745	1228	82	1372	1444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.9	0.0	0.0	47.6	0.0	47.1	52.4	3.4	2.8	52.3	10.0	10.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	1.9	0.0	5.1	16.5	0.0	0.0	14.8	12.6	12.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	2.6	0.0	2.9	0.4	2.7	0.3	0.4	34.9	36.6
LnGrp Delay(d),s/veh	45.2	0.0	0.0	49.4	0.0	52.3	69.0	3.4	2.8	67.0	22.6	22.2
LnGrp LOS	D			D		D	E	A	A	E	C	C
Approach Vol, veh/h		15			183			706			2632	
Approach Delay, s/veh		45.2			50.9			4.2			22.6	
Approach LOS		D			D			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.9	86.9		13.8	5.7	87.1		13.8
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	83.5		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	2.7	7.6		8.0	2.5	66.5		8.9
Green Ext Time (p_c), s	0.0	5.5		0.0	0.0	16.1		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	20.5
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	7	40	122	14	5	25	577	50	33	2370	29
Future Volume (veh/h)	9	7	40	122	14	5	25	577	50	33	2370	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	9	7	42	128	15	5	26	607	53	35	2495	31
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	239	32	191	212	184	61	43	2508	1122	51	2524	1129
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.02	0.72	0.72	0.03	0.72	0.72
Sat Flow, veh/h	1373	229	1373	1337	1325	442	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	9	0	49	128	0	20	26	607	53	35	2495	31
Grp Sat Flow(s),veh/h/ln	1373	0	1602	1337	0	1767	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	0.7	0.0	3.1	10.9	0.0	1.1	1.7	6.9	1.2	2.3	80.1	0.7
Cycle Q Clear(g_c), s	1.8	0.0	3.1	14.0	0.0	1.1	1.7	6.9	1.2	2.3	80.1	0.7
Prop In Lane	1.00		0.86	1.00		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	239	0	223	212	0	245	43	2508	1122	51	2524	1129
V/C Ratio(X)	0.04	0.00	0.22	0.60	0.00	0.08	0.61	0.24	0.05	0.68	0.99	0.03
Avail Cap(c_a), veh/h	262	0	249	234	0	274	76	2508	1122	102	2525	1130
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.2	0.0	44.3	50.6	0.0	43.5	56.0	5.7	4.9	55.7	15.8	4.6
Incr Delay (d2), s/veh	0.1	0.0	0.5	3.7	0.0	0.1	12.9	0.0	0.0	14.8	15.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.4	4.2	0.0	0.6	1.0	3.3	0.5	1.3	43.5	0.3
LnGrp Delay(d),s/veh	44.3	0.0	44.8	54.3	0.0	43.6	68.9	5.7	4.9	70.6	31.0	4.6
LnGrp LOS	D		D	D		D	E	A	A	E	C	A
Approach Vol, veh/h		58			148			686			2561	
Approach Delay, s/veh		44.7			52.8			8.1			31.2	
Approach LOS		D			D			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	87.4		20.6	7.3	88.0		20.6
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	6.7	81.8		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	4.3	8.9		5.1	3.7	82.1		16.0
Green Ext Time (p_c), s	0.0	5.1		0.1	0.0	1.3		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	27.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	261	611	11	209	1339	205	23	358	127	151	776	719
Future Volume (veh/h)	261	611	11	209	1339	205	23	358	127	151	776	719
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	278	650	12	222	1424	0	24	381	135	161	826	765
Adj No. of Lanes	2	3	0	2	3	1	1	2	1	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	340	1755	32	292	1664	518	84	1007	450	194	1225	548
Arrive On Green	0.10	0.34	0.34	0.09	0.33	0.00	0.05	0.29	0.29	0.11	0.35	0.35
Sat Flow, veh/h	3408	5092	94	3408	5036	1568	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	278	428	234	222	1424	0	24	381	135	161	826	765
Grp Sat Flow(s),veh/h/ln	1704	1679	1828	1704	1679	1568	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	8.3	10.0	10.0	6.7	27.6	0.0	1.4	9.1	7.0	9.4	20.9	36.5
Cycle Q Clear(g_c), s	8.3	10.0	10.0	6.7	27.6	0.0	1.4	9.1	7.0	9.4	20.9	36.5
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	340	1157	630	292	1664	518	84	1007	450	194	1225	548
V/C Ratio(X)	0.82	0.37	0.37	0.76	0.86	0.00	0.29	0.38	0.30	0.83	0.67	1.40
Avail Cap(c_a), veh/h	356	1157	630	431	1765	550	303	1182	529	325	1225	548
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	25.7	25.7	46.7	32.6	0.0	48.0	29.8	29.0	45.5	28.9	34.0
Incr Delay (d2), s/veh	13.5	0.2	0.4	4.5	4.2	0.0	1.8	0.2	0.4	8.9	1.5	189.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	4.7	5.1	3.3	13.4	0.0	0.7	4.4	3.1	5.0	10.3	44.4
LnGrp Delay(d),s/veh	59.6	25.9	26.1	51.2	36.8	0.0	49.8	30.0	29.4	54.4	30.4	223.0
LnGrp LOS	E	C	C	D	D		D	C	C	D	C	F
Approach Vol, veh/h		940			1646			540			1752	
Approach Delay, s/veh		35.9			38.8			30.7			116.7	
Approach LOS		D			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	40.5	9.5	41.0	14.9	39.0	16.0	34.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	13.3	34.3	18.0	36.5	10.9	36.6	19.3	35.2
Max Q Clear Time (g_c+I1), s	10.7	12.0	3.4	38.5	10.3	29.6	11.4	11.1
Green Ext Time (p_c), s	0.3	4.4	0.0	0.0	0.1	5.0	0.2	3.0

Intersection Summary	
HCM 2010 Ctrl Delay	65.3
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	735	206	378	433	53	79	28	264	31	579	1302
Future Volume (veh/h)	146	735	206	378	433	53	79	28	264	31	579	1302
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	157	790	222	406	466	0	85	30	284	33	623	1400
Adj No. of Lanes	1	3	1	2	1	1	1	1	2	1	1	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	184	1225	381	470	510	433	107	797	1193	50	738	1103
Arrive On Green	0.10	0.24	0.24	0.14	0.28	0.00	0.06	0.43	0.43	0.03	0.40	0.40
Sat Flow, veh/h	1757	5036	1568	3408	1845	1568	1757	1845	2760	1757	1845	2760
Grp Volume(v), veh/h	157	790	222	406	466	0	85	30	284	33	623	1400
Grp Sat Flow(s),veh/h/ln	1757	1679	1568	1704	1845	1568	1757	1845	1380	1757	1845	1380
Q Serve(g_s), s	10.0	16.0	14.2	13.3	27.8	0.0	5.4	1.1	7.4	2.1	34.8	45.5
Cycle Q Clear(g_c), s	10.0	16.0	14.2	13.3	27.8	0.0	5.4	1.1	7.4	2.1	34.8	45.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	184	1225	381	470	510	433	107	797	1193	50	738	1103
V/C Ratio(X)	0.85	0.64	0.58	0.86	0.91	0.00	0.79	0.04	0.24	0.66	0.84	1.27
Avail Cap(c_a), veh/h	193	1376	429	536	592	503	116	797	1193	100	738	1103
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.1	38.6	38.0	48.0	39.9	0.0	52.7	18.6	20.4	54.7	30.9	34.1
Incr Delay (d2), s/veh	28.0	0.9	1.6	12.5	17.4	0.0	28.9	0.0	0.1	13.9	8.9	128.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	7.6	6.3	7.1	16.6	0.0	3.5	0.5	2.8	1.2	19.5	36.9
LnGrp Delay(d),s/veh	78.1	39.5	39.6	60.5	57.2	0.0	81.7	18.7	20.5	68.6	39.9	162.4
LnGrp LOS	E	D	D	E	E		F	B	C	E	D	F
Approach Vol, veh/h		1169			872			399			2056	
Approach Delay, s/veh		44.7			58.8			33.4			123.8	
Approach LOS		D			E			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.2	32.2	11.4	50.0	16.4	35.9	7.7	53.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	17.9	31.1	7.5	45.5	12.5	36.5	6.5	46.5
Max Q Clear Time (g_c+I1), s	15.3	18.0	7.4	47.5	12.0	29.8	4.1	9.4
Green Ext Time (p_c), s	0.4	5.2	0.0	0.0	0.0	1.6	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	82.6
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	277	0	0	580	0	211	0	138	0	0	0
Future Volume (veh/h)	0	277	0	0	580	0	211	0	138	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1845	0	0	1845	0	1845	0	1845			
Adj Flow Rate, veh/h	0	301	0	0	630	0	229	0	150			
Adj No. of Lanes	0	2	0	0	2	0	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	3	0	0	3	0	3	0	3			
Cap, veh/h	0	1471	0	0	1471	0	695	0	320			
Arrive On Green	0.00	0.42	0.00	0.00	0.42	0.00	0.20	0.00	0.20			
Sat Flow, veh/h	0	3689	0	0	3689	0	3408	0	1568			
Grp Volume(v), veh/h	0	301	0	0	630	0	229	0	150			
Grp Sat Flow(s),veh/h/ln	0	1752	0	0	1752	0	1704	0	1568			
Q Serve(g_s), s	0.0	1.3	0.0	0.0	3.0	0.0	1.4	0.0	2.0			
Cycle Q Clear(g_c), s	0.0	1.3	0.0	0.0	3.0	0.0	1.4	0.0	2.0			
Prop In Lane	0.00		0.00	0.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1471	0	0	1471	0	695	0	320			
V/C Ratio(X)	0.00	0.20	0.00	0.00	0.43	0.00	0.33	0.00	0.47			
Avail Cap(c_a), veh/h	0	4619	0	0	6966	0	3922	0	1804			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	4.4	0.0	0.0	4.9	0.0	8.1	0.0	8.4			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.2	0.0	0.3	0.0	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.0	0.0	1.4	0.0	0.7	0.0	1.0			
LnGrp Delay(d),s/veh	0.0	4.5	0.0	0.0	5.1	0.0	8.4	0.0	9.4			
LnGrp LOS		A			A		A		A			
Approach Vol, veh/h		301			630			379				
Approach Delay, s/veh		4.5			5.1			8.8				
Approach LOS		A			A			A				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		14.5				14.5		9.4
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		31.5				47.5		27.5
Max Q Clear Time (g_c+I1), s		3.3				5.0		4.0
Green Ext Time (p_c), s		2.0				5.0		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	6.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	19	11	20	50	54	29	296	65	180	1124	275
Future Volume (veh/h)	97	19	11	20	50	54	29	296	65	180	1124	275
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1900	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	99	19	0	20	51	55	30	302	66	184	1147	281
Adj No. of Lanes	1	1	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	138	145	0	36	93	99	56	1303	281	233	1553	377
Arrive On Green	0.08	0.08	0.00	0.07	0.07	0.07	0.03	0.45	0.45	0.13	0.55	0.55
Sat Flow, veh/h	1757	1845	0	542	1381	1478	1757	2870	618	1757	2798	679
Grp Volume(v), veh/h	99	19	0	67	0	59	30	183	185	184	715	713
Grp Sat Flow(s),veh/h/ln	1757	1845	0	1818	0	1584	1757	1752	1736	1757	1752	1725
Q Serve(g_s), s	3.7	0.6	0.0	2.4	0.0	2.4	1.1	4.3	4.4	6.8	20.6	21.1
Cycle Q Clear(g_c), s	3.7	0.6	0.0	2.4	0.0	2.4	1.1	4.3	4.4	6.8	20.6	21.1
Prop In Lane	1.00		0.00	0.30		0.93	1.00		0.36	1.00		0.39
Lane Grp Cap(c), veh/h	138	145	0	122	0	106	56	796	788	233	973	957
V/C Ratio(X)	0.72	0.13	0.00	0.55	0.00	0.55	0.54	0.23	0.24	0.79	0.73	0.75
Avail Cap(c_a), veh/h	478	501	0	489	0	426	144	1132	1121	577	1564	1540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	28.9	0.0	30.4	0.0	30.4	32.1	11.2	11.2	28.3	11.3	11.4
Incr Delay (d2), s/veh	6.8	0.4	0.0	3.8	0.0	4.4	7.7	0.1	0.2	5.9	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.3	0.0	1.3	0.0	1.2	0.7	2.1	2.1	3.7	10.0	10.2
LnGrp Delay(d),s/veh	37.1	29.3	0.0	34.2	0.0	34.8	39.8	11.3	11.4	34.2	12.4	12.5
LnGrp LOS	D	C		C		C	D	B	B	C	B	B
Approach Vol, veh/h		118			126			398			1612	
Approach Delay, s/veh		35.8			34.5			13.5			14.9	
Approach LOS		D			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.4	35.1		9.8	6.6	41.9		9.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	22.1	43.5		18.3	5.5	60.1		18.1
Max Q Clear Time (g_c+I1), s	19.8	6.4		5.7	3.1	23.1		4.4
Green Ext Time (p_c), s	0.4	2.4		0.2	0.0	14.2		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	16.9
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	6	7	16	20	0
Future Vol, veh/h	5	6	7	16	20	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	6	7	8	18	22	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.2	6.7	7.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	45%	0%	100%
Vol Thru, %	55%	30%	0%
Vol Right, %	0%	70%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	11	23	20
LT Vol	5	0	20
Through Vol	6	7	0
RT Vol	0	16	0
Lane Flow Rate	12	26	22
Geometry Grp	1	1	1
Degree of Util (X)	0.014	0.025	0.026
Departure Headway (Hd)	4.101	3.582	4.217
Convergence, Y/N	Yes	Yes	Yes
Cap	875	1002	852
Service Time	2.114	1.596	2.227
HCM Lane V/C Ratio	0.014	0.026	0.026
HCM Control Delay	7.2	6.7	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.1	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1	5	66	3	8	2	625	36	24	2483	13
Future Volume (veh/h)	3	1	5	66	3	8	2	625	36	24	2483	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	3	1	5	69	3	8	2	651	38	25	2586	14
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	70	30	66	153	4	10	5	2603	152	44	2843	15
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.00	0.77	0.77	0.02	0.80	0.80
Sat Flow, veh/h	324	428	940	1246	54	144	1757	3366	196	1757	3574	19
Grp Volume(v), veh/h	9	0	0	80	0	0	2	339	350	25	1267	1333
Grp Sat Flow(s),veh/h/ln	1692	0	0	1445	0	0	1757	1752	1810	1757	1752	1841
Q Serve(g_s), s	0.0	0.0	0.0	5.0	0.0	0.0	0.1	5.6	5.6	1.4	54.5	54.9
Cycle Q Clear(g_c), s	0.5	0.0	0.0	5.5	0.0	0.0	0.1	5.6	5.6	1.4	54.5	54.9
Prop In Lane	0.33		0.56	0.86		0.10	1.00		0.11	1.00		0.01
Lane Grp Cap(c), veh/h	165	0	0	166	0	0	5	1355	1400	44	1394	1464
V/C Ratio(X)	0.05	0.00	0.00	0.48	0.00	0.00	0.42	0.25	0.25	0.57	0.91	0.91
Avail Cap(c_a), veh/h	329	0	0	319	0	0	88	1408	1454	108	1429	1501
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	0.0	0.0	46.7	0.0	0.0	50.9	3.3	3.3	49.3	7.7	7.8
Incr Delay (d2), s/veh	0.1	0.0	0.0	2.1	0.0	0.0	50.1	0.1	0.1	11.3	8.7	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	2.3	0.0	0.0	0.1	2.7	2.8	0.8	29.1	30.5
LnGrp Delay(d),s/veh	44.6	0.0	0.0	48.9	0.0	0.0	101.0	3.4	3.4	60.5	16.4	16.3
LnGrp LOS	D			D			F	A	A	E	B	B
Approach Vol, veh/h		9			80			691			2625	
Approach Delay, s/veh		44.6			48.9			3.6			16.8	
Approach LOS		D			D			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.0	83.5		11.6	4.8	85.8		11.6
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	6.3	82.1		18.1	5.1	83.3		18.1
Max Q Clear Time (g_c+I1), s	3.4	7.6		2.5	2.1	56.9		7.5
Green Ext Time (p_c), s	0.0	5.0		0.0	0.0	24.4		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	14.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	555	10	111	2466	5	2	2	72	2	1	2
Future Volume (veh/h)	3	555	10	111	2466	5	2	2	72	2	1	2
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1900	1845	1900	1900	1845	1900
Adj Flow Rate, veh/h	3	597	11	119	2652	5	2	2	77	2	1	2
Adj No. of Lanes	1	2	1	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	7	2519	1127	148	2801	1253	37	4	99	77	39	45
Arrive On Green	0.00	0.72	0.72	0.08	0.80	0.80	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1757	3505	1568	1757	3505	1568	17	61	1497	431	591	681
Grp Volume(v), veh/h	3	597	11	119	2652	5	81	0	0	5	0	0
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1752	1568	1575	0	0	1703	0	0
Q Serve(g_s), s	0.2	6.0	0.2	6.9	64.5	0.1	1.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	6.0	0.2	6.9	64.5	0.1	5.2	0.0	0.0	0.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.02		0.95	0.40		0.40
Lane Grp Cap(c), veh/h	7	2519	1127	148	2801	1253	140	0	0	161	0	0
V/C Ratio(X)	0.43	0.24	0.01	0.80	0.95	0.00	0.58	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	85	2519	1127	267	2837	1269	310	0	0	323	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	51.3	4.9	4.1	46.4	8.6	2.1	47.4	0.0	0.0	45.1	0.0	0.0
Incr Delay (d2), s/veh	36.3	0.0	0.0	9.6	7.8	0.0	3.8	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.8	0.1	3.7	33.2	0.0	2.4	0.0	0.0	0.1	0.0	0.0
LnGrp Delay(d),s/veh	87.6	5.0	4.1	56.0	16.3	2.1	51.2	0.0	0.0	45.2	0.0	0.0
LnGrp LOS	F	A	A	E	B	A	D			D		
Approach Vol, veh/h		611			2776			81			5	
Approach Delay, s/veh		5.4			18.0			51.2			45.2	
Approach LOS		A			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.2	78.6		11.3	4.9	86.9		11.3
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	15.7	72.8		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	8.9	8.0		2.3	2.2	66.5		7.2
Green Ext Time (p_c), s	0.1	4.8		0.0	0.0	16.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	16.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	354	61	0	0	0	0	0	117	0	152	234
Future Volume (veh/h)	0	354	61	0	0	0	0	0	117	0	152	234
Number	5	2	12				3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1845				0	1845	1845	0	1845	1845
Adj Flow Rate, veh/h	0	460	79				0	0	0	0	197	0
Adj No. of Lanes	0	1	1				0	1	1	0	2	1
Peak Hour Factor	0.77	0.77	0.77				0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	3	3				0	3	3	0	3	3
Cap, veh/h	0	0	0				0	432	367	0	820	367
Arrive On Green	0.00	0.00	0.00				0.00	0.00	0.00	0.00	0.23	0.00
Sat Flow, veh/h		0					0	1845	1568	0	3597	1568
Grp Volume(v), veh/h		0.0					0	0	0	0	197	0
Grp Sat Flow(s),veh/h/ln							0	1845	1568	0	1752	1568
Q Serve(g_s), s							0.0	0.0	0.0	0.0	0.3	0.0
Cycle Q Clear(g_c), s							0.0	0.0	0.0	0.0	0.3	0.0
Prop In Lane							0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h							0	432	367	0	820	367
V/C Ratio(X)							0.00	0.00	0.00	0.00	0.24	0.00
Avail Cap(c_a), veh/h							0	9263	7874	0	17600	7874
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	0.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh							0.0	0.0	0.0	0.0	1.8	0.0
Incr Delay (d2), s/veh							0.0	0.0	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	0.0	0.0	0.0	0.1	0.0
LnGrp Delay(d),s/veh							0.0	0.0	0.0	0.0	2.0	0.0
LnGrp LOS											A	
Approach Vol, veh/h								0			197	
Approach Delay, s/veh								0.0			2.0	
Approach LOS											A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4				8
Phs Duration (G+Y+Rc), s				5.9				5.9
Change Period (Y+Rc), s				4.5				4.5
Max Green Setting (Gmax), s				29.5				29.5
Max Q Clear Time (g_c+I1), s				2.3				0.0
Green Ext Time (p_c), s				1.2				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	2.0
HCM 2010 LOS	A

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3	9	48	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	3	9	48	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	3	10	52	0	0	0	0	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	6.6	7.4	0	0
HCM LOS	A	A	-	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%
Vol Thru, %	100%	25%	0%	100%	100%
Vol Right, %	0%	75%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	12	48	0	0
LT Vol	0	0	48	0	0
Through Vol	0	3	0	0	0
RT Vol	0	9	0	0	0
Lane Flow Rate	0	13	52	0	0
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0	0.013	0.06	0	0
Departure Headway (Hd)	4.164	3.539	4.161	4.664	4.664
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	0	1014	866	0	0
Service Time	2.193	1.551	2.162	2.394	2.394
HCM Lane V/C Ratio	0	0.013	0.06	0	0
HCM Control Delay	7.2	6.6	7.4	7.4	7.4
HCM Lane LOS	N	A	A	N	N
HCM 95th-tile Q	0	0	0.2	0	0

Intersection	
Int Delay, s/veh	9.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	0	0	0	0	57
Future Vol, veh/h	0	0	0	0	0	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	0	0	0	74

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.93
Pot Cap-1 Maneuver	0	-	-	0	0	915
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	915
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	915
HCM Lane V/C Ratio	-	-	0.081
HCM Control Delay (s)	-	-	9.3
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	19	73	130	4	384	8	1455	65	373	395	5
Future Volume (veh/h)	77	19	73	130	4	384	8	1455	65	373	395	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	55	68	83	152	0	436	9	1653	0	424	449	6
Adj No. of Lanes	1	1	1	2	0	2	1	2	1	1	2	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	131	138	117	553	0	493	19	1426	638	345	2077	929
Arrive On Green	0.07	0.07	0.07	0.16	0.00	0.16	0.01	0.41	0.00	0.20	0.59	0.59
Sat Flow, veh/h	1757	1845	1568	3514	0	3136	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	55	68	83	152	0	436	9	1653	0	424	449	6
Grp Sat Flow(s),veh/h/ln	1757	1845	1568	1757	0	1568	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	3.3	3.9	5.7	4.2	0.0	14.9	0.6	44.5	0.0	21.5	6.5	0.2
Cycle Q Clear(g_c), s	3.3	3.9	5.7	4.2	0.0	14.9	0.6	44.5	0.0	21.5	6.5	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	131	138	117	553	0	493	19	1426	638	345	2077	929
V/C Ratio(X)	0.42	0.49	0.71	0.27	0.00	0.88	0.47	1.16	0.00	1.23	0.22	0.01
Avail Cap(c_a), veh/h	289	304	258	578	0	516	80	1426	638	345	2077	929
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	48.6	49.4	40.6	0.0	45.1	53.8	32.4	0.0	43.9	10.4	9.1
Incr Delay (d2), s/veh	2.1	2.7	7.7	0.3	0.0	16.1	16.7	79.8	0.0	125.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.1	2.7	2.0	0.0	7.5	0.4	37.2	0.0	22.4	3.2	0.1
LnGrp Delay(d),s/veh	50.5	51.3	57.1	40.9	0.0	61.2	70.4	112.3	0.0	169.3	10.5	9.1
LnGrp LOS	D	D	E	D		E	E	F		F	B	A
Approach Vol, veh/h		206			588			1662			879	
Approach Delay, s/veh		53.4			55.9			112.0			87.1	
Approach LOS		D			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	26.0	49.0		12.7	5.7	69.3		21.7
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	21.5	44.5		18.0	5.0	61.0		18.0
Max Q Clear Time (g_c+I1), s	23.5	46.5		7.7	2.6	8.5		16.9
Green Ext Time (p_c), s	0.0	0.0		0.5	0.0	3.4		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	91.9
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	1493	0	0	170	0
Future Volume (veh/h)	4	1493	0	0	170	0
Number	7	4			1	16
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845			1845	0
Adj Flow Rate, veh/h	4	1678			191	0
Adj No. of Lanes	1	1			2	0
Peak Hour Factor	0.89	0.89			0.89	0.89
Percent Heavy Veh, %	3	3			3	0
Cap, veh/h	1669	1752			0	0
Arrive On Green	0.95	0.95			0.00	0.00
Sat Flow, veh/h	1757	1845			0	
Grp Volume(v), veh/h	4	1678			0.0	
Grp Sat Flow(s),veh/h/ln	1757	1845				
Q Serve(g_s), s	0.0	45.3				
Cycle Q Clear(g_c), s	0.0	45.3				
Prop In Lane	1.00					
Lane Grp Cap(c), veh/h	1669	1752				
V/C Ratio(X)	0.00	0.96				
Avail Cap(c_a), veh/h	1808	1899				
HCM Platoon Ratio	1.00	1.00				
Upstream Filter(I)	1.00	1.00				
Uniform Delay (d), s/veh	0.1	1.2				
Incr Delay (d2), s/veh	0.0	11.7				
Initial Q Delay(d3),s/veh	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.0	23.9				
LnGrp Delay(d),s/veh	0.1	13.0				
LnGrp LOS	A	B				
Approach Vol, veh/h		1682				
Approach Delay, s/veh		13.0				
Approach LOS		B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4				
Phs Duration (G+Y+Rc), s				89.9				
Change Period (Y+Rc), s				4.5				
Max Green Setting (Gmax), s				92.5				
Max Q Clear Time (g_c+I1), s				47.3				
Green Ext Time (p_c), s				38.1				

Intersection Summary	
HCM 2010 Ctrl Delay	13.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	200	3	592	67	912	0	0	373	99
Future Volume (veh/h)	0	0	0	200	3	592	67	912	0	0	373	99
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1845	1900	1845	1845	0	0	1845	1845
Adj Flow Rate, veh/h				213	3	630	71	970	0	0	397	105
Adj No. of Lanes				0	2	0	1	2	0	0	2	1
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	3	0	3	3	0	0	3	3
Cap, veh/h				832	12	752	95	1364	0	0	996	423
Arrive On Green				0.48	0.48	0.48	0.05	0.39	0.00	0.00	0.27	0.27
Sat Flow, veh/h				1734	24	1568	1757	3597	0	0	3689	1568
Grp Volume(v), veh/h				216	0	630	71	970	0	0	397	105
Grp Sat Flow(s),veh/h/ln				1758	0	1568	1757	1752	0	0	1845	1568
Q Serve(g_s), s				5.0	0.0	24.0	2.7	16.1	0.0	0.0	6.1	3.6
Cycle Q Clear(g_c), s				5.0	0.0	24.0	2.7	16.1	0.0	0.0	6.1	3.6
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				844	0	752	95	1364	0	0	996	423
V/C Ratio(X)				0.26	0.00	0.84	0.75	0.71	0.00	0.00	0.40	0.25
Avail Cap(c_a), veh/h				1367	0	1219	345	2929	0	0	2118	900
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				10.6	0.0	15.6	32.1	17.7	0.0	0.0	20.5	19.7
Incr Delay (d2), s/veh				0.2	0.0	2.9	11.1	0.7	0.0	0.0	0.3	0.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.4	0.0	10.9	1.6	7.8	0.0	0.0	3.1	1.6
LnGrp Delay(d),s/veh				10.8	0.0	18.4	43.2	18.4	0.0	0.0	20.8	20.0
LnGrp LOS				B		B	D	B			C	B
Approach Vol, veh/h					846			1041			502	
Approach Delay, s/veh					16.5			20.1			20.6	
Approach LOS					B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		31.3			8.2	23.1		37.5
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		57.5			13.5	39.5		53.5
Max Q Clear Time (g_c+I1), s		18.1			4.7	8.1		26.0
Green Ext Time (p_c), s		8.7			0.1	3.2		7.0

Intersection Summary	
HCM 2010 Ctrl Delay	18.9
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	716	76	90	0	0	0	0	250	216	280	282	0
Future Volume (veh/h)	716	76	90	0	0	0	0	250	216	280	282	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845				0	1845	1845	1845	1845	0
Adj Flow Rate, veh/h	787	0	92				0	347	158	286	288	0
Adj No. of Lanes	2	0	1				0	2	1	1	2	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	1113	0	497				0	691	293	368	1724	0
Arrive On Green	0.32	0.00	0.32				0.00	0.19	0.19	0.21	0.49	0.00
Sat Flow, veh/h	3514	0	1568				0	3689	1568	1757	3597	0
Grp Volume(v), veh/h	787	0	92				0	347	158	286	288	0
Grp Sat Flow(s),veh/h/ln	1757	0	1568				0	1845	1568	1757	1752	0
Q Serve(g_s), s	9.3	0.0	2.0				0.0	4.0	4.3	7.2	2.1	0.0
Cycle Q Clear(g_c), s	9.3	0.0	2.0				0.0	4.0	4.3	7.2	2.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1113	0	497				0	691	293	368	1724	0
V/C Ratio(X)	0.71	0.00	0.19				0.00	0.50	0.54	0.78	0.17	0.00
Avail Cap(c_a), veh/h	3620	0	1616				0	1764	750	1325	4654	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.2	0.0	11.7				0.0	17.2	17.3	17.6	6.6	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.2				0.0	0.6	1.5	3.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	0.9				0.0	2.1	2.0	3.9	1.1	0.0
LnGrp Delay(d),s/veh	15.0	0.0	11.8				0.0	17.7	18.8	21.2	6.7	0.0
LnGrp LOS	B		B					B	B	C	A	
Approach Vol, veh/h		879						505			574	
Approach Delay, s/veh		14.7						18.1			13.9	
Approach LOS		B						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	14.3	13.3		19.4		27.7		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	35.5	22.5		48.5		62.5		
Max Q Clear Time (g_c+I1), s	19.2	6.3		11.3		4.1		
Green Ext Time (p_c), s	0.9	2.5		3.6		2.1		

Intersection Summary	
HCM 2010 Ctrl Delay	15.3
HCM 2010 LOS	B

Notes

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	491	0	0	363	76	61
Future Volume (veh/h)	491	0	0	363	76	61
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	0	0	1845	1845	1845
Adj Flow Rate, veh/h	506	0	0	374	78	63
Adj No. of Lanes	2	0	0	3	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	0	3	3	3
Cap, veh/h	1407	0	0	2022	241	215
Arrive On Green	0.40	0.00	0.00	0.40	0.14	0.14
Sat Flow, veh/h	3689	0	0	5368	1757	1568
Grp Volume(v), veh/h	506	0	0	374	78	63
Grp Sat Flow(s),veh/h/ln	1752	0	0	1679	1757	1568
Q Serve(g_s), s	2.0	0.0	0.0	0.9	0.8	0.7
Cycle Q Clear(g_c), s	2.0	0.0	0.0	0.9	0.8	0.7
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	1407	0	0	2022	241	215
V/C Ratio(X)	0.36	0.00	0.00	0.18	0.32	0.29
Avail Cap(c_a), veh/h	12851	0	0	18465	3559	3176
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.1	0.0	0.0	3.8	7.6	7.6
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.4	0.4	0.3
LnGrp Delay(d),s/veh	4.2	0.0	0.0	3.8	8.4	8.3
LnGrp LOS	A			A	A	A
Approach Vol, veh/h	506			374	141	
Approach Delay, s/veh	4.2			3.8	8.3	
Approach LOS	A			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		12.3				12.3		7.2
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		71.5				71.5		39.5
Max Q Clear Time (g_c+I1), s		4.0				2.9		2.8
Green Ext Time (p_c), s		3.9				2.9		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	151	122	19	178	0	65	0	10	340	33	42
Future Volume (veh/h)	0	151	122	19	178	0	65	0	10	340	33	42
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1900	1845	1845	0	1845	0	1845	1845	1845	1900
Adj Flow Rate, veh/h	0	174	140	22	205	0	75	0	11	391	38	48
Adj No. of Lanes	0	2	0	1	2	0	1	0	1	2	1	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	3	3	3	3	0	3	0	3	3	3	3
Cap, veh/h	0	420	318	50	1472	0	0	0	0	835	176	223
Arrive On Green	0.00	0.22	0.22	0.03	0.42	0.00	0.00	0.00	0.00	0.24	0.24	0.24
Sat Flow, veh/h	0	1994	1441	1757	3597	0		0		3514	742	937
Grp Volume(v), veh/h	0	159	155	22	205	0		0.0		391	0	86
Grp Sat Flow(s),veh/h/ln	0	1752	1590	1757	1752	0				1757	0	1679
Q Serve(g_s), s	0.0	2.1	2.2	0.3	0.9	0.0				2.5	0.0	1.1
Cycle Q Clear(g_c), s	0.0	2.1	2.2	0.3	0.9	0.0				2.5	0.0	1.1
Prop In Lane	0.00		0.91	1.00		0.00				1.00		0.56
Lane Grp Cap(c), veh/h	0	387	351	50	1472	0				835	0	399
V/C Ratio(X)	0.00	0.41	0.44	0.44	0.14	0.00				0.47	0.00	0.22
Avail Cap(c_a), veh/h	0	1499	1360	501	4597	0				3941	0	1883
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.8	8.8	12.6	4.7	0.0				8.6	0.0	8.1
Incr Delay (d2), s/veh	0.0	0.7	0.9	6.1	0.0	0.0				0.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.1	1.0	0.2	0.5	0.0				1.2	0.0	0.5
LnGrp Delay(d),s/veh	0.0	9.5	9.7	18.7	4.7	0.0				9.0	0.0	8.3
LnGrp LOS		A	A	B	A					A		A
Approach Vol, veh/h		314			227						477	
Approach Delay, s/veh		9.6			6.1						8.9	
Approach LOS		A			A						A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	5.2	10.3		10.8		15.5		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	7.5	22.5		29.5		34.5		
Max Q Clear Time (g_c+I1), s	2.3	4.2		4.5		2.9		
Green Ext Time (p_c), s	0.0	1.7		1.9		1.3		

Intersection Summary	
HCM 2010 Ctrl Delay	8.5
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	10.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑			↑↑↑
Traffic Vol, veh/h	0	636	257	0	0	434
Future Vol, veh/h	0	636	257	0	0	434
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	691	279	0	0	472

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	140	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	-	-
Pot Cap-1 Maneuver	0	879	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	879	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	879	-
HCM Lane V/C Ratio	-	0.786	-
HCM Control Delay (s)	-	22.4	-
HCM Lane LOS	-	C	-
HCM 95th %tile Q(veh)	-	8.2	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	316	59	35	193	102	143	519	227	129	340	35
Future Volume (veh/h)	128	316	59	35	193	102	143	519	227	129	340	35
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1900	1845	1845	1900	1845	1900
Adj Flow Rate, veh/h	136	336	63	37	205	109	152	552	241	137	362	37
Adj No. of Lanes	1	2	1	1	2	0	0	2	1	0	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	175	703	314	64	308	158	215	826	458	188	526	56
Arrive On Green	0.10	0.20	0.20	0.04	0.14	0.14	0.29	0.29	0.29	0.21	0.21	0.21
Sat Flow, veh/h	1757	3505	1568	1757	2247	1148	735	2826	1568	879	2460	261
Grp Volume(v), veh/h	136	336	63	37	158	156	374	330	241	281	0	255
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1752	1642	1808	1752	1568	1801	0	1799
Q Serve(g_s), s	5.3	5.9	2.3	1.5	6.0	6.3	12.9	11.5	9.0	10.2	0.0	9.1
Cycle Q Clear(g_c), s	5.3	5.9	2.3	1.5	6.0	6.3	12.9	11.5	9.0	10.2	0.0	9.1
Prop In Lane	1.00		1.00	1.00		0.70	0.41		1.00	0.49		0.14
Lane Grp Cap(c), veh/h	175	703	314	64	241	225	528	512	458	385	0	385
V/C Ratio(X)	0.77	0.48	0.20	0.58	0.66	0.69	0.71	0.64	0.53	0.73	0.00	0.66
Avail Cap(c_a), veh/h	463	1504	673	173	462	433	990	960	859	683	0	682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.8	24.8	23.3	33.2	28.7	28.8	22.1	21.6	20.8	25.7	0.0	25.2
Incr Delay (d2), s/veh	7.1	0.5	0.3	7.9	3.0	3.8	1.8	1.4	0.9	2.7	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	2.9	1.0	0.8	3.1	3.1	6.7	5.7	4.0	5.4	0.0	4.7
LnGrp Delay(d),s/veh	37.9	25.3	23.7	41.1	31.7	32.6	23.9	23.0	21.7	28.3	0.0	27.2
LnGrp LOS	D	C	C	D	C	C	C	C	C	C		C
Approach Vol, veh/h		535			351			945			536	
Approach Delay, s/veh		28.3			33.1			23.0			27.8	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		25.0	7.1	18.6		19.5	11.5	14.1
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		38.4	6.9	30.1		26.6	18.5	18.5
Max Q Clear Time (g_c+I1), s		14.9	3.5	7.9		12.2	7.3	8.3
Green Ext Time (p_c), s		5.5	0.0	2.4		2.8	0.2	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	26.8
HCM 2010 LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	371	586	463	135	0	494
Future Volume (veh/h)	371	586	463	135	0	494
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1900	0	1845
Adj Flow Rate, veh/h	326	655	472	0	0	504
Adj No. of Lanes	1	2	3	0	0	3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	0	3
Cap, veh/h	679	1212	1461	0	0	1461
Arrive On Green	0.39	0.39	0.29	0.00	0.00	0.29
Sat Flow, veh/h	1757	3136	5368	0	0	5368
Grp Volume(v), veh/h	326	655	472	0	0	504
Grp Sat Flow(s),veh/h/ln	1757	1568	1679	0	0	1679
Q Serve(g_s), s	3.9	4.5	2.0	0.0	0.0	2.2
Cycle Q Clear(g_c), s	3.9	4.5	2.0	0.0	0.0	2.2
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	679	1212	1461	0	0	1461
V/C Ratio(X)	0.48	0.54	0.32	0.00	0.00	0.35
Avail Cap(c_a), veh/h	4327	7724	7696	0	0	7696
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	6.4	6.6	7.7	0.0	0.0	7.8
Incr Delay (d2), s/veh	0.5	0.4	0.1	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.0	0.9	0.0	0.0	1.0
LnGrp Delay(d),s/veh	7.0	7.0	7.9	0.0	0.0	7.9
LnGrp LOS	A	A	A			A
Approach Vol, veh/h	981		472			504
Approach Delay, s/veh	7.0		7.9			7.9
Approach LOS	A		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		12.6				12.6		15.2
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		42.5				42.5		68.5
Max Q Clear Time (g_c+I1), s		4.0				4.2		6.5
Green Ext Time (p_c), s		3.6				3.9		4.2

Intersection Summary	
HCM 2010 Ctrl Delay	7.4
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	0	114	0	0	0	0	417	513	0	474	240
Future Volume (veh/h)	244	0	114	0	0	0	0	417	513	0	474	240
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1845				0	1845	1900	0	1845	1845
Adj Flow Rate, veh/h	280	0	131				0	479	0	0	545	0
Adj No. of Lanes	0	1	1				0	3	0	0	2	1
Peak Hour Factor	0.87	0.87	0.87				0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	3	3				0	3	3	0	3	3
Cap, veh/h	506	0	451				0	1820	0	0	1267	567
Arrive On Green	0.29	0.00	0.29				0.00	0.36	0.00	0.00	0.36	0.00
Sat Flow, veh/h	1757	0	1568				0	5368	0	0	3597	1568
Grp Volume(v), veh/h	280	0	131				0	479	0	0	545	0
Grp Sat Flow(s),veh/h/ln	1757	0	1568				0	1679	0	0	1752	1568
Q Serve(g_s), s	3.5	0.0	1.7				0.0	1.7	0.0	0.0	3.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	1.7				0.0	1.7	0.0	0.0	3.0	0.0
Prop In Lane	1.00		1.00				0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	506	0	451				0	1820	0	0	1267	567
V/C Ratio(X)	0.55	0.00	0.29				0.00	0.26	0.00	0.00	0.43	0.00
Avail Cap(c_a), veh/h	3663	0	3269				0	11285	0	0	7854	3514
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	7.7	0.0	7.1				0.0	5.8	0.0	0.0	6.2	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.4				0.0	0.1	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.7				0.0	0.8	0.0	0.0	1.5	0.0
LnGrp Delay(d),s/veh	8.7	0.0	7.5				0.0	5.9	0.0	0.0	6.4	0.0
LnGrp LOS	A		A					A			A	
Approach Vol, veh/h		411						479			545	
Approach Delay, s/veh		8.3						5.9			6.4	
Approach LOS		A						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		13.8		11.9		13.8		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		57.5		53.5		57.5		
Max Q Clear Time (g_c+I1), s		3.7		5.5		5.0		
Green Ext Time (p_c), s		3.7		2.3		4.3		

Intersection Summary	
HCM 2010 Ctrl Delay	6.8
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	372	57	147	340	107	117	726	200	82	295	39
Future Volume (veh/h)	109	372	57	147	340	107	117	726	200	82	295	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	121	413	63	163	378	119	130	807	222	91	328	43
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	156	562	85	205	559	174	167	1062	292	118	1131	147
Arrive On Green	0.09	0.18	0.18	0.12	0.21	0.21	0.09	0.39	0.39	0.07	0.36	0.36
Sat Flow, veh/h	1757	3053	463	1757	2634	819	1757	2718	747	1757	3120	406
Grp Volume(v), veh/h	121	236	240	163	250	247	130	520	509	91	183	188
Grp Sat Flow(s),veh/h/ln	1757	1752	1763	1757	1752	1700	1757	1752	1713	1757	1752	1773
Q Serve(g_s), s	5.0	9.5	9.6	6.7	9.8	10.0	5.4	19.2	19.2	3.8	5.5	5.6
Cycle Q Clear(g_c), s	5.0	9.5	9.6	6.7	9.8	10.0	5.4	19.2	19.2	3.8	5.5	5.6
Prop In Lane	1.00		0.26	1.00		0.48	1.00		0.44	1.00		0.23
Lane Grp Cap(c), veh/h	156	323	325	205	372	361	167	685	669	118	636	643
V/C Ratio(X)	0.78	0.73	0.74	0.79	0.67	0.68	0.78	0.76	0.76	0.77	0.29	0.29
Avail Cap(c_a), veh/h	370	529	532	436	595	577	398	1140	1114	295	1037	1049
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.2	28.7	28.7	32.0	27.0	27.1	33.0	19.7	19.7	34.2	16.9	16.9
Incr Delay (d2), s/veh	8.0	3.2	3.3	6.8	2.1	2.3	7.6	1.8	1.8	10.2	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	4.9	5.0	3.6	4.9	4.9	3.0	9.6	9.4	2.2	2.7	2.8
LnGrp Delay(d),s/veh	41.3	31.9	32.0	38.9	29.1	29.4	40.6	21.5	21.5	44.4	17.2	17.2
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	B	B
Approach Vol, veh/h		597			660			1159			462	
Approach Delay, s/veh		33.9			31.6			23.6			22.5	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	33.6	13.2	18.2	11.6	31.5	11.1	20.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	12.5	48.5	18.5	22.5	16.9	44.1	15.7	25.3
Max Q Clear Time (g_c+I1), s	15.8	21.2	8.7	11.6	7.4	7.6	7.0	12.0
Green Ext Time (p_c), s	0.1	7.9	0.3	2.1	0.2	2.4	0.2	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	27.4
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	64	46	27	186	243	36
Future Vol, veh/h	64	46	27	186	243	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	450
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	71	51	30	207	270	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	122	0	364	97
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	267	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1459	-	633	956
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	775	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1459	-	620	956
Mov Cap-2 Maneuver	-	-	-	-	620	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	759	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	620	956	-	-	1459	-
HCM Lane V/C Ratio	0.435	0.042	-	-	0.021	-
HCM Control Delay (s)	15.2	8.9	-	-	7.5	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	2.2	0.1	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	21	8	0	20	29	19	23	5	47	4	65
Future Volume (veh/h)	155	21	8	0	20	29	19	23	5	47	4	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1900	1845	1900
Adj Flow Rate, veh/h	165	22	9	0	21	31	20	24	5	50	4	69
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	254	549	225	8	61	90	560	219	46	312	12	119
Arrive On Green	0.14	0.44	0.44	0.00	0.09	0.09	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1757	1245	509	1757	674	995	1309	1482	309	546	80	800
Grp Volume(v), veh/h	165	0	31	0	0	52	20	0	29	123	0	0
Grp Sat Flow(s),veh/h/ln	1757	0	1755	1757	0	1669	1309	0	1790	1426	0	0
Q Serve(g_s), s	1.9	0.0	0.2	0.0	0.0	0.6	0.0	0.0	0.3	1.5	0.0	0.0
Cycle Q Clear(g_c), s	1.9	0.0	0.2	0.0	0.0	0.6	0.2	0.0	0.3	1.8	0.0	0.0
Prop In Lane	1.00		0.29	1.00		0.60	1.00		0.17	0.41		0.56
Lane Grp Cap(c), veh/h	254	0	773	8	0	151	560	0	265	443	0	0
V/C Ratio(X)	0.65	0.00	0.04	0.00	0.00	0.34	0.04	0.00	0.11	0.28	0.00	0.00
Avail Cap(c_a), veh/h	3330	0	4970	401	0	1944	2728	0	3230	2900	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.8	0.0	3.5	0.0	0.0	9.3	8.0	0.0	8.1	8.8	0.0	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.2	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.1	0.0	0.0	0.3	0.1	0.0	0.2	0.7	0.0	0.0
LnGrp Delay(d),s/veh	11.6	0.0	3.5	0.0	0.0	10.7	8.1	0.0	8.3	9.1	0.0	0.0
LnGrp LOS	B		A			B	A		A	A		
Approach Vol, veh/h		196			52			49			123	
Approach Delay, s/veh		10.3			10.7			8.2			9.1	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		7.7	0.0	14.1		7.7	7.7	6.5
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		39.5	5.0	62.0		39.5	41.5	25.5
Max Q Clear Time (g_c+I1), s		2.3	0.0	2.2		3.8	3.9	2.6
Green Ext Time (p_c), s		0.2	0.0	0.2		0.8	0.5	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	9.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	777	103	3	430	91	122	486	25	49	188	72
Future Volume (veh/h)	126	777	103	3	430	91	122	486	25	49	188	72
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	133	818	108	3	453	96	128	512	26	52	198	76
Adj No. of Lanes	1	2	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	426	1546	691	303	1271	268	170	821	42	90	491	182
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.10	0.24	0.24	0.05	0.20	0.20
Sat Flow, veh/h	847	3505	1568	596	2883	607	1757	3395	172	1757	2503	930
Grp Volume(v), veh/h	133	818	108	3	274	275	128	264	274	52	137	137
Grp Sat Flow(s),veh/h/ln	847	1752	1568	596	1752	1738	1757	1752	1814	1757	1752	1681
Q Serve(g_s), s	6.3	8.6	2.1	0.2	5.3	5.3	3.6	6.8	6.8	1.5	3.5	3.6
Cycle Q Clear(g_c), s	11.6	8.6	2.1	8.8	5.3	5.3	3.6	6.8	6.8	1.5	3.5	3.6
Prop In Lane	1.00		1.00	1.00		0.35	1.00		0.09	1.00		0.55
Lane Grp Cap(c), veh/h	426	1546	691	303	773	766	170	424	439	90	344	329
V/C Ratio(X)	0.31	0.53	0.16	0.01	0.35	0.36	0.75	0.62	0.62	0.58	0.40	0.42
Avail Cap(c_a), veh/h	1012	3971	1777	715	1986	1969	814	1226	1269	467	881	844
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.3	10.3	8.5	13.6	9.4	9.4	22.3	17.2	17.2	23.5	17.8	17.9
Incr Delay (d2), s/veh	0.4	0.3	0.1	0.0	0.3	0.3	6.5	1.5	1.5	5.8	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.2	0.9	0.0	2.6	2.6	2.1	3.5	3.6	0.9	1.7	1.8
LnGrp Delay(d),s/veh	13.7	10.6	8.6	13.6	9.7	9.7	28.9	18.7	18.6	29.3	18.5	18.7
LnGrp LOS	B	B	A	B	A	A	C	B	B	C	B	B
Approach Vol, veh/h		1059			552			666			326	
Approach Delay, s/veh		10.8			9.7			20.6			20.3	
Approach LOS		B			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		26.9	9.4	14.4		26.9	7.1	16.8
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		57.5	23.5	25.5		57.5	13.5	35.5
Max Q Clear Time (g_c+I1), s		13.6	5.6	5.6		10.8	3.5	8.8
Green Ext Time (p_c), s		8.8	0.3	1.5		3.8	0.1	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	14.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	604	12	68	575	43	42	49	111	47	21	5
Future Volume (veh/h)	10	604	12	68	575	43	42	49	111	47	21	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1900	1845	1845	1900	1845	1845
Adj Flow Rate, veh/h	11	686	14	77	653	49	48	56	126	53	24	6
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	24	1072	22	114	1179	88	129	112	545	157	49	545
Arrive On Green	0.01	0.31	0.31	0.07	0.36	0.36	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1757	3513	72	1757	3306	248	56	323	1568	86	140	1568
Grp Volume(v), veh/h	11	342	358	77	346	356	104	0	126	77	0	6
Grp Sat Flow(s),veh/h/ln	1757	1752	1832	1757	1752	1801	379	0	1568	226	0	1568
Q Serve(g_s), s	0.3	8.1	8.1	2.0	7.6	7.6	0.9	0.0	2.7	1.5	0.0	0.1
Cycle Q Clear(g_c), s	0.3	8.1	8.1	2.0	7.6	7.6	16.2	0.0	2.7	16.5	0.0	0.1
Prop In Lane	1.00		0.04	1.00		0.14	0.46		1.00	0.69		1.00
Lane Grp Cap(c), veh/h	24	535	559	114	625	642	242	0	545	206	0	545
V/C Ratio(X)	0.46	0.64	0.64	0.67	0.55	0.55	0.43	0.00	0.23	0.37	0.00	0.01
Avail Cap(c_a), veh/h	312	1961	2051	790	2438	2506	736	0	1033	621	0	1033
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.4	14.3	14.3	21.9	12.3	12.3	12.7	0.0	11.1	16.1	0.0	10.2
Incr Delay (d2), s/veh	13.3	1.3	1.2	6.7	0.8	0.8	1.2	0.0	0.2	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.1	4.3	1.2	3.8	3.9	1.0	0.0	1.2	1.0	0.0	0.1
LnGrp Delay(d),s/veh	36.7	15.6	15.6	28.6	13.1	13.1	13.9	0.0	11.3	17.3	0.0	10.2
LnGrp LOS	D	B	B	C	B	B	B		B	B		B
Approach Vol, veh/h		711			779			230			83	
Approach Delay, s/veh		15.9			14.6			12.5			16.8	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		22.2	7.7	19.3		22.2	5.2	21.8
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		31.5	21.5	53.5		31.5	8.5	66.5
Max Q Clear Time (g_c+I1), s		18.2	4.0	10.1		18.5	2.3	9.6
Green Ext Time (p_c), s		0.8	0.1	5.0		0.3	0.0	5.1

Intersection Summary	
HCM 2010 Ctrl Delay	15.0
HCM 2010 LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	801	379	0	405	318
Future Volume (veh/h)	0	801	379	0	405	318
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1845	0	1845	1845
Adj Flow Rate, veh/h	0	880	416	0	445	349
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	1551	1551	0	1107	509
Arrive On Green	0.00	0.44	0.44	0.00	0.32	0.32
Sat Flow, veh/h	0	3689	3689	0	3408	1568
Grp Volume(v), veh/h	0	880	416	0	445	349
Grp Sat Flow(s),veh/h/ln	0	1752	1752	0	1704	1568
Q Serve(g_s), s	0.0	7.2	2.9	0.0	3.9	7.5
Cycle Q Clear(g_c), s	0.0	7.2	2.9	0.0	3.9	7.5
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	1551	1551	0	1107	509
V/C Ratio(X)	0.00	0.57	0.27	0.00	0.40	0.69
Avail Cap(c_a), veh/h	0	5755	5755	0	4186	1926
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	8.0	6.8	0.0	10.1	11.3
Incr Delay (d2), s/veh	0.0	0.3	0.1	0.0	0.2	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.5	1.4	0.0	1.8	3.4
LnGrp Delay(d),s/veh	0.0	8.4	6.9	0.0	10.4	13.0
LnGrp LOS		A	A		B	B
Approach Vol, veh/h		880	416		794	
Approach Delay, s/veh		8.4	6.9		11.5	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		21.6		17.1		21.6		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		63.5		47.5		63.5		
Max Q Clear Time (g_c+I1), s		9.2		9.5		4.9		
Green Ext Time (p_c), s		7.9		3.1		3.1		

Intersection Summary	
HCM 2010 Ctrl Delay	9.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	219	38	64	253	102	129	414	99	112	305	16
Future Volume (veh/h)	43	219	38	64	253	102	129	414	99	112	305	16
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1845	1900	1845	1900
Adj Flow Rate, veh/h	47	238	41	70	275	111	140	450	108	122	332	17
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	203	456	79	288	372	150	541	569	483	175	508	27
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.31	0.31	0.31	0.20	0.20	0.20
Sat Flow, veh/h	984	1534	264	1085	1251	505	1757	1845	1568	894	2589	137
Grp Volume(v), veh/h	47	0	279	70	0	386	140	450	108	246	0	225
Grp Sat Flow(s),veh/h/ln	984	0	1798	1085	0	1756	1757	1845	1568	1800	0	1820
Q Serve(g_s), s	3.1	0.0	8.8	3.9	0.0	13.5	4.1	15.2	3.5	8.6	0.0	7.7
Cycle Q Clear(g_c), s	16.5	0.0	8.8	12.7	0.0	13.5	4.1	15.2	3.5	8.6	0.0	7.7
Prop In Lane	1.00		0.15	1.00		0.29	1.00		1.00	0.50		0.08
Lane Grp Cap(c), veh/h	203	0	534	288	0	522	541	569	483	353	0	357
V/C Ratio(X)	0.23	0.00	0.52	0.24	0.00	0.74	0.26	0.79	0.22	0.70	0.00	0.63
Avail Cap(c_a), veh/h	410	0	913	517	0	891	1098	1153	980	781	0	790
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.0	0.0	19.9	25.1	0.0	21.5	17.7	21.5	17.5	25.4	0.0	25.1
Incr Delay (d2), s/veh	0.6	0.0	0.8	0.4	0.0	2.1	0.3	2.5	0.2	2.5	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	4.5	1.2	0.0	6.7	2.0	8.0	1.5	4.5	0.0	4.1
LnGrp Delay(d),s/veh	29.5	0.0	20.7	25.6	0.0	23.6	17.9	24.0	17.7	27.9	0.0	26.9
LnGrp LOS	C		C	C		C	B	C	B	C		C
Approach Vol, veh/h		326			456			698			471	
Approach Delay, s/veh		21.9			23.9			21.8			27.4	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.5		24.7		17.8		24.7
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		42.5		34.5		29.5		34.5
Max Q Clear Time (g_c+I1), s		17.2		18.5		10.6		15.5
Green Ext Time (p_c), s		3.8		1.7		2.7		2.6

Intersection Summary	
HCM 2010 Ctrl Delay	23.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	87	0	72	0	1610	155	59	450	0
Future Volume (veh/h)	0	0	0	87	0	72	0	1610	155	59	450	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1845	1845	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	0	0	0	91	0	75	0	1677	161	61	469	0
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	0	171	0	221	0	145	2	2224	211	83	2776	0
Arrive On Green	0.00	0.00	0.00	0.09	0.00	0.09	0.00	0.69	0.69	0.05	0.79	0.00
Sat Flow, veh/h	0	1845	0	1392	0	1568	1757	3236	307	1757	3597	0
Grp Volume(v), veh/h	0	0	0	91	0	75	0	898	940	61	469	0
Grp Sat Flow(s),veh/h/ln	0	1845	0	1392	0	1568	1757	1752	1791	1757	1752	0
Q Serve(g_s), s	0.0	0.0	0.0	4.9	0.0	3.6	0.0	25.7	26.9	2.7	2.5	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	4.9	0.0	3.6	0.0	25.7	26.9	2.7	2.5	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.17	1.00		0.00
Lane Grp Cap(c), veh/h	0	171	0	221	0	145	2	1204	1231	83	2776	0
V/C Ratio(X)	0.00	0.00	0.00	0.41	0.00	0.52	0.00	0.75	0.76	0.74	0.17	0.00
Avail Cap(c_a), veh/h	0	438	0	422	0	372	113	1746	1784	232	3729	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	34.4	0.0	33.7	0.0	7.8	8.0	36.7	1.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.2	0.0	2.8	0.0	1.0	1.2	12.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.0	0.0	1.7	0.0	12.6	13.5	1.6	1.2	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	35.6	0.0	36.5	0.0	8.9	9.2	48.8	2.0	0.0
LnGrp LOS				D		D		A	A	D	A	
Approach Vol, veh/h		0			166			1838			530	
Approach Delay, s/veh		0.0			36.0			9.1			7.4	
Approach LOS					D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.2	58.1		11.7	0.0	66.3		11.7
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	10.3	77.7		18.5	5.0	83.0		18.5
Max Q Clear Time (g_c+I1), s	4.7	28.9		0.0	0.0	4.5		6.9
Green Ext Time (p_c), s	0.0	24.7		0.0	0.0	3.6		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	10.5
HCM 2010 LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	105	135	1344	308	86	406
Future Volume (veh/h)	105	135	1344	308	86	406
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1900	1845	1845
Adj Flow Rate, veh/h	111	142	1415	324	91	427
Adj No. of Lanes	2	1	2	0	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	404	186	1848	413	118	2702
Arrive On Green	0.12	0.12	0.65	0.65	0.07	0.77
Sat Flow, veh/h	3408	1568	2940	637	1757	3597
Grp Volume(v), veh/h	111	142	858	881	91	427
Grp Sat Flow(s),veh/h/ln	1704	1568	1752	1732	1757	1752
Q Serve(g_s), s	2.4	7.2	27.5	29.7	4.2	2.6
Cycle Q Clear(g_c), s	2.4	7.2	27.5	29.7	4.2	2.6
Prop In Lane	1.00	1.00		0.37	1.00	
Lane Grp Cap(c), veh/h	404	186	1137	1124	118	2702
V/C Ratio(X)	0.27	0.76	0.75	0.78	0.77	0.16
Avail Cap(c_a), veh/h	764	352	1608	1590	286	3981
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	34.9	9.8	10.2	37.5	2.4
Incr Delay (d2), s/veh	0.4	6.4	1.3	1.7	10.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.4	13.5	14.5	2.4	1.3
LnGrp Delay(d),s/veh	33.1	41.2	11.1	12.0	47.7	2.5
LnGrp LOS	C	D	B	B	D	A
Approach Vol, veh/h	253		1739			518
Approach Delay, s/veh	37.7		11.5			10.4
Approach LOS	D		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	10.0	57.5				67.4		14.2
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	13.3	74.9				92.7		18.3
Max Q Clear Time (g_c+I1), s	6.2	31.7				4.6		9.2
Green Ext Time (p_c), s	0.1	21.3				3.2		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	13.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	20	0	2	0	1629	102	5	379	0
Future Volume (veh/h)	0	0	0	20	0	2	0	1629	102	5	379	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	0	0	0	23	0	2	0	1894	119	6	441	0
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	100	50	0	148	0	43	2	2605	162	14	2970	0
Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.78	0.78	0.01	0.85	0.00
Sat Flow, veh/h	1396	1845	0	1757	0	1568	1757	3352	208	1757	3597	0
Grp Volume(v), veh/h	0	0	0	23	0	2	0	981	1032	6	441	0
Grp Sat Flow(s),veh/h/ln	1396	1845	0	1757	0	1568	1757	1752	1808	1757	1752	0
Q Serve(g_s), s	0.0	0.0	0.0	0.9	0.0	0.1	0.0	20.4	21.3	0.2	1.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.9	0.0	0.1	0.0	20.4	21.3	0.2	1.6	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.12	1.00		0.00
Lane Grp Cap(c), veh/h	100	50	0	148	0	43	2	1362	1405	14	2970	0
V/C Ratio(X)	0.00	0.00	0.00	0.16	0.00	0.05	0.00	0.72	0.73	0.43	0.15	0.00
Avail Cap(c_a), veh/h	417	469	0	547	0	399	122	2020	2084	129	4056	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	34.5	0.0	34.1	0.0	4.1	4.2	35.5	1.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.5	0.0	0.4	0.0	0.7	0.8	20.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.5	0.0	0.0	0.0	9.8	10.6	0.2	0.7	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	34.9	0.0	34.5	0.0	4.8	4.9	55.6	1.0	0.0
LnGrp LOS				C		C		A	A	E	A	
Approach Vol, veh/h		0			25			2013			447	
Approach Delay, s/veh		0.0			34.9			4.9			1.7	
Approach LOS					C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.1	60.4		6.5	0.0	65.4		6.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.3	82.9		18.3	5.0	83.2		18.3
Max Q Clear Time (g_c+I1), s	2.2	23.3		0.0	0.0	3.6		2.9
Green Ext Time (p_c), s	0.0	32.5		0.0	0.0	3.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	4	6	49	0	26	7	2957	543	31	816	5
Future Volume (veh/h)	5	4	6	49	0	26	7	2957	543	31	816	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1845	1845	1900	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	5	4	6	40	17	28	7	3146	578	33	868	5
Adj No. of Lanes	0	1	0	1	1	0	1	2	1	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	55	24	22	141	28	47	15	2792	1249	52	2920	17
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.01	0.80	0.80	0.03	0.82	0.82
Sat Flow, veh/h	211	532	496	1385	628	1034	1757	3505	1568	1757	3573	21
Grp Volume(v), veh/h	15	0	0	40	0	45	7	3146	578	33	426	447
Grp Sat Flow(s),veh/h/ln	1239	0	0	1385	0	1662	1757	1752	1568	1757	1752	1841
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	2.8	0.4	83.5	12.4	1.9	6.1	6.1
Cycle Q Clear(g_c), s	2.8	0.0	0.0	2.3	0.0	2.8	0.4	83.5	12.4	1.9	6.1	6.1
Prop In Lane	0.33		0.40	1.00		0.62	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	102	0	0	141	0	75	15	2792	1249	52	1432	1505
V/C Ratio(X)	0.15	0.00	0.00	0.28	0.00	0.60	0.45	1.13	0.46	0.64	0.30	0.30
Avail Cap(c_a), veh/h	297	0	0	317	0	285	84	2792	1249	84	1432	1505
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	0.0	0.0	48.9	0.0	49.1	51.7	10.7	3.4	50.3	2.3	2.3
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.1	0.0	7.5	19.3	62.3	0.3	12.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	1.2	0.0	1.4	0.3	63.3	5.4	1.1	3.0	3.2
LnGrp Delay(d),s/veh	48.9	0.0	0.0	50.0	0.0	56.6	71.0	72.9	3.7	62.6	2.4	2.4
LnGrp LOS	D			D		E	E	F	A	E	A	A
Approach Vol, veh/h		15			85			3731			906	
Approach Delay, s/veh		48.9			53.5			62.2			4.6	
Approach LOS		D			D			E			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.6	88.0		9.2	5.4	90.2		9.2
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	83.5		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	3.9	85.5		4.8	2.4	8.1		4.8
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	6.8		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	51.0
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	16	21	79	1	6	9	2708	248	6	692	5
Future Volume (veh/h)	35	16	21	79	1	6	9	2708	248	6	692	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	36	17	22	82	1	6	9	2821	258	6	721	5
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	199	73	94	172	23	137	19	2693	1205	13	2682	1200
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.01	0.77	0.77	0.01	0.77	0.77
Sat Flow, veh/h	1389	731	946	1350	229	1373	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	36	0	39	82	0	7	9	2821	258	6	721	5
Grp Sat Flow(s),veh/h/ln	1389	0	1678	1350	0	1602	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	2.6	0.0	2.3	6.5	0.0	0.4	0.6	83.5	5.0	0.4	6.6	0.1
Cycle Q Clear(g_c), s	3.0	0.0	2.3	8.8	0.0	0.4	0.6	83.5	5.0	0.4	6.6	0.1
Prop In Lane	1.00		0.56	1.00		0.86	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	0	167	172	0	160	19	2693	1205	13	2682	1200
V/C Ratio(X)	0.18	0.00	0.23	0.48	0.00	0.04	0.47	1.05	0.21	0.45	0.27	0.00
Avail Cap(c_a), veh/h	291	0	278	261	0	265	81	2693	1205	81	2693	1205
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	0.0	45.1	49.1	0.0	44.2	53.4	12.6	3.5	53.7	3.8	3.0
Incr Delay (d2), s/veh	0.4	0.0	0.7	2.0	0.0	0.1	16.6	31.4	0.1	21.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.1	2.5	0.0	0.2	0.4	51.0	2.1	0.3	3.1	0.0
LnGrp Delay(d),s/veh	46.0	0.0	45.8	51.2	0.0	44.3	70.1	44.0	3.6	75.4	3.8	3.0
LnGrp LOS	D		D	D		D	E	F	A	E	A	A
Approach Vol, veh/h		75			89			3088			732	
Approach Delay, s/veh		45.9			50.7			40.7			4.4	
Approach LOS		D			D			D			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.3	88.0		15.3	5.7	87.6		15.3
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	83.5		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	2.4	85.5		5.0	2.6	8.6		10.8
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	6.1		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	34.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	772	1287	8	121	513	484	33	1084	105	132	287	164
Future Volume (veh/h)	772	1287	8	121	513	484	33	1084	105	132	287	164
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	821	1369	9	129	546	0	35	1153	112	140	305	174
Adj No. of Lanes	2	3	0	2	3	1	1	2	1	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	865	1808	12	188	764	238	81	1187	531	157	1339	599
Arrive On Green	0.25	0.35	0.35	0.06	0.15	0.00	0.05	0.34	0.34	0.09	0.38	0.38
Sat Flow, veh/h	3408	5162	34	3408	5036	1568	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	821	890	488	129	546	0	35	1153	112	140	305	174
Grp Sat Flow(s),veh/h/ln	1704	1679	1839	1704	1679	1568	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	25.6	25.4	25.4	4.0	11.2	0.0	2.1	35.1	5.5	8.5	6.4	8.4
Cycle Q Clear(g_c), s	25.6	25.4	25.4	4.0	11.2	0.0	2.1	35.1	5.5	8.5	6.4	8.4
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	865	1176	644	188	764	238	81	1187	531	157	1339	599
V/C Ratio(X)	0.95	0.76	0.76	0.68	0.71	0.00	0.43	0.97	0.21	0.89	0.23	0.29
Avail Cap(c_a), veh/h	865	1447	793	280	1306	407	292	1187	531	157	1339	599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	31.1	31.1	50.2	43.7	0.0	50.3	35.3	25.5	48.8	22.6	23.3
Incr Delay (d2), s/veh	19.3	1.9	3.4	4.3	1.3	0.0	3.6	19.5	0.2	41.6	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.4	12.1	13.5	2.0	5.2	0.0	1.1	20.2	2.4	6.0	3.1	3.7
LnGrp Delay(d),s/veh	59.0	33.0	34.5	54.6	45.0	0.0	53.9	54.8	25.7	90.4	22.7	23.5
LnGrp LOS	E	C	C	D	D		D	D	C	F	C	C
Approach Vol, veh/h		2199			675			1300			619	
Approach Delay, s/veh		43.0			46.8			52.2			38.3	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	42.4	9.5	45.9	32.0	20.9	14.2	41.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.0	46.7	18.0	28.4	27.5	28.1	9.7	36.7
Max Q Clear Time (g_c+I1), s	6.0	27.4	4.1	10.4	27.6	13.2	10.5	37.1
Green Ext Time (p_c), s	0.1	9.5	0.0	2.4	0.0	3.3	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	45.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	201	1281	148	264	383	335	186	112	695	109	184	574
Future Volume (veh/h)	201	1281	148	264	383	335	186	112	695	109	184	574
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	207	1321	153	272	395	0	192	115	716	112	190	592
Adj No. of Lanes	1	3	1	2	1	1	1	1	2	1	1	2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	245	1826	569	353	603	513	229	490	733	141	399	596
Arrive On Green	0.14	0.36	0.36	0.10	0.33	0.00	0.13	0.27	0.27	0.08	0.22	0.22
Sat Flow, veh/h	1757	5036	1568	3408	1845	1568	1757	1845	2760	1757	1845	2760
Grp Volume(v), veh/h	207	1321	153	272	395	0	192	115	716	112	190	592
Grp Sat Flow(s),veh/h/ln	1757	1679	1568	1704	1845	1568	1757	1845	1380	1757	1845	1380
Q Serve(g_s), s	11.0	21.8	6.6	7.5	17.6	0.0	10.2	4.7	24.7	6.0	8.6	20.5
Cycle Q Clear(g_c), s	11.0	21.8	6.6	7.5	17.6	0.0	10.2	4.7	24.7	6.0	8.6	20.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	245	1826	569	353	603	513	229	490	733	141	399	596
V/C Ratio(X)	0.85	0.72	0.27	0.77	0.65	0.00	0.84	0.23	0.98	0.79	0.48	0.99
Avail Cap(c_a), veh/h	412	2430	756	558	759	645	375	490	733	265	399	596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.3	26.4	21.6	41.9	27.7	0.0	40.8	27.6	34.9	43.3	32.9	37.5
Incr Delay (d2), s/veh	8.0	0.7	0.3	3.6	1.4	0.0	8.6	0.2	27.4	9.5	0.9	35.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	10.2	2.9	3.7	9.1	0.0	5.5	2.4	12.2	3.3	4.5	10.7
LnGrp Delay(d),s/veh	48.3	27.2	21.9	45.5	29.0	0.0	49.4	27.8	62.3	52.9	33.8	72.5
LnGrp LOS	D	C	C	D	C		D	C	E	D	C	E
Approach Vol, veh/h		1681			667			1023			894	
Approach Delay, s/veh		29.3			35.7			56.0			61.8	
Approach LOS		C			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	39.3	17.0	25.2	17.9	35.9	12.2	30.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	15.7	46.3	20.5	19.5	22.5	39.5	14.5	25.5
Max Q Clear Time (g_c+I1), s	9.5	23.8	12.2	22.5	13.0	19.6	8.0	26.7
Green Ext Time (p_c), s	0.5	11.1	0.3	0.0	0.4	2.4	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	43.5
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1397	0	0	763	0	122	0	295	0	0	0
Future Volume (veh/h)	0	1397	0	0	763	0	122	0	295	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1845	0	0	1845	0	1845	0	1845			
Adj Flow Rate, veh/h	0	1486	0	0	812	0	130	0	314			
Adj No. of Lanes	0	2	0	0	2	0	2	0	1			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	3	0	0	3	0	3	0	3			
Cap, veh/h	0	2122	0	0	2122	0	813	0	374			
Arrive On Green	0.00	0.61	0.00	0.00	0.61	0.00	0.24	0.00	0.24			
Sat Flow, veh/h	0	3689	0	0	3689	0	3408	0	1568			
Grp Volume(v), veh/h	0	1486	0	0	812	0	130	0	314			
Grp Sat Flow(s),veh/h/ln	0	1752	0	0	1752	0	1704	0	1568			
Q Serve(g_s), s	0.0	16.7	0.0	0.0	6.9	0.0	1.7	0.0	11.0			
Cycle Q Clear(g_c), s	0.0	16.7	0.0	0.0	6.9	0.0	1.7	0.0	11.0			
Prop In Lane	0.00		0.00	0.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2122	0	0	2122	0	813	0	374			
V/C Ratio(X)	0.00	0.70	0.00	0.00	0.38	0.00	0.16	0.00	0.84			
Avail Cap(c_a), veh/h	0	3435	0	0	2122	0	1064	0	490			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	7.8	0.0	0.0	5.8	0.0	17.4	0.0	20.9			
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.1	0.0	0.1	0.0	9.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	8.0	0.0	0.0	3.3	0.0	0.8	0.0	5.7			
LnGrp Delay(d),s/veh	0.0	8.2	0.0	0.0	6.0	0.0	17.5	0.0	30.6			
LnGrp LOS		A			A		B		C			
Approach Vol, veh/h		1486			812			444				
Approach Delay, s/veh		8.2			6.0			26.8				
Approach LOS		A			A			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		39.4				39.4		18.2
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		56.5				32.0		18.0
Max Q Clear Time (g_c+I1), s		18.7				8.9		13.0
Green Ext Time (p_c), s		16.2				6.0		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	10.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	28	32	42	25	55	48	1404	80	50	368	105
Future Volume (veh/h)	160	28	32	42	25	55	48	1404	80	50	368	105
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1900	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	170	30	0	45	27	59	51	1494	85	53	391	112
Adj No. of Lanes	1	1	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	214	224	0	75	45	98	73	1870	106	75	1499	425
Arrive On Green	0.12	0.12	0.00	0.06	0.06	0.06	0.04	0.55	0.55	0.04	0.56	0.56
Sat Flow, veh/h	1757	1845	0	1154	693	1517	1757	3372	191	1757	2698	764
Grp Volume(v), veh/h	170	30	0	70	0	61	51	774	805	53	252	251
Grp Sat Flow(s),veh/h/ln	1757	1845	0	1787	0	1577	1757	1752	1811	1757	1752	1710
Q Serve(g_s), s	7.8	1.2	0.0	3.2	0.0	3.1	2.4	29.3	29.6	2.5	6.2	6.3
Cycle Q Clear(g_c), s	7.8	1.2	0.0	3.2	0.0	3.1	2.4	29.3	29.6	2.5	6.2	6.3
Prop In Lane	1.00		0.00	0.65		0.96	1.00		0.11	1.00		0.45
Lane Grp Cap(c), veh/h	214	224	0	116	0	102	73	972	1004	75	973	950
V/C Ratio(X)	0.80	0.13	0.00	0.60	0.00	0.60	0.70	0.80	0.80	0.71	0.26	0.26
Avail Cap(c_a), veh/h	391	411	0	389	0	343	197	1259	1301	120	1183	1154
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.5	32.6	0.0	37.8	0.0	37.8	39.3	14.8	14.8	39.3	9.6	9.6
Incr Delay (d2), s/veh	6.6	0.3	0.0	5.0	0.0	5.6	11.3	2.8	2.8	11.7	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.6	0.0	1.7	0.0	1.5	1.4	14.7	15.6	1.5	3.1	3.0
LnGrp Delay(d),s/veh	42.1	32.9	0.0	42.8	0.0	43.4	50.6	17.5	17.7	51.0	9.7	9.8
LnGrp LOS	D	C		D		D	D	B	B	D	A	A
Approach Vol, veh/h		200			131			1630			556	
Approach Delay, s/veh		40.7			43.1			18.6			13.7	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	50.6		14.6	8.0	50.7		9.9
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.7	59.7		18.5	9.3	56.1		18.1
Max Q Clear Time (g_c+I1), s	4.5	31.6		9.8	4.4	8.3		5.2
Green Ext Time (p_c), s	0.0	14.5		0.4	0.0	3.5		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	20.6
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	20	24	3	7	0
Future Vol, veh/h	2	20	24	3	7	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	2	22	27	3	8	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.1	7.1	7.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	0%	100%
Vol Thru, %	91%	89%	0%
Vol Right, %	0%	11%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	22	27	7
LT Vol	2	0	7
Through Vol	20	24	0
RT Vol	0	3	0
Lane Flow Rate	24	30	8
Geometry Grp	1	1	1
Degree of Util (X)	0.027	0.033	0.009
Departure Headway (Hd)	4.006	3.917	4.246
Convergence, Y/N	Yes	Yes	Yes
Cap	897	918	844
Service Time	2.015	1.925	2.268
HCM Lane V/C Ratio	0.027	0.033	0.009
HCM Control Delay	7.1	7.1	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.1	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	4	13	41	4	7	11	2515	104	13	751	3
Future Volume (veh/h)	5	4	13	41	4	7	11	2515	104	13	751	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	5	4	13	41	4	7	11	2540	105	13	759	3
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	55	21	47	120	6	10	23	2763	113	27	2890	11
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.01	0.81	0.81	0.02	0.81	0.81
Sat Flow, veh/h	247	444	998	1200	117	205	1757	3431	141	1757	3580	14
Grp Volume(v), veh/h	22	0	0	52	0	0	11	1289	1356	13	371	391
Grp Sat Flow(s),veh/h/ln	1690	0	0	1522	0	0	1757	1752	1820	1757	1752	1842
Q Serve(g_s), s	0.0	0.0	0.0	2.0	0.0	0.0	0.6	55.1	58.0	0.7	5.3	5.3
Cycle Q Clear(g_c), s	1.3	0.0	0.0	3.3	0.0	0.0	0.6	55.1	58.0	0.7	5.3	5.3
Prop In Lane	0.23		0.59	0.79		0.13	1.00		0.08	1.00		0.01
Lane Grp Cap(c), veh/h	123	0	0	135	0	0	23	1411	1465	27	1414	1487
V/C Ratio(X)	0.18	0.00	0.00	0.39	0.00	0.00	0.48	0.91	0.93	0.49	0.26	0.26
Avail Cap(c_a), veh/h	328	0	0	322	0	0	88	1435	1490	88	1435	1508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	0.0	0.0	47.7	0.0	0.0	49.9	7.3	7.6	49.7	2.4	2.4
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.8	0.0	0.0	14.5	9.1	10.1	13.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.5	0.0	0.0	0.4	29.4	32.4	0.5	2.5	2.6
LnGrp Delay(d),s/veh	47.5	0.0	0.0	49.5	0.0	0.0	64.3	16.4	17.7	63.0	2.5	2.5
LnGrp LOS	D			D			E	B	B	E	A	A
Approach Vol, veh/h		22			52			2656			775	
Approach Delay, s/veh		47.5			49.5			17.3			3.5	
Approach LOS		D			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.0	86.4		9.3	5.8	86.6		9.3
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.1	83.3		18.1	5.1	83.3		18.1
Max Q Clear Time (g_c+I1), s	2.7	60.0		3.3	2.6	7.3		5.3
Green Ext Time (p_c), s	0.0	21.9		0.0	0.0	5.7		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	14.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	2693	3	35	695	4	8	2	347	4	2	3
Future Volume (veh/h)	3	2693	3	35	695	4	8	2	347	4	2	3
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1900	1845	1900	1900	1845	1900
Adj Flow Rate, veh/h	3	2805	3	36	724	4	8	2	361	4	2	3
Adj No. of Lanes	1	2	1	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	7	2426	1085	51	2515	1125	33	5	252	90	47	47
Arrive On Green	0.00	0.69	0.69	0.03	0.72	0.72	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1757	3505	1568	1757	3505	1568	14	28	1528	278	287	283
Grp Volume(v), veh/h	3	2805	3	36	724	4	371	0	0	9	0	0
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1752	1568	1570	0	0	848	0	0
Q Serve(g_s), s	0.2	82.0	0.1	2.4	8.7	0.1	8.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	82.0	0.1	2.4	8.7	0.1	19.5	0.0	0.0	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.02		0.97	0.44		0.33
Lane Grp Cap(c), veh/h	7	2426	1085	51	2515	1125	290	0	0	183	0	0
V/C Ratio(X)	0.43	1.16	0.00	0.70	0.29	0.00	1.28	0.00	0.00	0.05	0.00	0.00
Avail Cap(c_a), veh/h	74	2426	1085	74	2515	1125	290	0	0	183	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	58.9	18.2	5.6	57.0	6.0	4.7	50.5	0.0	0.0	41.6	0.0	0.0
Incr Delay (d2), s/veh	36.9	75.4	0.0	15.8	0.1	0.0	150.4	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	64.5	0.0	1.4	4.1	0.0	21.5	0.0	0.0	0.3	0.0	0.0
LnGrp Delay(d),s/veh	95.7	93.7	5.6	72.7	6.0	4.7	201.0	0.0	0.0	41.7	0.0	0.0
LnGrp LOS	F	F	A	E	A	A	F			D		
Approach Vol, veh/h		2811			764			371			9	
Approach Delay, s/veh		93.6			9.2			201.0			41.7	
Approach LOS		F			A			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	86.5		24.0	5.0	89.5		24.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	82.0		19.5	5.0	82.0		19.5
Max Q Clear Time (g_c+I1), s	4.4	84.0		2.5	2.2	10.7		21.5
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	6.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	87.2
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1430	98	0	0	0	0	0	98	0	250	112
Future Volume (veh/h)	0	1430	98	0	0	0	0	0	98	0	250	112
Number	5	2	12				3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1845				0	1845	1845	0	1845	1845
Adj Flow Rate, veh/h	0	1589	109				0	0	0	0	278	0
Adj No. of Lanes	0	1	1				0	1	1	0	2	1
Peak Hour Factor	0.90	0.90	0.90				0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	3	3				0	3	3	0	3	3
Cap, veh/h	0	0	0				0	561	477	0	1065	477
Arrive On Green	0.00	0.00	0.00				0.00	0.00	0.00	0.00	0.30	0.00
Sat Flow, veh/h		0					0	1845	1568	0	3597	1568
Grp Volume(v), veh/h		0.0					0	0	0	0	278	0
Grp Sat Flow(s),veh/h/ln							0	1845	1568	0	1752	1568
Q Serve(g_s), s							0.0	0.0	0.0	0.0	0.4	0.0
Cycle Q Clear(g_c), s							0.0	0.0	0.0	0.0	0.4	0.0
Prop In Lane							0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h							0	561	477	0	1065	477
V/C Ratio(X)							0.00	0.00	0.00	0.00	0.26	0.00
Avail Cap(c_a), veh/h							0	5136	4366	0	9758	4366
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	0.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh							0.0	0.0	0.0	0.0	1.7	0.0
Incr Delay (d2), s/veh							0.0	0.0	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	0.0	0.0	0.0	0.2	0.0
LnGrp Delay(d),s/veh							0.0	0.0	0.0	0.0	1.8	0.0
LnGrp LOS											A	
Approach Vol, veh/h								0			278	
Approach Delay, s/veh								0.0			1.8	
Approach LOS											A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4				8
Phs Duration (G+Y+Rc), s				6.5				6.5
Change Period (Y+Rc), s				4.5				4.5
Max Green Setting (Gmax), s				18.0				18.0
Max Q Clear Time (g_c+I1), s				2.4				0.0
Green Ext Time (p_c), s				1.5				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	1.8
HCM 2010 LOS	A

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	12	65	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	1	12	65	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	1	13	71	0	0	0	0	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	6.5	7.5	0	0
HCM LOS	A	A	-	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%
Vol Thru, %	100%	8%	0%	100%	100%
Vol Right, %	0%	92%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	13	65	0	0
LT Vol	0	0	65	0	0
Through Vol	0	1	0	0	0
RT Vol	0	12	0	0	0
Lane Flow Rate	0	14	71	0	0
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0	0.014	0.082	0	0
Departure Headway (Hd)	4.199	3.449	4.162	4.7	4.7
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	0	1039	865	0	0
Service Time	2.238	1.465	2.163	2.439	2.439
HCM Lane V/C Ratio	0	0.013	0.082	0	0
HCM Control Delay	7.2	6.5	7.5	7.4	7.4
HCM Lane LOS	N	A	A	N	N
HCM 95th-tile Q	0	0	0.3	0	0

Intersection	
Int Delay, s/veh	9.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	0	0	0	0	77
Future Vol, veh/h	0	0	0	0	0	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	0	0	0	86

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.93
Pot Cap-1 Maneuver	0	-	-	0	0	915
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	915
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	915
HCM Lane V/C Ratio	-	-	0.094
HCM Control Delay (s)	-	-	9.3
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	22	52	49	50	32	272	139	325	649	68
Future Volume (veh/h)	0	1	22	52	49	50	32	272	139	325	649	68
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	0	1	25	58	58	57	36	309	0	369	738	77
Adj No. of Lanes	1	1	1	1	1	2	1	2	1	1	2	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	55	57	49	181	190	324	72	598	267	469	1390	622
Arrive On Green	0.00	0.03	0.03	0.10	0.10	0.10	0.04	0.17	0.00	0.27	0.40	0.40
Sat Flow, veh/h	1757	1845	1568	1757	1845	3136	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	0	1	25	58	58	57	36	309	0	369	738	77
Grp Sat Flow(s),veh/h/ln	1757	1845	1568	1757	1845	1568	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	0.0	0.0	0.7	1.3	1.2	0.7	0.8	3.4	0.0	8.2	6.8	1.3
Cycle Q Clear(g_c), s	0.0	0.0	0.7	1.3	1.2	0.7	0.8	3.4	0.0	8.2	6.8	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	55	57	49	181	190	324	72	598	267	469	1390	622
V/C Ratio(X)	0.00	0.02	0.51	0.32	0.30	0.18	0.50	0.52	0.00	0.79	0.53	0.12
Avail Cap(c_a), veh/h	753	790	672	773	812	1381	314	1918	858	1777	4837	2164
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	19.7	20.0	17.5	17.4	17.2	19.7	15.9	0.0	14.3	9.7	8.0
Incr Delay (d2), s/veh	0.0	0.1	8.1	1.0	0.9	0.3	5.3	0.7	0.0	3.0	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	0.7	0.7	0.3	0.5	1.7	0.0	4.3	3.2	0.6
LnGrp Delay(d),s/veh	0.0	19.9	28.1	18.5	18.3	17.5	25.1	16.5	0.0	17.3	10.0	8.1
LnGrp LOS		B	C	B	B	B	C	B		B	B	A
Approach Vol, veh/h		26			173			345			1184	
Approach Delay, s/veh		27.8			18.1			17.4			12.2	
Approach LOS		C			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.7	11.7		5.8	6.2	21.2		8.8
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	42.5	23.0		18.0	7.5	58.0		18.5
Max Q Clear Time (g_c+I1), s	10.2	5.4		2.7	2.8	8.8		3.3
Green Ext Time (p_c), s	1.2	1.8		0.0	0.0	6.5		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	14.0
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	315	0	0	364	0
Future Volume (veh/h)	18	315	0	0	364	0
Number	7	4			1	16
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845			1845	0
Adj Flow Rate, veh/h	23	399			461	0
Adj No. of Lanes	1	1			2	0
Peak Hour Factor	0.79	0.79			0.79	0.79
Percent Heavy Veh, %	3	3			3	0
Cap, veh/h	803	843			0	0
Arrive On Green	0.46	0.46			0.00	0.00
Sat Flow, veh/h	1757	1845			0	
Grp Volume(v), veh/h	23	399			0.0	
Grp Sat Flow(s),veh/h/ln	1757	1845				
Q Serve(g_s), s	0.1	1.2				
Cycle Q Clear(g_c), s	0.1	1.2				
Prop In Lane	1.00					
Lane Grp Cap(c), veh/h	803	843				
V/C Ratio(X)	0.03	0.47				
Avail Cap(c_a), veh/h	14312	15028				
HCM Platoon Ratio	1.00	1.00				
Upstream Filter(I)	1.00	1.00				
Uniform Delay (d), s/veh	1.2	1.6				
Incr Delay (d2), s/veh	0.0	0.4				
Initial Q Delay(d3),s/veh	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.0	0.7				
LnGrp Delay(d),s/veh	1.3	2.0				
LnGrp LOS	A	A				
Approach Vol, veh/h		422				
Approach Delay, s/veh		1.9				
Approach LOS		A				

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4				
Phs Duration (G+Y+Rc), s				8.3				
Change Period (Y+Rc), s				4.5				
Max Green Setting (Gmax), s				67.5				
Max Q Clear Time (g_c+I1), s				3.2				
Green Ext Time (p_c), s				2.9				

Intersection Summary	
HCM 2010 Ctrl Delay	1.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	105	5	155	68	305	0	0	950	366
Future Volume (veh/h)	0	0	0	105	5	155	68	305	0	0	950	366
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1845	1900	1845	1845	0	0	1845	1845
Adj Flow Rate, veh/h				114	5	168	74	332	0	0	1033	398
Adj No. of Lanes				0	2	0	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	3	0	3	3	0	0	3	3
Cap, veh/h				284	12	264	113	2277	0	0	1822	774
Arrive On Green				0.17	0.17	0.17	0.06	0.65	0.00	0.00	0.49	0.49
Sat Flow, veh/h				1686	74	1568	1757	3597	0	0	3689	1568
Grp Volume(v), veh/h				119	0	168	74	332	0	0	1033	398
Grp Sat Flow(s),veh/h/ln				1760	0	1568	1757	1752	0	0	1845	1568
Q Serve(g_s), s				3.0	0.0	4.9	2.0	1.8	0.0	0.0	9.7	8.5
Cycle Q Clear(g_c), s				3.0	0.0	4.9	2.0	1.8	0.0	0.0	9.7	8.5
Prop In Lane				0.96		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				296	0	264	113	2277	0	0	1822	774
V/C Ratio(X)				0.40	0.00	0.64	0.65	0.15	0.00	0.00	0.57	0.51
Avail Cap(c_a), veh/h				837	0	746	551	6208	0	0	5041	2142
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				18.3	0.0	19.1	22.6	3.4	0.0	0.0	8.8	8.5
Incr Delay (d2), s/veh				0.9	0.0	2.5	6.2	0.0	0.0	0.0	0.3	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.5	0.0	2.3	1.2	0.9	0.0	0.0	4.9	3.8
LnGrp Delay(d),s/veh				19.2	0.0	21.7	28.8	3.4	0.0	0.0	9.1	9.0
LnGrp LOS				B		C	C	A			A	A
Approach Vol, veh/h					287			406			1431	
Approach Delay, s/veh					20.7			8.0			9.0	
Approach LOS					C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		36.6			7.7	28.9		12.8
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		87.5			15.5	67.5		23.5
Max Q Clear Time (g_c+I1), s		3.8			4.0	11.7		6.9
Green Ext Time (p_c), s		2.5			0.1	12.7		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	10.4
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	100	111	0	0	0	0	157	205	659	393	0
Future Volume (veh/h)	205	100	111	0	0	0	0	157	205	659	393	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845				0	1845	1845	1845	1845	0
Adj Flow Rate, veh/h	168	190	122				0	173	225	724	432	0
Adj No. of Lanes	1	1	1				0	1	2	1	2	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	280	294	250				0	273	463	809	2404	0
Arrive On Green	0.16	0.16	0.16				0.00	0.15	0.15	0.46	0.69	0.00
Sat Flow, veh/h	1757	1845	1568				0	1845	3136	1757	3597	0
Grp Volume(v), veh/h	168	190	122				0	173	225	724	432	0
Grp Sat Flow(s),veh/h/ln	1757	1845	1568				0	1845	1568	1757	1752	0
Q Serve(g_s), s	5.2	5.6	4.1				0.0	5.1	3.8	22.0	2.6	0.0
Cycle Q Clear(g_c), s	5.2	5.6	4.1				0.0	5.1	3.8	22.0	2.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	280	294	250				0	273	463	809	2404	0
V/C Ratio(X)	0.60	0.65	0.49				0.00	0.63	0.49	0.89	0.18	0.00
Avail Cap(c_a), veh/h	631	662	563				0	599	1018	2013	5425	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.7	22.9	22.3				0.0	23.3	22.8	14.4	3.3	0.0
Incr Delay (d2), s/veh	2.0	2.4	1.5				0.0	2.4	0.8	3.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	3.0	1.9				0.0	2.8	1.7	11.3	1.2	0.0
LnGrp Delay(d),s/veh	24.8	25.3	23.8				0.0	25.8	23.6	18.2	3.3	0.0
LnGrp LOS	C	C	C					C	C	B	A	
Approach Vol, veh/h		480						398			1156	
Approach Delay, s/veh		24.7						24.5			12.6	
Approach LOS		C						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	31.3	13.1		13.8		44.4		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	66.7	18.9		20.9		90.1		
Max Q Clear Time (g_c+I1), s	24.0	7.1		7.6		4.6		
Green Ext Time (p_c), s	2.8	1.5		1.7		3.3		

Intersection Summary	
HCM 2010 Ctrl Delay	17.8
HCM 2010 LOS	B

Notes

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	233	0	0	860	93	96
Future Volume (veh/h)	233	0	0	860	93	96
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	0	0	1845	1845	1845
Adj Flow Rate, veh/h	262	0	0	966	104	108
Adj No. of Lanes	2	0	0	3	1	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	0	0	3	3	3
Cap, veh/h	1819	0	0	2613	259	231
Arrive On Green	0.52	0.00	0.00	0.52	0.15	0.15
Sat Flow, veh/h	3689	0	0	5368	1757	1568
Grp Volume(v), veh/h	262	0	0	966	104	108
Grp Sat Flow(s),veh/h/ln	1752	0	0	1679	1757	1568
Q Serve(g_s), s	1.0	0.0	0.0	3.1	1.4	1.7
Cycle Q Clear(g_c), s	1.0	0.0	0.0	3.1	1.4	1.7
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	1819	0	0	2613	259	231
V/C Ratio(X)	0.14	0.00	0.00	0.37	0.40	0.47
Avail Cap(c_a), veh/h	9548	0	0	13718	2442	2179
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.4	0.0	0.0	3.9	10.4	10.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	1.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	1.4	0.8	0.8
LnGrp Delay(d),s/veh	3.4	0.0	0.0	4.0	11.4	12.0
LnGrp LOS	A			A	B	B
Approach Vol, veh/h	262			966	212	
Approach Delay, s/veh	3.4			4.0	11.7	
Approach LOS	A			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		18.5				18.5		8.5
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		73.5				73.5		37.5
Max Q Clear Time (g_c+I1), s		3.0				5.1		3.7
Green Ext Time (p_c), s		1.9				8.9		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	156	354	22	227	0	62	0	5	85	181	19
Future Volume (veh/h)	0	156	354	22	227	0	62	0	5	85	181	19
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1900	1845	1845	0	1845	0	1845	1845	1845	1900
Adj Flow Rate, veh/h	0	177	402	25	258	0	70	0	6	97	206	22
Adj No. of Lanes	0	2	0	1	2	0	1	0	1	1	2	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	3	3	3	3	0	3	0	3	3	3	3
Cap, veh/h	0	692	619	55	1983	0	0	0	0	270	505	53
Arrive On Green	0.00	0.39	0.39	0.03	0.57	0.00	0.00	0.00	0.00	0.15	0.15	0.15
Sat Flow, veh/h	0	1845	1568	1757	3597	0		0		1757	3282	347
Grp Volume(v), veh/h	0	177	402	25	258	0		0.0		97	115	113
Grp Sat Flow(s),veh/h/ln	0	1752	1568	1757	1752	0				1757	1845	1783
Q Serve(g_s), s	0.0	2.2	6.7	0.4	1.1	0.0				1.6	1.8	1.8
Cycle Q Clear(g_c), s	0.0	2.2	6.7	0.4	1.1	0.0				1.6	1.8	1.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.19
Lane Grp Cap(c), veh/h	0	692	619	55	1983	0				270	284	274
V/C Ratio(X)	0.00	0.26	0.65	0.46	0.13	0.00				0.36	0.40	0.41
Avail Cap(c_a), veh/h	0	1719	1538	410	4748	0				1122	1178	1139
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	6.5	7.9	15.3	3.3	0.0				12.2	12.3	12.3
Incr Delay (d2), s/veh	0.0	0.2	1.2	5.9	0.0	0.0				0.8	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.1	3.0	0.3	0.5	0.0				0.8	1.0	1.0
LnGrp Delay(d),s/veh	0.0	6.7	9.1	21.1	3.3	0.0				13.0	13.2	13.3
LnGrp LOS		A	A	C	A					B	B	B
Approach Vol, veh/h		579			283						325	
Approach Delay, s/veh		8.4			4.9						13.2	
Approach LOS		A			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	5.5	17.2		9.4		22.7		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	7.5	31.5		20.5		43.5		
Max Q Clear Time (g_c+I1), s	2.4	8.7		3.8		3.1		
Green Ext Time (p_c), s	0.0	4.0		1.4		1.8		

Intersection Summary	
HCM 2010 Ctrl Delay	8.8
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑			↑↑↑
Traffic Vol, veh/h	0	400	180	0	0	618
Future Vol, veh/h	0	400	180	0	0	618
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	449	202	0	0	694

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	101	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	-	-
Pot Cap-1 Maneuver	0	932	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	932	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	932	-
HCM Lane V/C Ratio	-	0.482	-
HCM Control Delay (s)	-	12.4	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	2.7	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	164	135	72	329	72	124	332	115	121	409	200
Future Volume (veh/h)	42	164	135	72	329	72	124	332	115	121	409	200
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1900	1845	1845	1900	1845	1900
Adj Flow Rate, veh/h	47	184	152	81	370	81	139	373	129	136	460	225
Adj No. of Lanes	1	2	1	1	2	0	0	2	1	0	2	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	74	570	255	105	517	112	195	557	332	178	623	324
Arrive On Green	0.04	0.16	0.16	0.06	0.18	0.18	0.21	0.21	0.21	0.32	0.32	0.32
Sat Flow, veh/h	1757	3505	1568	1757	2867	621	920	2631	1568	553	1929	1003
Grp Volume(v), veh/h	47	184	152	81	225	226	272	240	129	447	0	374
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1752	1735	1799	1752	1568	1817	0	1668
Q Serve(g_s), s	1.9	3.4	6.6	3.4	8.9	9.1	10.4	9.3	5.2	16.3	0.0	14.5
Cycle Q Clear(g_c), s	1.9	3.4	6.6	3.4	8.9	9.1	10.4	9.3	5.2	16.3	0.0	14.5
Prop In Lane	1.00		1.00	1.00		0.36	0.51		1.00	0.30		0.60
Lane Grp Cap(c), veh/h	74	570	255	105	316	313	380	371	332	587	0	538
V/C Ratio(X)	0.64	0.32	0.60	0.77	0.71	0.72	0.71	0.65	0.39	0.76	0.00	0.69
Avail Cap(c_a), veh/h	211	991	443	297	581	575	708	690	617	971	0	891
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.9	27.4	28.7	34.3	28.5	28.6	27.1	26.6	25.0	22.5	0.0	21.9
Incr Delay (d2), s/veh	8.9	0.3	2.2	11.4	3.0	3.2	2.5	1.9	0.7	2.1	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.7	3.0	2.0	4.6	4.6	5.4	4.7	2.3	8.5	0.0	6.9
LnGrp Delay(d),s/veh	43.7	27.7	30.9	45.6	31.5	31.7	29.6	28.5	25.8	24.6	0.0	23.5
LnGrp LOS	D	C	C	D	C	C	C	C	C	C		C
Approach Vol, veh/h		383			532			641			821	
Approach Delay, s/veh		31.0			33.7			28.4			24.1	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		20.1	8.9	16.5		28.4	7.6	17.8
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		29.1	12.5	20.9		39.5	8.9	24.5
Max Q Clear Time (g_c+I1), s		12.4	5.4	8.6		18.3	3.9	11.1
Green Ext Time (p_c), s		3.3	0.1	1.3		5.5	0.0	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	28.5
HCM 2010 LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	312	176	543	94	0	942
Future Volume (veh/h)	312	176	543	94	0	942
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1900	0	1845
Adj Flow Rate, veh/h	341	171	572	0	0	992
Adj No. of Lanes	2	1	3	0	0	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	0	3
Cap, veh/h	769	343	2464	0	0	2464
Arrive On Green	0.22	0.22	0.49	0.00	0.00	0.49
Sat Flow, veh/h	3514	1568	5368	0	0	5368
Grp Volume(v), veh/h	341	171	572	0	0	992
Grp Sat Flow(s),veh/h/ln	1757	1568	1679	0	0	1679
Q Serve(g_s), s	2.6	2.9	2.0	0.0	0.0	3.9
Cycle Q Clear(g_c), s	2.6	2.9	2.0	0.0	0.0	3.9
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	769	343	2464	0	0	2464
V/C Ratio(X)	0.44	0.50	0.23	0.00	0.00	0.40
Avail Cap(c_a), veh/h	4958	2213	11027	0	0	11027
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	10.4	10.6	4.5	0.0	0.0	5.0
Incr Delay (d2), s/veh	0.4	1.1	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.3	0.9	0.0	0.0	1.8
LnGrp Delay(d),s/veh	10.8	11.7	4.6	0.0	0.0	5.1
LnGrp LOS	B	B	A			A
Approach Vol, veh/h	512		572			992
Approach Delay, s/veh	11.1		4.6			5.1
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		19.6				19.6		11.2
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		67.5				67.5		43.5
Max Q Clear Time (g_c+I1), s		4.0				5.9		4.9
Green Ext Time (p_c), s		4.6				9.2		1.9

Intersection Summary	
HCM 2010 Ctrl Delay	6.4
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	241	0	448	0	0	0	0	396	586	0	605	414
Future Volume (veh/h)	241	0	448	0	0	0	0	396	586	0	605	414
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1845				0	1845	1900	0	1845	1845
Adj Flow Rate, veh/h	271	174	387				0	445	0	0	680	0
Adj No. of Lanes	0	1	1				0	3	0	0	2	1
Peak Hour Factor	0.89	0.89	0.89				0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3				0	3	3	0	3	3
Cap, veh/h	426	274	613				0	1817	0	0	1265	566
Arrive On Green	0.39	0.39	0.39				0.00	0.36	0.00	0.00	0.36	0.00
Sat Flow, veh/h	1090	700	1568				0	5368	0	0	3597	1568
Grp Volume(v), veh/h	445	0	387				0	445	0	0	680	0
Grp Sat Flow(s),veh/h/ln	1790	0	1568				0	1679	0	0	1752	1568
Q Serve(g_s), s	7.3	0.0	7.2				0.0	2.2	0.0	0.0	5.6	0.0
Cycle Q Clear(g_c), s	7.3	0.0	7.2				0.0	2.2	0.0	0.0	5.6	0.0
Prop In Lane	0.61		1.00				0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	700	0	613				0	1817	0	0	1265	566
V/C Ratio(X)	0.64	0.00	0.63				0.00	0.24	0.00	0.00	0.54	0.00
Avail Cap(c_a), veh/h	2984	0	2614				0	7008	0	0	4877	2182
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	8.9	0.0	8.9				0.0	8.1	0.0	0.0	9.2	0.0
Incr Delay (d2), s/veh	1.0	0.0	1.1				0.0	0.1	0.0	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	3.3				0.0	1.0	0.0	0.0	2.7	0.0
LnGrp Delay(d),s/veh	9.9	0.0	10.0				0.0	8.2	0.0	0.0	9.6	0.0
LnGrp LOS	A		B					A			A	
Approach Vol, veh/h		832						445			680	
Approach Delay, s/veh		10.0						8.2			9.6	
Approach LOS		A						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		17.6		18.7		17.6		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		50.5		60.5		50.5		
Max Q Clear Time (g_c+I1), s		4.2		9.3		7.6		
Green Ext Time (p_c), s		3.4		4.9		5.5		

Intersection Summary	
HCM 2010 Ctrl Delay	9.4
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	362	81	227	483	155	52	330	304	108	508	101
Future Volume (veh/h)	120	362	81	227	483	155	52	330	304	108	508	101
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	126	381	85	239	508	163	55	347	320	114	535	106
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	164	559	123	296	708	226	84	492	440	148	926	183
Arrive On Green	0.09	0.20	0.20	0.17	0.27	0.27	0.05	0.28	0.28	0.08	0.32	0.32
Sat Flow, veh/h	1757	2855	631	1757	2615	835	1757	1752	1568	1757	2919	576
Grp Volume(v), veh/h	126	232	234	239	340	331	55	347	320	114	320	321
Grp Sat Flow(s),veh/h/ln	1757	1752	1733	1757	1752	1697	1757	1752	1568	1757	1752	1743
Q Serve(g_s), s	4.7	8.2	8.3	8.7	11.6	11.8	2.0	11.8	12.3	4.2	10.1	10.2
Cycle Q Clear(g_c), s	4.7	8.2	8.3	8.7	11.6	11.8	2.0	11.8	12.3	4.2	10.1	10.2
Prop In Lane	1.00		0.36	1.00		0.49	1.00		1.00	1.00		0.33
Lane Grp Cap(c), veh/h	164	343	339	296	475	460	84	492	440	148	556	553
V/C Ratio(X)	0.77	0.68	0.69	0.81	0.72	0.72	0.65	0.71	0.73	0.77	0.58	0.58
Avail Cap(c_a), veh/h	447	620	613	727	899	871	251	931	833	415	1095	1089
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	24.8	24.8	26.6	21.9	21.9	31.1	21.4	21.6	29.8	19.0	19.0
Incr Delay (d2), s/veh	7.4	2.3	2.5	5.2	2.0	2.1	8.2	1.9	2.3	8.1	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	4.2	4.2	4.6	5.8	5.8	1.2	5.9	5.5	2.4	5.0	5.0
LnGrp Delay(d),s/veh	36.8	27.1	27.3	31.8	23.9	24.1	39.3	23.3	23.9	37.8	19.9	20.0
LnGrp LOS	D	C	C	C	C	C	D	C	C	D	B	B
Approach Vol, veh/h		592			910			722			755	
Approach Delay, s/veh		29.3			26.1			24.8			22.6	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	23.1	15.7	17.5	7.7	25.6	10.7	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	15.7	35.3	27.5	23.5	9.5	41.5	16.9	34.1
Max Q Clear Time (g_c+I1), s	6.2	14.3	10.7	10.3	4.0	12.2	6.7	13.8
Green Ext Time (p_c), s	0.2	4.4	0.6	2.3	0.0	4.4	0.2	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	25.5
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	327	64	54	150	39	39
Future Vol, veh/h	327	64	54	150	39	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	450
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	337	66	56	155	40	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	403	0	637	370
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	267	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1150	-	440	673
Stage 1	-	-	-	-	696	-
Stage 2	-	-	-	-	775	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1150	-	418	673
Mov Cap-2 Maneuver	-	-	-	-	418	-
Stage 1	-	-	-	-	696	-
Stage 2	-	-	-	-	737	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	418	673	-	-	1150	-
HCM Lane V/C Ratio	0.096	0.06	-	-	0.048	-
HCM Control Delay (s)	14.5	10.7	-	-	8.3	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0.2	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	907	25	0	7	34	1	5	10	215	46	78
Future Volume (veh/h)	179	907	25	0	7	34	1	5	10	215	46	78
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1900	1845	1900
Adj Flow Rate, veh/h	185	935	26	0	7	35	1	5	10	222	47	80
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	231	1069	30	2	109	544	432	154	308	335	58	93
Arrive On Green	0.13	0.60	0.60	0.00	0.41	0.41	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1757	1786	50	1757	268	1340	1246	550	1100	913	208	333
Grp Volume(v), veh/h	185	0	961	0	0	42	1	0	15	349	0	0
Grp Sat Flow(s),veh/h/ln	1757	0	1836	1757	0	1608	1246	0	1650	1454	0	0
Q Serve(g_s), s	7.6	0.0	32.7	0.0	0.0	1.2	0.0	0.0	0.5	16.4	0.0	0.0
Cycle Q Clear(g_c), s	7.6	0.0	32.7	0.0	0.0	1.2	0.0	0.0	0.5	16.9	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.83	1.00		0.67	0.64		0.23
Lane Grp Cap(c), veh/h	231	0	1098	2	0	653	432	0	463	487	0	0
V/C Ratio(X)	0.80	0.00	0.87	0.00	0.00	0.06	0.00	0.00	0.03	0.72	0.00	0.00
Avail Cap(c_a), veh/h	529	0	1672	119	0	1089	655	0	757	749	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.2	0.0	12.5	0.0	0.0	13.4	19.2	0.0	19.4	25.4	0.0	0.0
Incr Delay (d2), s/veh	6.3	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	17.4	0.0	0.0	0.5	0.0	0.0	0.2	7.1	0.0	0.0
LnGrp Delay(d),s/veh	37.6	0.0	16.1	0.0	0.0	13.5	19.2	0.0	19.4	27.4	0.0	0.0
LnGrp LOS	D		B			B	B		B	C		
Approach Vol, veh/h		1146			42			16			349	
Approach Delay, s/veh		19.6			13.5			19.4			27.4	
Approach LOS		B			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		25.3	0.0	48.8		25.3	14.2	34.6
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		34.0	5.0	67.5		34.0	22.3	50.2
Max Q Clear Time (g_c+I1), s		2.5	0.0	34.7		18.9	9.6	3.2
Green Ext Time (p_c), s		0.0	0.0	9.6		1.9	0.4	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	21.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	636	306	10	539	83	156	242	23	204	573	140
Future Volume (veh/h)	22	636	306	10	539	83	156	242	23	204	573	140
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	28	795	382	12	674	104	195	302	29	255	716	175
Adj No. of Lanes	1	2	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	207	1224	548	169	1064	164	241	966	92	306	938	229
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.14	0.30	0.30	0.17	0.34	0.34
Sat Flow, veh/h	684	3505	1568	470	3045	469	1757	3234	308	1757	2794	683
Grp Volume(v), veh/h	28	795	382	12	388	390	195	163	168	255	449	442
Grp Sat Flow(s),veh/h/ln	684	1752	1568	470	1752	1762	1757	1752	1790	1757	1752	1724
Q Serve(g_s), s	2.7	14.5	15.9	1.7	14.0	14.1	8.2	5.5	5.5	10.7	17.4	17.4
Cycle Q Clear(g_c), s	16.8	14.5	15.9	16.2	14.0	14.1	8.2	5.5	5.5	10.7	17.4	17.4
Prop In Lane	1.00		1.00	1.00		0.27	1.00		0.17	1.00		0.40
Lane Grp Cap(c), veh/h	207	1224	548	169	612	615	241	523	535	306	588	579
V/C Ratio(X)	0.14	0.65	0.70	0.07	0.63	0.63	0.81	0.31	0.31	0.83	0.76	0.76
Avail Cap(c_a), veh/h	341	1913	856	262	957	962	543	818	836	682	957	941
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	20.8	21.3	27.6	20.7	20.7	31.8	20.6	20.6	30.3	22.5	22.6
Incr Delay (d2), s/veh	0.3	0.6	1.6	0.2	1.1	1.1	6.3	0.3	0.3	5.8	2.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	7.1	7.1	0.2	7.0	7.0	4.4	2.7	2.8	5.7	8.7	8.6
LnGrp Delay(d),s/veh	28.0	21.4	22.9	27.8	21.8	21.8	38.1	20.9	21.0	36.1	24.6	24.7
LnGrp LOS	C	C	C	C	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1205			790			526			1146	
Approach Delay, s/veh		22.0			21.9			27.3			27.2	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		31.1	14.9	30.0		31.1	17.8	27.2
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		41.5	23.5	41.5		41.5	29.5	35.5
Max Q Clear Time (g_c+I1), s		18.8	10.2	19.4		18.2	12.7	7.5
Green Ext Time (p_c), s		7.8	0.4	6.1		5.4	0.7	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	24.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	771	98	147	457	35	24	21	93	69	61	4
Future Volume (veh/h)	6	771	98	147	457	35	24	21	93	69	61	4
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1900	1845	1845	1900	1845	1845
Adj Flow Rate, veh/h	6	812	103	155	481	37	25	22	98	73	64	4
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	14	1072	136	195	1470	113	72	43	588	72	43	588
Arrive On Green	0.01	0.34	0.34	0.11	0.45	0.45	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1757	3130	397	1757	3299	253	4	114	1568	5	114	1568
Grp Volume(v), veh/h	6	455	460	155	255	263	47	0	98	137	0	4
Grp Sat Flow(s),veh/h/ln	1757	1752	1775	1757	1752	1800	118	0	1568	119	0	1568
Q Serve(g_s), s	0.3	18.1	18.1	6.8	7.4	7.5	0.2	0.0	3.3	0.2	0.0	0.1
Cycle Q Clear(g_c), s	0.3	18.1	18.1	6.8	7.4	7.5	29.5	0.0	3.3	29.5	0.0	0.1
Prop In Lane	1.00		0.22	1.00		0.14	0.53		1.00	0.53		1.00
Lane Grp Cap(c), veh/h	14	600	608	195	781	802	115	0	588	115	0	588
V/C Ratio(X)	0.44	0.76	0.76	0.79	0.33	0.33	0.41	0.00	0.17	1.19	0.00	0.01
Avail Cap(c_a), veh/h	145	1171	1186	548	1572	1615	115	0	589	116	0	589
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.8	22.9	22.9	34.1	14.1	14.1	20.6	0.0	16.4	29.0	0.0	15.4
Incr Delay (d2), s/veh	20.9	2.0	2.0	7.2	0.2	0.2	2.3	0.0	0.1	145.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	9.0	9.2	3.7	3.6	3.7	0.7	0.0	1.4	7.1	0.0	0.1
LnGrp Delay(d),s/veh	59.7	24.9	24.9	41.2	14.4	14.4	23.0	0.0	16.5	174.5	0.0	15.4
LnGrp LOS	E	C	C	D	B	B	C		B	F		B
Approach Vol, veh/h		921			673			145			141	
Approach Delay, s/veh		25.1			20.6			18.6			170.0	
Approach LOS		C			C			B			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		34.0	13.3	31.5		34.0	5.1	39.6
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		29.5	24.5	52.5		29.5	6.5	70.5
Max Q Clear Time (g_c+I1), s		31.5	8.8	20.1		31.5	2.3	9.5
Green Ext Time (p_c), s		0.0	0.3	7.0		0.0	0.0	3.5

Intersection Summary	
HCM 2010 Ctrl Delay	33.9
HCM 2010 LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	959	300	0	608	334
Future Volume (veh/h)	0	959	300	0	608	334
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1845	0	1845	1845
Adj Flow Rate, veh/h	0	1031	323	0	654	359
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	1665	1665	0	1128	519
Arrive On Green	0.00	0.48	0.48	0.00	0.33	0.33
Sat Flow, veh/h	0	3689	3689	0	3408	1568
Grp Volume(v), veh/h	0	1031	323	0	654	359
Grp Sat Flow(s),veh/h/ln	0	1752	1752	0	1704	1568
Q Serve(g_s), s	0.0	10.2	2.5	0.0	7.4	9.2
Cycle Q Clear(g_c), s	0.0	10.2	2.5	0.0	7.4	9.2
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	1665	1665	0	1128	519
V/C Ratio(X)	0.00	0.62	0.19	0.00	0.58	0.69
Avail Cap(c_a), veh/h	0	4943	4943	0	3339	1536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.1	7.0	0.0	12.9	13.5
Incr Delay (d2), s/veh	0.0	0.4	0.1	0.0	0.5	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.0	1.2	0.0	3.5	4.2
LnGrp Delay(d),s/veh	0.0	9.4	7.1	0.0	13.3	15.1
LnGrp LOS		A	A		B	B
Approach Vol, veh/h		1031	323		1013	
Approach Delay, s/veh		9.4	7.1		14.0	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		26.6		19.9		26.6		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		65.5		45.5		65.5		
Max Q Clear Time (g_c+I1), s		12.2		11.2		4.5		
Green Ext Time (p_c), s		9.9		4.2		2.4		

Intersection Summary	
HCM 2010 Ctrl Delay	11.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	248	57	91	225	49	146	239	116	74	480	12
Future Volume (veh/h)	52	248	57	91	225	49	146	239	116	74	480	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1845	1900	1845	1900
Adj Flow Rate, veh/h	58	279	64	102	253	55	164	269	130	83	539	13
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	0	2	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	303	467	107	277	472	103	362	380	323	119	812	20
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.21	0.21	0.21	0.26	0.26	0.26
Sat Flow, veh/h	1057	1453	333	1023	1469	319	1757	1845	1568	456	3118	78
Grp Volume(v), veh/h	58	0	343	102	0	308	164	269	130	332	0	303
Grp Sat Flow(s),veh/h/ln	1057	0	1786	1023	0	1788	1757	1845	1568	1822	0	1831
Q Serve(g_s), s	3.0	0.0	10.3	5.9	0.0	9.0	5.2	8.6	4.6	10.5	0.0	9.3
Cycle Q Clear(g_c), s	12.0	0.0	10.3	16.2	0.0	9.0	5.2	8.6	4.6	10.5	0.0	9.3
Prop In Lane	1.00		0.19	1.00		0.18	1.00		1.00	0.25		0.04
Lane Grp Cap(c), veh/h	303	0	574	277	0	574	362	380	323	474	0	476
V/C Ratio(X)	0.19	0.00	0.60	0.37	0.00	0.54	0.45	0.71	0.40	0.70	0.00	0.64
Avail Cap(c_a), veh/h	587	0	1054	552	0	1055	898	943	802	1046	0	1051
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.6	0.0	18.1	24.9	0.0	17.7	22.1	23.4	21.8	21.3	0.0	20.8
Incr Delay (d2), s/veh	0.3	0.0	1.0	0.8	0.0	0.8	0.9	2.4	0.8	1.9	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	5.2	1.7	0.0	4.5	2.6	4.6	2.0	5.5	0.0	4.9
LnGrp Delay(d),s/veh	22.9	0.0	19.1	25.7	0.0	18.5	23.0	25.9	22.6	23.2	0.0	22.3
LnGrp LOS	C		B	C		B	C	C	C	C		C
Approach Vol, veh/h		401			410			563			635	
Approach Delay, s/veh		19.7			20.3			24.3			22.7	
Approach LOS		B			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		17.6		24.9		21.0		24.9
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		32.5		37.5		36.5		37.5
Max Q Clear Time (g_c+I1), s		10.6		14.0		12.5		18.2
Green Ext Time (p_c), s		2.5		2.4		4.1		2.3

Intersection Summary	
HCM 2010 Ctrl Delay	22.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	113	0	77	1	467	71	155	1551	0
Future Volume (veh/h)	0	0	0	113	0	77	1	467	71	155	1551	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1845	1845	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	0	0	0	114	0	78	1	472	72	157	1567	0
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	0	218	0	285	0	186	3	1650	250	205	2298	0
Arrive On Green	0.00	0.00	0.00	0.12	0.00	0.12	0.00	0.54	0.54	0.12	0.66	0.00
Sat Flow, veh/h	0	1845	0	1392	0	1568	1757	3052	463	1757	3597	0
Grp Volume(v), veh/h	0	0	0	114	0	78	1	270	274	157	1567	0
Grp Sat Flow(s),veh/h/ln	0	1845	0	1392	0	1568	1757	1752	1763	1757	1752	0
Q Serve(g_s), s	0.0	0.0	0.0	4.7	0.0	2.8	0.0	5.0	5.1	5.2	16.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	4.7	0.0	2.8	0.0	5.0	5.1	5.2	16.7	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.26	1.00		0.00
Lane Grp Cap(c), veh/h	0	218	0	285	0	186	3	947	953	205	2298	0
V/C Ratio(X)	0.00	0.00	0.00	0.40	0.00	0.42	0.34	0.29	0.29	0.77	0.68	0.00
Avail Cap(c_a), veh/h	0	660	0	618	0	561	161	1822	1833	658	4636	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	25.4	0.0	24.6	30.0	7.5	7.5	25.8	6.4	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.9	0.0	1.5	57.9	0.2	0.2	5.9	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.9	0.0	1.3	0.1	2.4	2.5	2.9	8.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	26.4	0.0	26.1	87.9	7.7	7.7	31.7	6.8	0.0
LnGrp LOS				C		C	F	A	A	C	A	
Approach Vol, veh/h		0			192			545			1724	
Approach Delay, s/veh		0.0			26.3			7.8			9.1	
Approach LOS					C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.5	37.0		11.6	4.6	43.9		11.6
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	22.5	62.5		21.5	5.5	79.5		21.5
Max Q Clear Time (g_c+I1), s	7.2	7.1		0.0	2.0	18.7		6.7
Green Ext Time (p_c), s	0.3	3.8		0.0	0.0	20.7		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	10.1
HCM 2010 LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	175	90	460	102	292	1508
Future Volume (veh/h)	175	90	460	102	292	1508
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1900	1845	1845
Adj Flow Rate, veh/h	186	96	489	109	311	1604
Adj No. of Lanes	2	1	2	0	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	378	174	1162	257	390	2509
Arrive On Green	0.11	0.11	0.41	0.41	0.22	0.72
Sat Flow, veh/h	3408	1568	2945	632	1757	3597
Grp Volume(v), veh/h	186	96	299	299	311	1604
Grp Sat Flow(s),veh/h/ln	1704	1568	1752	1733	1757	1752
Q Serve(g_s), s	2.7	3.0	6.3	6.4	8.7	12.4
Cycle Q Clear(g_c), s	2.7	3.0	6.3	6.4	8.7	12.4
Prop In Lane	1.00	1.00		0.36	1.00	
Lane Grp Cap(c), veh/h	378	174	713	706	390	2509
V/C Ratio(X)	0.49	0.55	0.42	0.42	0.80	0.64
Avail Cap(c_a), veh/h	1412	650	1401	1386	1473	6045
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	21.9	11.0	11.0	19.1	3.9
Incr Delay (d2), s/veh	1.0	2.7	0.4	0.4	3.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.4	3.1	3.1	4.6	5.9
LnGrp Delay(d),s/veh	22.7	24.6	11.4	11.4	22.9	4.1
LnGrp LOS	C	C	B	B	C	A
Approach Vol, veh/h	282		598			1915
Approach Delay, s/veh	23.3		11.4			7.2
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	16.0	25.6				41.6		10.3
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	43.5	41.5				89.5		21.5
Max Q Clear Time (g_c+I1), s	10.7	8.4				14.4		5.0
Green Ext Time (p_c), s	1.0	4.1				22.7		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	9.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	0	36	0	4	1	373	24	11	739	0
Future Volume (veh/h)	1	0	0	36	0	4	1	373	24	11	739	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	1	0	0	37	0	4	1	385	25	11	762	0
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	327	92	0	331	0	78	6	1491	96	26	1609	0
Arrive On Green	0.05	0.00	0.00	0.05	0.00	0.05	0.00	0.45	0.45	0.01	0.46	0.00
Sat Flow, veh/h	1393	1845	0	1392	0	1568	1757	3343	216	1757	3597	0
Grp Volume(v), veh/h	1	0	0	37	0	4	1	201	209	11	762	0
Grp Sat Flow(s),veh/h/ln	1393	1845	0	1392	0	1568	1757	1752	1806	1757	1752	0
Q Serve(g_s), s	0.0	0.0	0.0	0.7	0.0	0.1	0.0	2.0	2.0	0.2	4.1	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.7	0.0	0.1	0.0	2.0	2.0	0.2	4.1	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.12	1.00		0.00
Lane Grp Cap(c), veh/h	327	92	0	331	0	78	6	781	806	26	1609	0
V/C Ratio(X)	0.00	0.00	0.00	0.11	0.00	0.05	0.16	0.26	0.26	0.43	0.47	0.00
Avail Cap(c_a), veh/h	1495	1639	0	1498	0	1393	605	4544	4684	669	9214	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.5	0.0	0.0	12.8	0.0	12.5	13.7	4.8	4.8	13.5	5.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.3	11.0	0.2	0.2	10.8	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.3	0.0	0.0	0.0	1.0	1.0	0.2	2.0	0.0
LnGrp Delay(d),s/veh	12.5	0.0	0.0	12.9	0.0	12.7	24.8	5.0	5.0	24.3	5.4	0.0
LnGrp LOS	B			B		B	C	A	A	C	A	
Approach Vol, veh/h		1			41			411			773	
Approach Delay, s/veh		12.5			12.9			5.0			5.6	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.9	16.8		5.9	4.5	17.2		5.9
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	10.5	71.5		24.5	9.5	72.5		24.5
Max Q Clear Time (g_c+I1), s	2.2	4.0		2.1	2.0	6.1		2.7
Green Ext Time (p_c), s	0.0	2.7		0.0	0.0	6.5		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	5.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	2	6	103	1	64	9	709	37	11	2604	2
Future Volume (veh/h)	7	2	6	103	1	64	9	709	37	11	2604	2
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1845	1845	1900	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	7	2	6	88	28	67	9	739	39	11	2712	2
Adj No. of Lanes	0	1	0	1	1	0	1	2	1	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	70	27	32	185	42	101	19	2712	1213	23	2788	2
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.01	0.77	0.77	0.01	0.78	0.78
Sat Flow, veh/h	243	308	367	1388	484	1157	1757	3505	1568	1757	3594	3
Grp Volume(v), veh/h	15	0	0	88	0	95	9	739	39	11	1322	1392
Grp Sat Flow(s),veh/h/ln	917	0	0	1388	0	1640	1757	1752	1568	1757	1752	1844
Q Serve(g_s), s	0.0	0.0	0.0	0.9	0.0	6.0	0.5	6.5	0.6	0.7	74.0	74.1
Cycle Q Clear(g_c), s	6.1	0.0	0.0	7.0	0.0	6.0	0.5	6.5	0.6	0.7	74.0	74.1
Prop In Lane	0.47		0.40	1.00		0.71	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	129	0	0	185	0	144	19	2712	1213	23	1360	1431
V/C Ratio(X)	0.12	0.00	0.00	0.48	0.00	0.66	0.47	0.27	0.03	0.48	0.97	0.97
Avail Cap(c_a), veh/h	245	0	0	296	0	275	82	2724	1219	82	1362	1433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.2	0.0	0.0	47.9	0.0	47.5	52.8	3.5	2.8	52.7	11.0	11.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	1.9	0.0	5.1	16.6	0.1	0.0	14.8	18.1	17.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	2.6	0.0	2.9	0.4	3.1	0.3	0.4	41.7	43.7
LnGrp Delay(d),s/veh	45.6	0.0	0.0	49.8	0.0	52.6	69.4	3.5	2.8	67.5	29.1	28.6
LnGrp LOS	D			D		D	E	A	A	E	C	C
Approach Vol, veh/h		15			183			787			2725	
Approach Delay, s/veh		45.6			51.3			4.3			29.0	
Approach LOS		D			D			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.9	87.6		13.9	5.7	87.8		13.9
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	83.5		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	2.7	8.5		8.1	2.5	76.1		9.0
Green Ext Time (p_c), s	0.0	6.4		0.0	0.0	7.3		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	24.9
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	7	40	122	14	5	25	654	50	33	2460	29
Future Volume (veh/h)	9	7	40	122	14	5	25	654	50	33	2460	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	9	7	42	128	15	5	26	688	53	35	2589	31
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	239	32	191	212	184	61	43	2508	1122	51	2524	1129
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.02	0.72	0.72	0.03	0.72	0.72
Sat Flow, veh/h	1373	229	1373	1337	1325	442	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	9	0	49	128	0	20	26	688	53	35	2589	31
Grp Sat Flow(s),veh/h/ln	1373	0	1602	1337	0	1767	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	0.7	0.0	3.1	10.9	0.0	1.1	1.7	8.1	1.2	2.3	83.5	0.7
Cycle Q Clear(g_c), s	1.8	0.0	3.1	14.0	0.0	1.1	1.7	8.1	1.2	2.3	83.5	0.7
Prop In Lane	1.00		0.86	1.00		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	239	0	223	212	0	245	43	2508	1122	51	2524	1129
V/C Ratio(X)	0.04	0.00	0.22	0.61	0.00	0.08	0.61	0.27	0.05	0.68	1.03	0.03
Avail Cap(c_a), veh/h	262	0	249	233	0	274	76	2508	1122	102	2524	1129
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	0.0	44.3	50.6	0.0	43.5	56.0	5.8	4.9	55.7	16.2	4.6
Incr Delay (d2), s/veh	0.1	0.0	0.5	3.7	0.0	0.1	12.9	0.1	0.0	14.8	24.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.4	4.2	0.0	0.6	1.0	3.8	0.5	1.3	48.3	0.3
LnGrp Delay(d),s/veh	44.3	0.0	44.8	54.3	0.0	43.6	68.9	5.9	4.9	70.6	41.0	4.6
LnGrp LOS	D		D	D		D	E	A	A	E	F	A
Approach Vol, veh/h		58			148			767			2655	
Approach Delay, s/veh		44.8			52.9			8.0			41.0	
Approach LOS		D			D			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	87.5		20.6	7.3	88.0		20.6
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	6.7	81.8		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	4.3	10.1		5.1	3.7	85.5		16.0
Green Ext Time (p_c), s	0.0	5.9		0.1	0.0	0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	34.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	680	11	209	1420	205	23	358	127	151	776	728
Future Volume (veh/h)	269	680	11	209	1420	205	23	358	127	151	776	728
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	286	723	12	222	1511	0	24	381	135	161	826	774
Adj No. of Lanes	2	3	0	2	3	1	1	2	1	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	345	1836	30	291	1731	539	83	961	430	193	1180	528
Arrive On Green	0.10	0.36	0.36	0.09	0.34	0.00	0.05	0.27	0.27	0.11	0.34	0.34
Sat Flow, veh/h	3408	5102	85	3408	5036	1568	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	286	475	260	222	1511	0	24	381	135	161	826	774
Grp Sat Flow(s),veh/h/ln	1704	1679	1830	1704	1679	1568	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	8.7	11.1	11.2	6.7	29.7	0.0	1.4	9.3	7.2	9.5	21.6	35.5
Cycle Q Clear(g_c), s	8.7	11.1	11.2	6.7	29.7	0.0	1.4	9.3	7.2	9.5	21.6	35.5
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	345	1208	658	291	1731	539	83	961	430	193	1180	528
V/C Ratio(X)	0.83	0.39	0.39	0.76	0.87	0.00	0.29	0.40	0.31	0.83	0.70	1.47
Avail Cap(c_a), veh/h	346	1208	658	427	1806	562	300	1137	509	322	1180	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	25.2	25.2	47.2	32.4	0.0	48.5	31.2	30.4	46.0	30.3	35.0
Incr Delay (d2), s/veh	15.3	0.2	0.4	4.7	4.9	0.0	1.9	0.3	0.4	9.0	1.9	219.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	5.2	5.7	3.4	14.5	0.0	0.7	4.5	3.2	5.1	10.7	47.5
LnGrp Delay(d),s/veh	61.8	25.4	25.6	51.9	37.3	0.0	50.4	31.4	30.8	54.9	32.2	254.8
LnGrp LOS	E	C	C	D	D		D	C	C	D	C	F
Approach Vol, veh/h		1021			1733			540			1761	
Approach Delay, s/veh		35.6			39.2			32.1			132.1	
Approach LOS		D			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	42.4	9.5	40.0	15.2	40.7	16.1	33.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	13.3	35.3	18.0	35.5	10.7	37.8	19.3	34.2
Max Q Clear Time (g_c+I1), s	10.7	13.2	3.4	37.5	10.7	31.7	11.5	11.3
Green Ext Time (p_c), s	0.3	4.9	0.0	0.0	0.0	4.6	0.2	3.0

Intersection Summary	
HCM 2010 Ctrl Delay	70.1
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	804	206	378	438	53	79	28	264	31	579	1378
Future Volume (veh/h)	146	804	206	378	438	53	79	28	264	31	579	1378
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	157	865	222	406	471	0	85	30	284	33	623	1482
Adj No. of Lanes	1	3	1	2	1	1	1	1	2	1	1	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	182	1217	379	466	507	431	104	811	1214	49	755	1129
Arrive On Green	0.10	0.24	0.24	0.14	0.27	0.00	0.06	0.44	0.44	0.03	0.41	0.41
Sat Flow, veh/h	1757	5036	1568	3408	1845	1568	1757	1845	2760	1757	1845	2760
Grp Volume(v), veh/h	157	865	222	406	471	0	85	30	284	33	623	1482
Grp Sat Flow(s),veh/h/ln	1757	1679	1568	1704	1845	1568	1757	1845	1380	1757	1845	1380
Q Serve(g_s), s	10.3	18.4	14.6	13.7	29.1	0.0	5.6	1.1	7.5	2.2	35.3	47.9
Cycle Q Clear(g_c), s	10.3	18.4	14.6	13.7	29.1	0.0	5.6	1.1	7.5	2.2	35.3	47.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	182	1217	379	466	507	431	104	811	1214	49	755	1129
V/C Ratio(X)	0.86	0.71	0.59	0.87	0.93	0.00	0.82	0.04	0.23	0.67	0.83	1.31
Avail Cap(c_a), veh/h	182	1269	395	515	553	470	104	811	1214	98	755	1129
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	40.7	39.2	49.5	41.3	0.0	54.5	18.7	20.5	56.4	30.9	34.6
Incr Delay (d2), s/veh	32.6	1.8	2.1	14.1	21.3	0.0	38.8	0.0	0.1	14.5	7.5	147.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	8.8	6.6	7.3	17.8	0.0	3.8	0.6	2.9	1.3	19.6	41.3
LnGrp Delay(d),s/veh	84.3	42.5	41.3	63.6	62.6	0.0	93.3	18.7	20.6	70.8	38.4	181.8
LnGrp LOS	F	D	D	E	E		F	B	C	E	D	F
Approach Vol, veh/h		1244			877			399			2138	
Approach Delay, s/veh		47.5			63.1			35.9			138.3	
Approach LOS		D			E			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	32.8	11.4	52.4	16.6	36.7	7.8	56.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	17.3	29.5	6.9	47.9	12.1	35.1	6.5	48.3
Max Q Clear Time (g_c+I1), s	15.7	20.4	7.6	49.9	12.3	31.1	4.2	9.5
Green Ext Time (p_c), s	0.3	4.4	0.0	0.0	0.0	1.1	0.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	91.1
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	281	0	0	585	0	211	0	138	0	0	0
Future Volume (veh/h)	0	281	0	0	585	0	211	0	138	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1845	0	0	1845	0	1845	0	1845			
Adj Flow Rate, veh/h	0	305	0	0	636	0	229	0	150			
Adj No. of Lanes	0	2	0	0	2	0	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	3	0	0	3	0	3	0	3			
Cap, veh/h	0	1479	0	0	1479	0	693	0	319			
Arrive On Green	0.00	0.42	0.00	0.00	0.42	0.00	0.20	0.00	0.20			
Sat Flow, veh/h	0	3689	0	0	3689	0	3408	0	1568			
Grp Volume(v), veh/h	0	305	0	0	636	0	229	0	150			
Grp Sat Flow(s),veh/h/ln	0	1752	0	0	1752	0	1704	0	1568			
Q Serve(g_s), s	0.0	1.3	0.0	0.0	3.1	0.0	1.4	0.0	2.0			
Cycle Q Clear(g_c), s	0.0	1.3	0.0	0.0	3.1	0.0	1.4	0.0	2.0			
Prop In Lane	0.00		0.00	0.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1479	0	0	1479	0	693	0	319			
V/C Ratio(X)	0.00	0.21	0.00	0.00	0.43	0.00	0.33	0.00	0.47			
Avail Cap(c_a), veh/h	0	4450	0	0	7076	0	3901	0	1795			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	4.4	0.0	0.0	4.9	0.0	8.2	0.0	8.4			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.2	0.0	0.3	0.0	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.0	0.0	1.5	0.0	0.7	0.0	1.0			
LnGrp Delay(d),s/veh	0.0	4.5	0.0	0.0	5.1	0.0	8.4	0.0	9.5			
LnGrp LOS		A			A		A		A			
Approach Vol, veh/h		305			636			379				
Approach Delay, s/veh		4.5			5.1			8.9				
Approach LOS		A			A			A				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		14.6				14.6		9.4
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		30.5				48.5		27.5
Max Q Clear Time (g_c+I1), s		3.3				5.1		4.0
Green Ext Time (p_c), s		2.0				5.1		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	6.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	19	11	20	50	54	29	378	65	180	1143	275
Future Volume (veh/h)	97	19	11	20	50	54	29	378	65	180	1143	275
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1900	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	99	19	0	20	51	55	30	386	66	184	1166	281
Adj No. of Lanes	1	1	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	138	145	0	36	92	98	56	1375	233	233	1571	375
Arrive On Green	0.08	0.08	0.00	0.07	0.07	0.07	0.03	0.46	0.46	0.13	0.56	0.56
Sat Flow, veh/h	1757	1845	0	542	1381	1478	1757	2999	509	1757	2808	670
Grp Volume(v), veh/h	99	19	0	67	0	59	30	224	228	184	723	724
Grp Sat Flow(s),veh/h/ln	1757	1845	0	1818	0	1584	1757	1752	1755	1757	1752	1726
Q Serve(g_s), s	3.8	0.7	0.0	2.4	0.0	2.5	1.1	5.4	5.5	6.9	21.1	21.7
Cycle Q Clear(g_c), s	3.8	0.7	0.0	2.4	0.0	2.5	1.1	5.4	5.5	6.9	21.1	21.7
Prop In Lane	1.00		0.00	0.30		0.93	1.00		0.29	1.00		0.39
Lane Grp Cap(c), veh/h	138	145	0	121	0	105	56	804	805	233	980	966
V/C Ratio(X)	0.72	0.13	0.00	0.55	0.00	0.56	0.54	0.28	0.28	0.79	0.74	0.75
Avail Cap(c_a), veh/h	471	495	0	482	0	420	142	1120	1122	567	1544	1521
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	29.3	0.0	30.9	0.0	30.9	32.5	11.5	11.5	28.7	11.3	11.4
Incr Delay (d2), s/veh	6.8	0.4	0.0	3.9	0.0	4.6	7.8	0.2	0.2	5.9	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.3	0.0	1.4	0.0	1.2	0.7	2.7	2.7	3.8	10.3	10.6
LnGrp Delay(d),s/veh	37.5	29.7	0.0	34.8	0.0	35.4	40.3	11.6	11.7	34.6	12.4	12.6
LnGrp LOS	D	C		C		D	D	B	B	C	B	B
Approach Vol, veh/h		118			126			482			1631	
Approach Delay, s/veh		36.3			35.1			13.4			15.0	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.5	35.8		9.9	6.7	42.6		9.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	22.0	43.6		18.3	5.5	60.1		18.1
Max Q Clear Time (g_c+I1), s	19.9	7.5		5.8	3.1	23.7		4.5
Green Ext Time (p_c), s	0.4	3.0		0.2	0.0	14.5		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	16.8
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	15.5
Intersection LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	414	483	16	20	0
Future Vol, veh/h	5	414	483	16	20	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	6	460	537	18	22	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	14.1	17	9.6
HCM LOS	B	C	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	0%	100%
Vol Thru, %	99%	97%	0%
Vol Right, %	0%	3%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	419	499	20
LT Vol	5	0	20
Through Vol	414	483	0
RT Vol	0	16	0
Lane Flow Rate	466	554	22
Geometry Grp	1	1	1
Degree of Util (X)	0.593	0.691	0.039
Departure Headway (Hd)	4.588	4.486	6.309
Convergence, Y/N	Yes	Yes	Yes
Cap	787	804	564
Service Time	2.617	2.512	4.384
HCM Lane V/C Ratio	0.592	0.689	0.039
HCM Control Delay	14.1	17	9.6
HCM Lane LOS	B	C	A
HCM 95th-tile Q	4	5.7	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1	5	66	3	8	2	702	36	24	2573	13
Future Volume (veh/h)	3	1	5	66	3	8	2	702	36	24	2573	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	3	1	5	69	3	8	2	731	38	25	2680	14
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	69	30	66	152	4	10	5	2628	137	43	2851	15
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.00	0.78	0.78	0.02	0.80	0.80
Sat Flow, veh/h	326	426	941	1246	54	144	1757	3390	176	1757	3575	19
Grp Volume(v), veh/h	9	0	0	80	0	0	2	378	391	25	1312	1382
Grp Sat Flow(s),veh/h/ln	1693	0	0	1445	0	0	1757	1752	1814	1757	1752	1841
Q Serve(g_s), s	0.0	0.0	0.0	5.1	0.0	0.0	0.1	6.4	6.4	1.5	62.7	63.1
Cycle Q Clear(g_c), s	0.5	0.0	0.0	5.6	0.0	0.0	0.1	6.4	6.4	1.5	62.7	63.1
Prop In Lane	0.33		0.56	0.86		0.10	1.00		0.10	1.00		0.01
Lane Grp Cap(c), veh/h	164	0	0	165	0	0	5	1359	1406	43	1397	1468
V/C Ratio(X)	0.05	0.00	0.00	0.48	0.00	0.00	0.42	0.28	0.28	0.57	0.94	0.94
Avail Cap(c_a), veh/h	323	0	0	313	0	0	85	1392	1441	103	1411	1482
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	0.0	0.0	47.4	0.0	0.0	51.6	3.3	3.3	50.0	8.5	8.5
Incr Delay (d2), s/veh	0.1	0.0	0.0	2.2	0.0	0.0	50.1	0.1	0.1	11.4	12.2	12.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	2.4	0.0	0.0	0.1	3.1	3.2	0.8	34.3	36.0
LnGrp Delay(d),s/veh	45.3	0.0	0.0	49.6	0.0	0.0	101.8	3.4	3.4	61.5	20.7	20.5
LnGrp LOS	D			D			F	A	A	E	C	C
Approach Vol, veh/h		9			80			771			2719	
Approach Delay, s/veh		45.3			49.6			3.7			21.0	
Approach LOS		D			D			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.1	84.9		11.7	4.8	87.2		11.7
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	6.1	82.4		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	3.5	8.4		2.5	2.1	65.1		7.6
Green Ext Time (p_c), s	0.0	5.8		0.0	0.0	17.6		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	18.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	632	10	111	2556	5	2	2	72	2	1	2
Future Volume (veh/h)	3	632	10	111	2556	5	2	2	72	2	1	2
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1900	1845	1900	1900	1845	1900
Adj Flow Rate, veh/h	3	680	11	119	2748	5	2	2	77	2	1	2
Adj No. of Lanes	1	2	1	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	7	2524	1129	148	2805	1255	37	4	99	77	39	45
Arrive On Green	0.00	0.72	0.72	0.08	0.80	0.80	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1757	3505	1568	1757	3505	1568	16	61	1497	433	589	681
Grp Volume(v), veh/h	3	680	11	119	2748	5	81	0	0	5	0	0
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1752	1568	1575	0	0	1703	0	0
Q Serve(g_s), s	0.2	7.0	0.2	6.9	75.5	0.1	1.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	7.0	0.2	6.9	75.5	0.1	5.3	0.0	0.0	0.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.02		0.95	0.40		0.40
Lane Grp Cap(c), veh/h	7	2524	1129	148	2805	1255	139	0	0	161	0	0
V/C Ratio(X)	0.43	0.27	0.01	0.80	0.98	0.00	0.58	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	84	2524	1129	265	2810	1257	307	0	0	320	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	51.7	5.1	4.1	46.8	9.6	2.1	47.9	0.0	0.0	45.6	0.0	0.0
Incr Delay (d2), s/veh	36.3	0.1	0.0	9.7	12.6	0.0	3.8	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.3	0.1	3.8	40.0	0.0	2.4	0.0	0.0	0.1	0.0	0.0
LnGrp Delay(d),s/veh	88.1	5.1	4.1	56.5	22.2	2.1	51.7	0.0	0.0	45.6	0.0	0.0
LnGrp LOS	F	A	A	E	C	A	D			D		
Approach Vol, veh/h		694			2872			81			5	
Approach Delay, s/veh		5.5			23.6			51.7			45.6	
Approach LOS		A			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.3	79.5		11.4	4.9	87.9		11.4
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	15.7	72.8		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	12.9	9.0		2.3	2.2	77.5		7.3
Green Ext Time (p_c), s	0.1	5.7		0.0	0.0	5.8		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	20.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	421	61	0	0	0	0	0	141	0	152	234
Future Volume (veh/h)	0	421	61	0	0	0	0	0	141	0	152	234
Number	5	2	12				3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1845				0	1845	1845	0	1845	1845
Adj Flow Rate, veh/h	0	547	79				0	0	0	0	197	0
Adj No. of Lanes	0	1	1				0	1	1	0	2	1
Peak Hour Factor	0.77	0.77	0.77				0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	3	3				0	3	3	0	3	3
Cap, veh/h	0	0	0				0	432	367	0	820	367
Arrive On Green	0.00	0.00	0.00				0.00	0.00	0.00	0.00	0.23	0.00
Sat Flow, veh/h		0					0	1845	1568	0	3597	1568
Grp Volume(v), veh/h		0.0					0	0	0	0	197	0
Grp Sat Flow(s),veh/h/ln							0	1845	1568	0	1752	1568
Q Serve(g_s), s							0.0	0.0	0.0	0.0	0.3	0.0
Cycle Q Clear(g_c), s							0.0	0.0	0.0	0.0	0.3	0.0
Prop In Lane							0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h							0	432	367	0	820	367
V/C Ratio(X)							0.00	0.00	0.00	0.00	0.24	0.00
Avail Cap(c_a), veh/h							0	8321	7073	0	15810	7073
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	0.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh							0.0	0.0	0.0	0.0	1.8	0.0
Incr Delay (d2), s/veh							0.0	0.0	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	0.0	0.0	0.0	0.1	0.0
LnGrp Delay(d),s/veh							0.0	0.0	0.0	0.0	2.0	0.0
LnGrp LOS											A	
Approach Vol, veh/h								0			197	
Approach Delay, s/veh								0.0			2.0	
Approach LOS											A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4				8
Phs Duration (G+Y+Rc), s				5.9				5.9
Change Period (Y+Rc), s				4.5				4.5
Max Green Setting (Gmax), s				26.5				26.5
Max Q Clear Time (g_c+I1), s				2.3				0.0
Green Ext Time (p_c), s				1.2				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	2.0
HCM 2010 LOS	A

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3	9	48	0	19	0	5	0	0	0	0
Future Vol, veh/h	0	3	9	48	0	19	0	5	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	3	10	52	0	21	0	5	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	6.6	7.3	7.3	0
HCM LOS	A	A	A	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	72%	0%	0%
Vol Thru, %	100%	25%	0%	100%	100%
Vol Right, %	0%	75%	28%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	12	67	0	0
LT Vol	0	0	48	0	0
Through Vol	5	3	0	0	0
RT Vol	0	9	19	0	0
Lane Flow Rate	5	13	73	0	0
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.006	0.013	0.08	0	0
Departure Headway (Hd)	4.201	3.565	3.944	4.705	4.705
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	851	1006	913	0	0
Service Time	2.232	1.579	1.947	2.437	2.437
HCM Lane V/C Ratio	0.006	0.013	0.08	0	0
HCM Control Delay	7.3	6.6	7.3	7.4	7.4
HCM Lane LOS	A	A	A	N	N
HCM 95th-tile Q	0	0	0.3	0	0

Intersection	
Int Delay, s/veh	9.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	0	0	0	0	57
Future Vol, veh/h	0	0	0	0	0	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	0	0	0	74

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.93
Pot Cap-1 Maneuver	0	-	-	0	0	915
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	915
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	915
HCM Lane V/C Ratio	-	-	0.081
HCM Control Delay (s)	-	-	9.3
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	19	73	130	4	384	8	1455	65	443	395	5
Future Volume (veh/h)	77	19	73	130	4	384	8	1455	65	443	395	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	55	68	83	152	0	436	9	1653	0	503	449	6
Adj No. of Lanes	1	1	1	2	0	2	1	2	1	1	2	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	131	138	117	553	0	493	19	1362	609	378	2077	929
Arrive On Green	0.07	0.07	0.07	0.16	0.00	0.16	0.01	0.39	0.00	0.21	0.59	0.59
Sat Flow, veh/h	1757	1845	1568	3514	0	3136	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	55	68	83	152	0	436	9	1653	0	503	449	6
Grp Sat Flow(s),veh/h/ln	1757	1845	1568	1757	0	1568	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	3.3	3.9	5.7	4.2	0.0	14.9	0.6	42.5	0.0	23.5	6.5	0.2
Cycle Q Clear(g_c), s	3.3	3.9	5.7	4.2	0.0	14.9	0.6	42.5	0.0	23.5	6.5	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	131	138	117	553	0	493	19	1362	609	378	2077	929
V/C Ratio(X)	0.42	0.49	0.71	0.27	0.00	0.88	0.47	1.21	0.00	1.33	0.22	0.01
Avail Cap(c_a), veh/h	289	304	258	578	0	516	80	1362	609	378	2077	929
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	48.6	49.4	40.6	0.0	45.1	53.8	33.4	0.0	42.9	10.4	9.1
Incr Delay (d2), s/veh	2.1	2.7	7.7	0.3	0.0	16.1	16.7	103.1	0.0	166.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.1	2.7	2.0	0.0	7.5	0.4	39.9	0.0	28.8	3.2	0.1
LnGrp Delay(d),s/veh	50.5	51.3	57.1	40.9	0.0	61.2	70.4	136.6	0.0	209.7	10.5	9.1
LnGrp LOS	D	D	E	D		E	E	F		F	B	A
Approach Vol, veh/h		206			588			1662			958	
Approach Delay, s/veh		53.4			55.9			136.2			115.1	
Approach LOS		D			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	28.0	47.0		12.7	5.7	69.3		21.7
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	23.5	42.5		18.0	5.0	61.0		18.0
Max Q Clear Time (g_c+I1), s	25.5	44.5		7.7	2.6	8.5		16.9
Green Ext Time (p_c), s	0.0	0.0		0.5	0.0	3.4		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	111.4
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	1553	0	0	170	0
Future Volume (veh/h)	4	1553	0	0	170	0
Number	7	4			1	16
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845			1845	0
Adj Flow Rate, veh/h	4	1745			191	0
Adj No. of Lanes	1	1			2	0
Peak Hour Factor	0.89	0.89			0.89	0.89
Percent Heavy Veh, %	3	3			3	0
Cap, veh/h	1675	1759			0	0
Arrive On Green	0.95	0.95			0.00	0.00
Sat Flow, veh/h	1757	1845			0	
Grp Volume(v), veh/h	4	1745			0.0	
Grp Sat Flow(s),veh/h/ln	1757	1845				
Q Serve(g_s), s	0.0	78.8				
Cycle Q Clear(g_c), s	0.0	78.8				
Prop In Lane	1.00					
Lane Grp Cap(c), veh/h	1675	1759				
V/C Ratio(X)	0.00	0.99				
Avail Cap(c_a), veh/h	1683	1767				
HCM Platoon Ratio	1.00	1.00				
Upstream Filter(I)	1.00	1.00				
Uniform Delay (d), s/veh	0.1	1.9				
Incr Delay (d2), s/veh	0.0	19.5				
Initial Q Delay(d3),s/veh	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.0	41.0				
LnGrp Delay(d),s/veh	0.1	21.4				
LnGrp LOS	A	C				
Approach Vol, veh/h		1749				
Approach Delay, s/veh		21.4				
Approach LOS		C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4				
Phs Duration (G+Y+Rc), s				96.6				
Change Period (Y+Rc), s				4.5				
Max Green Setting (Gmax), s				92.5				
Max Q Clear Time (g_c+I1), s				80.8				
Green Ext Time (p_c), s				11.3				

Intersection Summary	
HCM 2010 Ctrl Delay	21.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	200	3	592	80	1023	0	0	373	116
Future Volume (veh/h)	0	0	0	200	3	592	80	1023	0	0	373	116
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1845	1900	1845	1845	0	0	1845	1845
Adj Flow Rate, veh/h				213	3	630	85	1088	0	0	397	123
Adj No. of Lanes				0	2	0	1	2	0	0	2	1
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	3	0	3	3	0	0	3	3
Cap, veh/h				807	11	730	110	1467	0	0	1098	467
Arrive On Green				0.47	0.47	0.47	0.06	0.42	0.00	0.00	0.30	0.30
Sat Flow, veh/h				1734	24	1568	1757	3597	0	0	3689	1568
Grp Volume(v), veh/h				216	0	630	85	1088	0	0	397	123
Grp Sat Flow(s),veh/h/ln				1758	0	1568	1757	1752	0	0	1845	1568
Q Serve(g_s), s				5.8	0.0	27.9	3.7	20.4	0.0	0.0	6.6	4.6
Cycle Q Clear(g_c), s				5.8	0.0	27.9	3.7	20.4	0.0	0.0	6.6	4.6
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				819	0	730	110	1467	0	0	1098	467
V/C Ratio(X)				0.26	0.00	0.86	0.77	0.74	0.00	0.00	0.36	0.26
Avail Cap(c_a), veh/h				1142	0	1019	350	2727	0	0	1922	817
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				12.6	0.0	18.5	35.9	19.1	0.0	0.0	21.5	20.8
Incr Delay (d2), s/veh				0.2	0.0	5.7	10.6	0.8	0.0	0.0	0.2	0.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.9	0.0	13.1	2.1	10.0	0.0	0.0	3.4	2.1
LnGrp Delay(d),s/veh				12.8	0.0	24.2	46.5	19.8	0.0	0.0	21.7	21.1
LnGrp LOS				B		C	D	B			C	C
Approach Vol, veh/h					846			1173			520	
Approach Delay, s/veh					21.3			21.8			21.5	
Approach LOS					C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		37.0			9.4	27.6		40.7
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		60.5			15.5	40.5		50.5
Max Q Clear Time (g_c+I1), s		22.4			5.7	8.6		29.9
Green Ext Time (p_c), s		10.2			0.1	3.3		6.3

Intersection Summary	
HCM 2010 Ctrl Delay	21.6
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	827	76	134	0	0	0	0	263	216	280	282	0
Future Volume (veh/h)	827	76	134	0	0	0	0	263	216	280	282	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845				0	1845	1845	1845	1845	0
Adj Flow Rate, veh/h	900	0	137				0	354	163	286	288	0
Adj No. of Lanes	2	0	1				0	2	1	1	2	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	1228	0	548				0	672	285	362	1667	0
Arrive On Green	0.35	0.00	0.35				0.00	0.18	0.18	0.21	0.48	0.00
Sat Flow, veh/h	3514	0	1568				0	3689	1568	1757	3597	0
Grp Volume(v), veh/h	900	0	137				0	354	163	286	288	0
Grp Sat Flow(s),veh/h/ln	1757	0	1568				0	1845	1568	1757	1752	0
Q Serve(g_s), s	11.5	0.0	3.2				0.0	4.5	4.9	7.9	2.4	0.0
Cycle Q Clear(g_c), s	11.5	0.0	3.2				0.0	4.5	4.9	7.9	2.4	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1228	0	548				0	672	285	362	1667	0
V/C Ratio(X)	0.73	0.00	0.25				0.00	0.53	0.57	0.79	0.17	0.00
Avail Cap(c_a), veh/h	3518	0	1570				0	1542	655	1144	4054	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.6	0.0	11.9				0.0	19.0	19.2	19.4	7.7	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.2				0.0	0.6	1.8	3.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	1.4				0.0	2.3	2.2	4.2	1.2	0.0
LnGrp Delay(d),s/veh	15.5	0.0	12.2				0.0	19.7	21.0	23.3	7.8	0.0
LnGrp LOS	B		B					B	C	C	A	
Approach Vol, veh/h		1037						517			574	
Approach Delay, s/veh		15.1						20.1			15.5	
Approach LOS		B						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	15.1	13.9		22.5		29.0		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	33.5	21.5		51.5		59.5		
Max Q Clear Time (g_c+I1), s	19.9	6.9		13.5		4.4		
Green Ext Time (p_c), s	0.8	2.5		4.5		2.1		

Intersection Summary	
HCM 2010 Ctrl Delay	16.4
HCM 2010 LOS	B

Notes

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	501	0	0	388	76	61
Future Volume (veh/h)	501	0	0	388	76	61
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	0	0	1845	1845	1845
Adj Flow Rate, veh/h	516	0	0	400	78	63
Adj No. of Lanes	2	0	0	3	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	0	3	3	3
Cap, veh/h	1422	0	0	2044	240	214
Arrive On Green	0.41	0.00	0.00	0.41	0.14	0.14
Sat Flow, veh/h	3689	0	0	5368	1757	1568
Grp Volume(v), veh/h	516	0	0	400	78	63
Grp Sat Flow(s),veh/h/ln	1752	0	0	1679	1757	1568
Q Serve(g_s), s	2.0	0.0	0.0	1.0	0.8	0.7
Cycle Q Clear(g_c), s	2.0	0.0	0.0	1.0	0.8	0.7
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	1422	0	0	2044	240	214
V/C Ratio(X)	0.36	0.00	0.00	0.20	0.33	0.29
Avail Cap(c_a), veh/h	12741	0	0	18307	3528	3149
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.1	0.0	0.0	3.8	7.7	7.6
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.5	0.4	0.3
LnGrp Delay(d),s/veh	4.2	0.0	0.0	3.8	8.5	8.4
LnGrp LOS	A			A	A	A
Approach Vol, veh/h	516			400	141	
Approach Delay, s/veh	4.2			3.8	8.4	
Approach LOS	A			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		12.5				12.5		7.2
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		71.5				71.5		39.5
Max Q Clear Time (g_c+I1), s		4.0				3.0		2.8
Green Ext Time (p_c), s		4.0				3.1		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	4.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	151	122	19	178	0	65	0	10	350	55	42
Future Volume (veh/h)	0	151	122	19	178	0	65	0	10	350	55	42
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1900	1845	1845	0	1845	0	1845	1845	1845	1900
Adj Flow Rate, veh/h	0	174	140	22	205	0	75	0	11	402	63	48
Adj No. of Lanes	0	2	0	1	2	0	1	0	1	2	1	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	3	3	3	3	0	3	0	3	3	3	3
Cap, veh/h	0	418	317	50	1459	0	0	0	0	867	240	183
Arrive On Green	0.00	0.22	0.22	0.03	0.42	0.00	0.00	0.00	0.00	0.25	0.25	0.25
Sat Flow, veh/h	0	1994	1441	1757	3597	0		0		3514	973	741
Grp Volume(v), veh/h	0	159	155	22	205	0		0.0		402	0	111
Grp Sat Flow(s),veh/h/ln	0	1752	1590	1757	1752	0				1757	0	1714
Q Serve(g_s), s	0.0	2.1	2.2	0.3	1.0	0.0				2.6	0.0	1.4
Cycle Q Clear(g_c), s	0.0	2.1	2.2	0.3	1.0	0.0				2.6	0.0	1.4
Prop In Lane	0.00		0.91	1.00		0.00				1.00		0.43
Lane Grp Cap(c), veh/h	0	385	349	50	1459	0				867	0	423
V/C Ratio(X)	0.00	0.41	0.44	0.44	0.14	0.00				0.46	0.00	0.26
Avail Cap(c_a), veh/h	0	1509	1370	493	4593	0				3881	0	1893
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.9	9.0	12.8	4.8	0.0				8.6	0.0	8.1
Incr Delay (d2), s/veh	0.0	0.7	0.9	6.1	0.0	0.0				0.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.1	1.1	0.2	0.5	0.0				1.3	0.0	0.7
LnGrp Delay(d),s/veh	0.0	9.7	9.9	18.9	4.9	0.0				8.9	0.0	8.4
LnGrp LOS		A	A	B	A					A		A
Approach Vol, veh/h		314			227						513	
Approach Delay, s/veh		9.8			6.2						8.8	
Approach LOS		A			A						A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	5.3	10.4		11.1		15.6		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	7.5	23.0		29.5		35.0		
Max Q Clear Time (g_c+I1), s	2.3	4.2		4.6		3.0		
Green Ext Time (p_c), s	0.0	1.8		2.1		1.4		

Intersection Summary	
HCM 2010 Ctrl Delay	8.6
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	11

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑			↑↑↑
Traffic Vol, veh/h	0	636	274	0	0	434
Future Vol, veh/h	0	636	274	0	0	434
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	691	298	0	0	472

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	149	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	-	-
Pot Cap-1 Maneuver	0	868	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	868	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	868	-
HCM Lane V/C Ratio	-	0.796	-
HCM Control Delay (s)	-	23.2	-
HCM Lane LOS	-	C	-
HCM 95th %tile Q(veh)	-	8.5	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	316	59	35	193	102	160	519	227	129	340	43
Future Volume (veh/h)	138	316	59	35	193	102	160	519	227	129	340	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1900	1845	1845	1900	1845	1900
Adj Flow Rate, veh/h	147	336	63	37	205	109	170	552	241	137	362	46
Adj No. of Lanes	1	2	1	1	2	0	0	2	1	0	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	188	723	323	64	305	156	236	813	462	185	518	68
Arrive On Green	0.11	0.21	0.21	0.04	0.14	0.14	0.29	0.29	0.29	0.21	0.21	0.21
Sat Flow, veh/h	1757	3505	1568	1757	2247	1148	800	2757	1568	863	2410	318
Grp Volume(v), veh/h	147	336	63	37	158	156	383	339	241	286	0	259
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1752	1642	1805	1752	1568	1802	0	1789
Q Serve(g_s), s	5.9	6.1	2.4	1.5	6.2	6.6	13.8	12.3	9.3	10.8	0.0	9.7
Cycle Q Clear(g_c), s	5.9	6.1	2.4	1.5	6.2	6.6	13.8	12.3	9.3	10.8	0.0	9.7
Prop In Lane	1.00		1.00	1.00		0.70	0.44		1.00	0.48		0.18
Lane Grp Cap(c), veh/h	188	723	323	64	238	223	532	517	462	387	0	384
V/C Ratio(X)	0.78	0.46	0.19	0.58	0.67	0.70	0.72	0.66	0.52	0.74	0.00	0.67
Avail Cap(c_a), veh/h	450	1457	652	167	446	418	946	919	822	665	0	660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.6	25.3	23.8	34.5	29.8	30.0	22.9	22.4	21.3	26.6	0.0	26.2
Incr Delay (d2), s/veh	7.0	0.5	0.3	8.2	3.2	4.0	1.9	1.4	0.9	2.8	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	3.0	1.1	0.9	3.2	3.2	7.1	6.1	4.1	5.6	0.0	5.0
LnGrp Delay(d),s/veh	38.6	25.8	24.1	42.6	33.0	34.0	24.8	23.8	22.3	29.4	0.0	28.2
LnGrp LOS	D	C	C	D	C	C	C	C	C	C		C
Approach Vol, veh/h		546			351			963			545	
Approach Delay, s/veh		29.0			34.4			23.8			28.8	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		25.9	7.1	19.5		20.1	12.3	14.4
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		38.1	6.9	30.2		26.8	18.6	18.5
Max Q Clear Time (g_c+I1), s		15.8	3.5	8.1		12.8	7.9	8.6
Green Ext Time (p_c), s		5.6	0.0	2.4		2.8	0.3	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	27.7
HCM 2010 LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	371	586	496	135	0	520
Future Volume (veh/h)	371	586	496	135	0	520
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1900	0	1845
Adj Flow Rate, veh/h	326	655	506	0	0	531
Adj No. of Lanes	1	2	3	0	0	3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	0	3
Cap, veh/h	673	1202	1504	0	0	1504
Arrive On Green	0.38	0.38	0.30	0.00	0.00	0.30
Sat Flow, veh/h	1757	3136	5368	0	0	5368
Grp Volume(v), veh/h	326	655	506	0	0	531
Grp Sat Flow(s),veh/h/ln	1757	1568	1679	0	0	1679
Q Serve(g_s), s	4.0	4.6	2.2	0.0	0.0	2.3
Cycle Q Clear(g_c), s	4.0	4.6	2.2	0.0	0.0	2.3
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	673	1202	1504	0	0	1504
V/C Ratio(X)	0.48	0.54	0.34	0.00	0.00	0.35
Avail Cap(c_a), veh/h	4190	7479	7740	0	0	7740
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	6.6	6.8	7.7	0.0	0.0	7.8
Incr Delay (d2), s/veh	0.5	0.4	0.1	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.0	1.0	0.0	0.0	1.1
LnGrp Delay(d),s/veh	7.2	7.2	7.9	0.0	0.0	7.9
LnGrp LOS	A	A	A			A
Approach Vol, veh/h	981		506			531
Approach Delay, s/veh	7.2		7.9			7.9
Approach LOS	A		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		13.0				13.0		15.3
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		43.5				43.5		67.5
Max Q Clear Time (g_c+I1), s		4.2				4.3		6.6
Green Ext Time (p_c), s		3.9				4.1		4.2

Intersection Summary	
HCM 2010 Ctrl Delay	7.5
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	0	125	0	0	0	0	426	513	0	474	240
Future Volume (veh/h)	277	0	125	0	0	0	0	426	513	0	474	240
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1845				0	1845	1900	0	1845	1845
Adj Flow Rate, veh/h	318	0	144				0	490	0	0	545	0
Adj No. of Lanes	0	1	1				0	3	0	0	2	1
Peak Hour Factor	0.87	0.87	0.87				0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	3	3				0	3	3	0	3	3
Cap, veh/h	554	0	494				0	1768	0	0	1231	551
Arrive On Green	0.32	0.00	0.32				0.00	0.35	0.00	0.00	0.35	0.00
Sat Flow, veh/h	1757	0	1568				0	5368	0	0	3597	1568
Grp Volume(v), veh/h	318	0	144				0	490	0	0	545	0
Grp Sat Flow(s),veh/h/ln	1757	0	1568				0	1679	0	0	1752	1568
Q Serve(g_s), s	4.1	0.0	1.9				0.0	1.9	0.0	0.0	3.2	0.0
Cycle Q Clear(g_c), s	4.1	0.0	1.9				0.0	1.9	0.0	0.0	3.2	0.0
Prop In Lane	1.00		1.00				0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	554	0	494				0	1768	0	0	1231	551
V/C Ratio(X)	0.57	0.00	0.29				0.00	0.28	0.00	0.00	0.44	0.00
Avail Cap(c_a), veh/h	3615	0	3226				0	10363	0	0	7212	3226
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	7.7	0.0	7.0				0.0	6.3	0.0	0.0	6.7	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.3				0.0	0.1	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.8				0.0	0.9	0.0	0.0	1.6	0.0
LnGrp Delay(d),s/veh	8.7	0.0	7.3				0.0	6.4	0.0	0.0	7.0	0.0
LnGrp LOS	A		A					A			A	
Approach Vol, veh/h		462						490			545	
Approach Delay, s/veh		8.2						6.4			7.0	
Approach LOS		A						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		14.0		13.0		14.0		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		55.5		55.5		55.5		
Max Q Clear Time (g_c+I1), s		3.9		6.1		5.2		
Green Ext Time (p_c), s		3.8		2.7		4.3		

Intersection Summary	
HCM 2010 Ctrl Delay	7.2
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	372	57	164	340	107	117	737	222	82	304	39
Future Volume (veh/h)	109	372	57	164	340	107	117	737	222	82	304	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	121	413	63	182	378	119	130	819	247	91	338	43
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	155	547	83	225	577	179	166	1057	319	117	1161	146
Arrive On Green	0.09	0.18	0.18	0.13	0.22	0.22	0.09	0.40	0.40	0.07	0.37	0.37
Sat Flow, veh/h	1757	3053	463	1757	2634	819	1757	2655	800	1757	3132	395
Grp Volume(v), veh/h	121	236	240	182	250	247	130	540	526	91	188	193
Grp Sat Flow(s),veh/h/ln	1757	1752	1763	1757	1752	1700	1757	1752	1703	1757	1752	1775
Q Serve(g_s), s	5.3	10.1	10.2	8.0	10.3	10.5	5.7	21.2	21.2	4.0	6.0	6.1
Cycle Q Clear(g_c), s	5.3	10.1	10.2	8.0	10.3	10.5	5.7	21.2	21.2	4.0	6.0	6.1
Prop In Lane	1.00		0.26	1.00		0.48	1.00		0.47	1.00		0.22
Lane Grp Cap(c), veh/h	155	314	316	225	384	372	166	698	678	117	649	658
V/C Ratio(X)	0.78	0.75	0.76	0.81	0.65	0.66	0.78	0.77	0.77	0.78	0.29	0.29
Avail Cap(c_a), veh/h	345	477	480	434	566	549	374	1098	1068	256	981	993
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	30.7	30.8	33.5	28.1	28.2	35.0	20.7	20.7	36.3	17.5	17.6
Incr Delay (d2), s/veh	8.3	3.6	3.8	6.8	1.9	2.0	7.9	1.9	1.9	10.4	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	5.2	5.3	4.3	5.1	5.2	3.1	10.6	10.3	2.3	2.9	3.0
LnGrp Delay(d),s/veh	43.5	34.4	34.6	40.4	30.0	30.2	42.8	22.6	22.6	46.6	17.8	17.8
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	B	B
Approach Vol, veh/h		597			679			1196			472	
Approach Delay, s/veh		36.3			32.8			24.8			23.3	
Approach LOS		D			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	35.9	14.6	18.7	12.0	33.8	11.5	21.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	49.5	19.5	21.5	16.8	44.2	15.5	25.5
Max Q Clear Time (g_c+I1), s	6.0	23.2	10.0	12.2	7.7	8.1	7.3	12.5
Green Ext Time (p_c), s	0.1	8.2	0.3	1.9	0.2	2.4	0.2	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	28.8
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	7.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	64	46	40	186	243	36
Future Vol, veh/h	64	46	40	186	243	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	450
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	71	51	44	207	270	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	122	0	392	97
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	295	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1459	-	610	956
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	753	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1459	-	592	956
Mov Cap-2 Maneuver	-	-	-	-	592	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	730	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	15.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	592	956	-	-	1459	-
HCM Lane V/C Ratio	0.456	0.042	-	-	0.03	-
HCM Control Delay (s)	16.1	8.9	-	-	7.5	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	2.4	0.1	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	38	8	0	20	42	19	23	5	47	4	65
Future Volume (veh/h)	155	38	8	0	20	42	19	23	5	47	4	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1900	1845	1900
Adj Flow Rate, veh/h	165	40	9	0	21	45	20	24	5	50	4	69
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	251	665	150	8	60	128	547	216	45	304	12	117
Arrive On Green	0.14	0.46	0.46	0.00	0.11	0.11	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1757	1459	328	1757	524	1123	1309	1482	309	545	84	804
Grp Volume(v), veh/h	165	0	49	0	0	66	20	0	29	123	0	0
Grp Sat Flow(s),veh/h/ln	1757	0	1787	1757	0	1647	1309	0	1790	1433	0	0
Q Serve(g_s), s	2.0	0.0	0.3	0.0	0.0	0.8	0.0	0.0	0.3	1.6	0.0	0.0
Cycle Q Clear(g_c), s	2.0	0.0	0.3	0.0	0.0	0.8	0.2	0.0	0.3	1.9	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.68	1.00		0.17	0.41		0.56
Lane Grp Cap(c), veh/h	251	0	814	8	0	187	547	0	262	433	0	0
V/C Ratio(X)	0.66	0.00	0.06	0.00	0.00	0.35	0.04	0.00	0.11	0.28	0.00	0.00
Avail Cap(c_a), veh/h	3149	0	4902	389	0	1931	2643	0	3129	2811	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.2	0.0	3.4	0.0	0.0	9.2	8.3	0.0	8.4	9.1	0.0	0.0
Incr Delay (d2), s/veh	2.9	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.2	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.2	0.0	0.0	0.4	0.1	0.0	0.2	0.8	0.0	0.0
LnGrp Delay(d),s/veh	12.1	0.0	3.5	0.0	0.0	10.4	8.4	0.0	8.6	9.4	0.0	0.0
LnGrp LOS	B		A			B	A		A	A		
Approach Vol, veh/h		214			66			49			123	
Approach Delay, s/veh		10.1			10.4			8.5			9.4	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		7.8	0.0	14.8		7.8	7.7	7.1
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		39.5	5.0	62.0		39.5	40.5	26.5
Max Q Clear Time (g_c+I1), s		2.3	0.0	2.3		3.9	4.0	2.8
Green Ext Time (p_c), s		0.2	0.0	0.3		0.8	0.5	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	9.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	799	103	3	447	91	122	486	25	49	188	72
Future Volume (veh/h)	126	799	103	3	447	91	122	486	25	49	188	72
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	133	841	108	3	471	96	128	512	26	52	198	76
Adj No. of Lanes	1	2	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	422	1569	702	299	1300	263	170	815	41	89	486	181
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.10	0.24	0.24	0.05	0.19	0.19
Sat Flow, veh/h	833	3505	1568	583	2905	589	1757	3395	172	1757	2503	930
Grp Volume(v), veh/h	133	841	108	3	283	284	128	264	274	52	137	137
Grp Sat Flow(s),veh/h/ln	833	1752	1568	583	1752	1741	1757	1752	1814	1757	1752	1681
Q Serve(g_s), s	6.5	9.0	2.1	0.2	5.5	5.6	3.7	7.0	7.0	1.5	3.5	3.7
Cycle Q Clear(g_c), s	12.0	9.0	2.1	9.2	5.5	5.6	3.7	7.0	7.0	1.5	3.5	3.7
Prop In Lane	1.00		1.00	1.00		0.34	1.00		0.09	1.00		0.55
Lane Grp Cap(c), veh/h	422	1569	702	299	785	779	170	421	436	89	340	326
V/C Ratio(X)	0.31	0.54	0.15	0.01	0.36	0.36	0.75	0.63	0.63	0.58	0.40	0.42
Avail Cap(c_a), veh/h	976	3901	1745	687	1950	1938	765	1204	1247	459	899	862
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	10.4	8.5	13.7	9.4	9.4	22.7	17.6	17.6	24.0	18.2	18.3
Incr Delay (d2), s/veh	0.4	0.3	0.1	0.0	0.3	0.3	6.6	1.5	1.5	5.9	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.4	0.9	0.0	2.7	2.7	2.1	3.6	3.7	0.9	1.8	1.8
LnGrp Delay(d),s/veh	13.8	10.7	8.6	13.7	9.7	9.7	29.3	19.1	19.1	29.8	19.0	19.1
LnGrp LOS	B	B	A	B	A	A	C	B	B	C	B	B
Approach Vol, veh/h		1082			570			666			326	
Approach Delay, s/veh		10.8			9.7			21.1			20.8	
Approach LOS		B			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		27.6	9.5	14.5		27.6	7.1	16.9
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		57.5	22.5	26.5		57.5	13.5	35.5
Max Q Clear Time (g_c+I1), s		14.0	5.7	5.7		11.2	3.5	9.0
Green Ext Time (p_c), s		9.1	0.3	1.5		4.0	0.1	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	14.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	626	12	68	592	43	42	49	111	47	21	5
Future Volume (veh/h)	10	626	12	68	592	43	42	49	111	47	21	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1900	1845	1845	1900	1845	1845
Adj Flow Rate, veh/h	11	711	14	77	673	49	48	56	126	53	24	6
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	24	1091	21	112	1195	87	124	107	554	150	46	554
Arrive On Green	0.01	0.31	0.31	0.06	0.36	0.36	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1757	3516	69	1757	3313	241	49	302	1568	78	131	1568
Grp Volume(v), veh/h	11	354	371	77	356	366	104	0	126	77	0	6
Grp Sat Flow(s),veh/h/ln	1757	1752	1832	1757	1752	1802	352	0	1568	209	0	1568
Q Serve(g_s), s	0.3	8.7	8.7	2.1	8.1	8.1	1.0	0.0	2.8	1.5	0.0	0.1
Cycle Q Clear(g_c), s	0.3	8.7	8.7	2.1	8.1	8.1	17.3	0.0	2.8	17.5	0.0	0.1
Prop In Lane	1.00		0.04	1.00		0.13	0.46		1.00	0.69		1.00
Lane Grp Cap(c), veh/h	24	544	569	112	632	650	230	0	554	197	0	554
V/C Ratio(X)	0.46	0.65	0.65	0.69	0.56	0.56	0.45	0.00	0.23	0.39	0.00	0.01
Avail Cap(c_a), veh/h	301	1927	2015	727	2351	2418	677	0	996	573	0	996
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.3	14.8	14.8	22.7	12.7	12.7	13.1	0.0	11.3	16.9	0.0	10.4
Incr Delay (d2), s/veh	13.4	1.3	1.3	7.2	0.8	0.8	1.4	0.0	0.2	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.3	4.5	1.3	4.0	4.1	1.0	0.0	1.2	1.1	0.0	0.1
LnGrp Delay(d),s/veh	37.7	16.1	16.1	29.9	13.5	13.5	14.5	0.0	11.5	18.2	0.0	10.4
LnGrp LOS	D	B	B	C	B	B	B		B	B		B
Approach Vol, veh/h		736			799			230			83	
Approach Delay, s/veh		16.4			15.1			12.8			17.6	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		23.1	7.7	20.1		23.1	5.2	22.7
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		31.5	20.5	54.5		31.5	8.5	66.5
Max Q Clear Time (g_c+I1), s		19.3	4.1	10.7		19.5	2.3	10.1
Green Ext Time (p_c), s		0.7	0.1	5.2		0.3	0.0	5.3

Intersection Summary	
HCM 2010 Ctrl Delay	15.4
HCM 2010 LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	823	396	0	405	318
Future Volume (veh/h)	0	823	396	0	405	318
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1845	0	1845	1845
Adj Flow Rate, veh/h	0	904	435	0	445	349
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	1575	1575	0	1100	506
Arrive On Green	0.00	0.45	0.45	0.00	0.32	0.32
Sat Flow, veh/h	0	3689	3689	0	3408	1568
Grp Volume(v), veh/h	0	904	435	0	445	349
Grp Sat Flow(s),veh/h/ln	0	1752	1752	0	1704	1568
Q Serve(g_s), s	0.0	7.6	3.1	0.0	4.0	7.7
Cycle Q Clear(g_c), s	0.0	7.6	3.1	0.0	4.0	7.7
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	1575	1575	0	1100	506
V/C Ratio(X)	0.00	0.57	0.28	0.00	0.40	0.69
Avail Cap(c_a), veh/h	0	5637	5637	0	4100	1886
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	8.1	6.8	0.0	10.4	11.6
Incr Delay (d2), s/veh	0.0	0.3	0.1	0.0	0.2	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.7	1.5	0.0	1.9	3.5
LnGrp Delay(d),s/veh	0.0	8.4	6.9	0.0	10.7	13.3
LnGrp LOS		A	A		B	B
Approach Vol, veh/h		904	435		794	
Approach Delay, s/veh		8.4	6.9		11.8	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		22.2		17.2		22.2		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		63.5		47.5		63.5		
Max Q Clear Time (g_c+I1), s		9.6		9.7		5.1		
Green Ext Time (p_c), s		8.2		3.1		3.3		

Intersection Summary	
HCM 2010 Ctrl Delay	9.4
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	226	38	68	258	102	129	420	103	112	309	16
Future Volume (veh/h)	43	226	38	68	258	102	129	420	103	112	309	16
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1845	1900	1845	1900
Adj Flow Rate, veh/h	47	246	41	74	280	111	140	457	112	122	336	17
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	200	461	77	282	376	149	546	573	487	174	509	27
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.31	0.31	0.31	0.20	0.20	0.20
Sat Flow, veh/h	979	1542	257	1077	1258	499	1757	1845	1568	887	2598	136
Grp Volume(v), veh/h	47	0	287	74	0	391	140	457	112	248	0	227
Grp Sat Flow(s),veh/h/ln	979	0	1799	1077	0	1757	1757	1845	1568	1800	0	1821
Q Serve(g_s), s	3.2	0.0	9.3	4.3	0.0	14.0	4.1	15.8	3.7	8.9	0.0	8.0
Cycle Q Clear(g_c), s	17.1	0.0	9.3	13.5	0.0	14.0	4.1	15.8	3.7	8.9	0.0	8.0
Prop In Lane	1.00		0.14	1.00		0.28	1.00		1.00	0.49		0.07
Lane Grp Cap(c), veh/h	200	0	538	282	0	525	546	573	487	353	0	357
V/C Ratio(X)	0.24	0.00	0.53	0.26	0.00	0.74	0.26	0.80	0.23	0.70	0.00	0.64
Avail Cap(c_a), veh/h	393	0	893	495	0	871	1074	1127	958	764	0	772
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.7	0.0	20.3	26.0	0.0	22.0	17.9	22.0	17.8	26.1	0.0	25.7
Incr Delay (d2), s/veh	0.6	0.0	0.8	0.5	0.0	2.1	0.2	2.6	0.2	2.6	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	4.7	1.3	0.0	7.0	2.1	8.4	1.6	4.7	0.0	4.2
LnGrp Delay(d),s/veh	30.3	0.0	21.1	26.5	0.0	24.1	18.2	24.5	18.0	28.6	0.0	27.6
LnGrp LOS	C		C	C		C	B	C	B	C		C
Approach Vol, veh/h		334			465			709			475	
Approach Delay, s/veh		22.4			24.5			22.3			28.1	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		26.1		25.3		18.1		25.3
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		42.5		34.5		29.5		34.5
Max Q Clear Time (g_c+I1), s		17.8		19.1		10.9		16.0
Green Ext Time (p_c), s		3.8		1.7		2.7		2.7

Intersection Summary	
HCM 2010 Ctrl Delay	24.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	92	0	72	0	1714	162	59	462	0
Future Volume (veh/h)	0	0	0	92	0	72	0	1714	162	59	462	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1845	1845	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	0	0	0	96	0	75	0	1785	169	61	481	0
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	0	174	0	215	0	148	2	2285	213	78	2809	0
Arrive On Green	0.00	0.00	0.00	0.09	0.00	0.09	0.00	0.70	0.70	0.04	0.80	0.00
Sat Flow, veh/h	0	1845	0	1392	0	1568	1757	3242	302	1757	3597	0
Grp Volume(v), veh/h	0	0	0	96	0	75	0	952	1002	61	481	0
Grp Sat Flow(s),veh/h/ln	0	1845	0	1392	0	1568	1757	1752	1791	1757	1752	0
Q Serve(g_s), s	0.0	0.0	0.0	5.8	0.0	3.9	0.0	30.3	32.4	3.0	2.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	5.8	0.0	3.9	0.0	30.3	32.4	3.0	2.7	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.17	1.00		0.00
Lane Grp Cap(c), veh/h	0	174	0	215	0	148	2	1235	1263	78	2809	0
V/C Ratio(X)	0.00	0.00	0.00	0.45	0.00	0.51	0.00	0.77	0.79	0.78	0.17	0.00
Avail Cap(c_a), veh/h	0	395	0	382	0	336	102	1613	1649	173	3368	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	38.1	0.0	37.2	0.0	8.2	8.5	40.8	2.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.5	0.0	2.7	0.0	1.7	2.1	15.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.3	0.0	1.8	0.0	14.9	16.3	1.8	1.3	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	39.5	0.0	39.9	0.0	10.0	10.6	56.2	2.0	0.0
LnGrp LOS				D		D		A	B	E	A	
Approach Vol, veh/h		0			171			1954			542	
Approach Delay, s/veh		0.0			39.7			10.3			8.1	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.3	65.4		12.6	0.0	73.7		12.6
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	8.5	79.5		18.5	5.0	83.0		18.5
Max Q Clear Time (g_c+I1), s	5.0	34.4		0.0	0.0	4.7		7.8
Green Ext Time (p_c), s	0.0	26.5		0.0	0.0	3.7		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	11.7
HCM 2010 LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	105	135	1448	308	86	418
Future Volume (veh/h)	105	135	1448	308	86	418
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1900	1845	1845
Adj Flow Rate, veh/h	111	142	1524	324	91	440
Adj No. of Lanes	2	1	2	0	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	395	182	1930	399	117	2747
Arrive On Green	0.12	0.12	0.67	0.67	0.07	0.78
Sat Flow, veh/h	3408	1568	2986	598	1757	3597
Grp Volume(v), veh/h	111	142	906	942	91	440
Grp Sat Flow(s),veh/h/ln	1704	1568	1752	1739	1757	1752
Q Serve(g_s), s	2.7	7.9	31.9	35.3	4.6	2.8
Cycle Q Clear(g_c), s	2.7	7.9	31.9	35.3	4.6	2.8
Prop In Lane	1.00	1.00		0.34	1.00	
Lane Grp Cap(c), veh/h	395	182	1169	1160	117	2747
V/C Ratio(X)	0.28	0.78	0.77	0.81	0.78	0.16
Avail Cap(c_a), veh/h	695	320	1498	1487	225	3621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.2	38.6	10.3	10.8	41.2	2.4
Incr Delay (d2), s/veh	0.4	7.1	2.0	2.8	10.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.8	15.7	17.6	2.6	1.4
LnGrp Delay(d),s/veh	36.6	45.7	12.3	13.6	51.9	2.4
LnGrp LOS	D	D	B	B	D	A
Approach Vol, veh/h	253		1848			531
Approach Delay, s/veh	41.7		13.0			10.9
Approach LOS	D		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	10.5	64.4				74.8		14.9
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	11.5	76.7				92.7		18.3
Max Q Clear Time (g_c+I1), s	6.6	37.3				4.8		9.9
Green Ext Time (p_c), s	0.1	22.5				3.4		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	15.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	20	0	2	0	1733	102	5	391	0
Future Volume (veh/h)	0	0	0	20	0	2	0	1733	102	5	391	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	0	0	0	23	0	2	0	2015	119	6	455	0
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	92	49	0	139	0	42	2	2670	156	14	3009	0
Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.79	0.79	0.01	0.86	0.00
Sat Flow, veh/h	1396	1845	0	1757	0	1568	1757	3366	197	1757	3597	0
Grp Volume(v), veh/h	0	0	0	23	0	2	0	1040	1094	6	455	0
Grp Sat Flow(s),veh/h/ln	1396	1845	0	1757	0	1568	1757	1752	1810	1757	1752	0
Q Serve(g_s), s	0.0	0.0	0.0	1.0	0.0	0.1	0.0	23.6	24.8	0.3	1.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.0	0.0	0.1	0.0	23.6	24.8	0.3	1.7	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.11	1.00		0.00
Lane Grp Cap(c), veh/h	92	49	0	139	0	42	2	1390	1436	14	3009	0
V/C Ratio(X)	0.00	0.00	0.00	0.17	0.00	0.05	0.00	0.75	0.76	0.44	0.15	0.00
Avail Cap(c_a), veh/h	377	426	0	497	0	362	112	1857	1918	119	3727	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	37.6	0.0	37.2	0.0	4.1	4.2	38.7	0.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.6	0.0	0.5	0.0	1.2	1.3	20.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.5	0.0	0.0	0.0	11.4	12.4	0.2	0.8	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	38.2	0.0	37.7	0.0	5.3	5.5	59.1	0.9	0.0
LnGrp LOS				D		D		A	A	E	A	
Approach Vol, veh/h		0			25			2134			461	
Approach Delay, s/veh		0.0			38.1			5.4			1.7	
Approach LOS					D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.1	66.7		6.6	0.0	71.8		6.6
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.3	83.1		18.1	5.0	83.4		18.1
Max Q Clear Time (g_c+I1), s	2.3	26.8		0.0	0.0	3.7		3.0
Green Ext Time (p_c), s	0.0	35.4		0.0	0.0	3.5		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.1
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	4	6	49	0	26	7	3061	543	31	898	5
Future Volume (veh/h)	5	4	6	49	0	26	7	3061	543	31	898	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1845	1845	1900	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	5	4	6	40	17	28	7	3256	578	33	955	5
Adj No. of Lanes	0	1	0	1	1	0	1	2	1	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	55	24	22	141	28	47	15	2792	1249	52	2922	15
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.01	0.80	0.80	0.03	0.82	0.82
Sat Flow, veh/h	211	532	496	1385	628	1034	1757	3505	1568	1757	3575	19
Grp Volume(v), veh/h	15	0	0	40	0	45	7	3256	578	33	468	492
Grp Sat Flow(s),veh/h/ln	1239	0	0	1385	0	1662	1757	1752	1568	1757	1752	1841
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	2.8	0.4	83.5	12.4	1.9	7.0	7.0
Cycle Q Clear(g_c), s	2.8	0.0	0.0	2.3	0.0	2.8	0.4	83.5	12.4	1.9	7.0	7.0
Prop In Lane	0.33		0.40	1.00		0.62	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	102	0	0	141	0	75	15	2792	1249	52	1432	1505
V/C Ratio(X)	0.15	0.00	0.00	0.28	0.00	0.60	0.45	1.17	0.46	0.64	0.33	0.33
Avail Cap(c_a), veh/h	297	0	0	317	0	285	84	2792	1249	84	1432	1505
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	0.0	0.0	48.9	0.0	49.1	51.7	10.7	3.4	50.3	2.4	2.4
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.1	0.0	7.5	19.3	79.0	0.3	12.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	1.2	0.0	1.4	0.3	69.8	5.4	1.1	3.3	3.5
LnGrp Delay(d),s/veh	48.9	0.0	0.0	50.0	0.0	56.6	71.0	89.7	3.7	62.6	2.5	2.5
LnGrp LOS	D			D		E	E	F	A	E	A	A
Approach Vol, veh/h		15			85			3841			993	
Approach Delay, s/veh		48.9			53.5			76.7			4.5	
Approach LOS		D			D			E			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.6	88.0		9.2	5.4	90.2		9.2
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	83.5		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	3.9	85.5		4.8	2.4	9.0		4.8
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	7.9		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	61.7
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	16	21	79	1	6	9	2812	248	6	774	5
Future Volume (veh/h)	35	16	21	79	1	6	9	2812	248	6	774	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	36	17	22	82	1	6	9	2929	258	6	806	5
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	199	73	94	172	23	137	19	2693	1205	13	2682	1200
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.01	0.77	0.77	0.01	0.77	0.77
Sat Flow, veh/h	1389	731	946	1350	229	1373	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	36	0	39	82	0	7	9	2929	258	6	806	5
Grp Sat Flow(s),veh/h/ln	1389	0	1678	1350	0	1602	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	2.6	0.0	2.3	6.5	0.0	0.4	0.6	83.5	5.0	0.4	7.6	0.1
Cycle Q Clear(g_c), s	3.0	0.0	2.3	8.8	0.0	0.4	0.6	83.5	5.0	0.4	7.6	0.1
Prop In Lane	1.00		0.56	1.00		0.86	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	0	167	172	0	160	19	2693	1205	13	2682	1200
V/C Ratio(X)	0.18	0.00	0.23	0.48	0.00	0.04	0.47	1.09	0.21	0.45	0.30	0.00
Avail Cap(c_a), veh/h	291	0	278	261	0	265	81	2693	1205	81	2693	1205
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	0.0	45.1	49.1	0.0	44.2	53.4	12.6	3.5	53.7	3.9	3.0
Incr Delay (d2), s/veh	0.4	0.0	0.7	2.0	0.0	0.1	16.6	46.4	0.1	21.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.1	2.5	0.0	0.2	0.4	56.6	2.1	0.3	3.6	0.0
LnGrp Delay(d),s/veh	46.0	0.0	45.8	51.2	0.0	44.3	70.1	59.0	3.6	75.4	4.0	3.0
LnGrp LOS	D		D	D		D	E	F	A	E	A	A
Approach Vol, veh/h		75			89			3196			817	
Approach Delay, s/veh		45.9			50.7			54.6			4.5	
Approach LOS		D			D			D			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.3	88.0		15.3	5.7	87.6		15.3
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	83.5		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	2.4	85.5		5.0	2.6	9.6		10.8
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	7.1		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	44.5
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	783	1380	8	121	586	484	33	1084	105	132	287	173
Future Volume (veh/h)	783	1380	8	121	586	484	33	1084	105	132	287	173
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	833	1468	9	129	623	0	35	1153	112	140	305	184
Adj No. of Lanes	2	3	0	2	3	1	1	2	1	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	851	1871	11	187	843	262	79	1164	521	154	1313	587
Arrive On Green	0.25	0.36	0.36	0.05	0.17	0.00	0.05	0.33	0.33	0.09	0.37	0.37
Sat Flow, veh/h	3408	5165	32	3408	5036	1568	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	833	954	523	129	623	0	35	1153	112	140	305	184
Grp Sat Flow(s),veh/h/ln	1704	1679	1839	1704	1679	1568	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	26.8	28.0	28.0	4.1	13.0	0.0	2.1	36.2	5.7	8.7	6.6	9.2
Cycle Q Clear(g_c), s	26.8	28.0	28.0	4.1	13.0	0.0	2.1	36.2	5.7	8.7	6.6	9.2
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	851	1216	666	187	843	262	79	1164	521	154	1313	587
V/C Ratio(X)	0.98	0.78	0.78	0.69	0.74	0.00	0.44	0.99	0.22	0.91	0.23	0.31
Avail Cap(c_a), veh/h	851	1422	779	271	1276	397	286	1164	521	154	1313	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	31.4	31.4	51.3	43.7	0.0	51.4	36.7	26.5	50.0	23.7	24.5
Incr Delay (d2), s/veh	25.5	2.5	4.6	4.4	1.3	0.0	3.8	24.0	0.2	46.4	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.6	13.4	15.1	2.1	6.1	0.0	1.1	21.3	2.5	6.2	3.2	4.0
LnGrp Delay(d),s/veh	66.7	33.9	36.0	55.7	45.0	0.0	55.2	60.7	26.7	96.3	23.8	24.8
LnGrp LOS	E	C	D	E	D		E	E	C	F	C	C
Approach Vol, veh/h		2310			752			1300			629	
Approach Delay, s/veh		46.2			46.8			57.6			40.2	
Approach LOS		D			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	44.5	9.5	45.9	32.1	23.0	14.2	41.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.8	46.8	18.0	28.4	27.6	28.0	9.7	36.7
Max Q Clear Time (g_c+I1), s	6.1	30.0	4.1	11.2	28.8	15.0	10.7	38.2
Green Ext Time (p_c), s	0.1	9.5	0.0	2.4	0.0	3.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	48.5
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	201	1374	148	264	387	335	186	112	695	109	184	643
Future Volume (veh/h)	201	1374	148	264	387	335	186	112	695	109	184	643
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	207	1416	153	272	399	0	192	115	716	112	190	663
Adj No. of Lanes	1	3	1	2	1	1	1	1	2	1	1	2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	243	1911	595	348	632	538	227	474	709	141	383	573
Arrive On Green	0.14	0.38	0.38	0.10	0.34	0.00	0.13	0.26	0.26	0.08	0.21	0.21
Sat Flow, veh/h	1757	5036	1568	3408	1845	1568	1757	1845	2760	1757	1845	2760
Grp Volume(v), veh/h	207	1416	153	272	399	0	192	115	716	112	190	663
Grp Sat Flow(s),veh/h/ln	1757	1679	1568	1704	1845	1568	1757	1845	1380	1757	1845	1380
Q Serve(g_s), s	11.4	24.1	6.7	7.7	18.0	0.0	10.6	4.9	25.5	6.2	9.0	20.6
Cycle Q Clear(g_c), s	11.4	24.1	6.7	7.7	18.0	0.0	10.6	4.9	25.5	6.2	9.0	20.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	1911	595	348	632	538	227	474	709	141	383	573
V/C Ratio(X)	0.85	0.74	0.26	0.78	0.63	0.00	0.84	0.24	1.01	0.80	0.50	1.16
Avail Cap(c_a), veh/h	398	2411	751	498	734	624	363	474	709	257	383	573
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.7	26.6	21.2	43.5	27.3	0.0	42.2	29.2	36.9	44.8	34.7	39.3
Incr Delay (d2), s/veh	9.1	0.9	0.2	5.1	1.4	0.0	9.8	0.3	36.2	9.7	1.0	88.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	11.3	2.9	3.9	9.4	0.0	5.7	2.5	13.3	3.4	4.7	14.9
LnGrp Delay(d),s/veh	50.9	27.5	21.4	48.6	28.7	0.0	52.0	29.5	73.1	54.5	35.7	128.2
LnGrp LOS	D	C	C	D	C		D	C	F	D	D	F
Approach Vol, veh/h		1776			671			1023			965	
Approach Delay, s/veh		29.7			36.8			64.2			101.4	
Approach LOS		C			D			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	42.1	17.3	25.1	18.2	38.5	12.5	30.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	14.5	47.5	20.5	19.5	22.5	39.5	14.5	25.5
Max Q Clear Time (g_c+I1), s	9.7	26.1	12.6	22.6	13.4	20.0	8.2	27.5
Green Ext Time (p_c), s	0.4	11.6	0.3	0.0	0.4	2.4	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	54.3
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1402	0	0	767	0	122	0	295	0	0	0
Future Volume (veh/h)	0	1402	0	0	767	0	122	0	295	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1845	0	0	1845	0	1845	0	1845			
Adj Flow Rate, veh/h	0	1491	0	0	816	0	130	0	314			
Adj No. of Lanes	0	2	0	0	2	0	2	0	1			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	3	0	0	3	0	3	0	3			
Cap, veh/h	0	2126	0	0	2126	0	812	0	373			
Arrive On Green	0.00	0.61	0.00	0.00	0.61	0.00	0.24	0.00	0.24			
Sat Flow, veh/h	0	3689	0	0	3689	0	3408	0	1568			
Grp Volume(v), veh/h	0	1491	0	0	816	0	130	0	314			
Grp Sat Flow(s),veh/h/ln	0	1752	0	0	1752	0	1704	0	1568			
Q Serve(g_s), s	0.0	16.9	0.0	0.0	6.9	0.0	1.8	0.0	11.1			
Cycle Q Clear(g_c), s	0.0	16.9	0.0	0.0	6.9	0.0	1.8	0.0	11.1			
Prop In Lane	0.00		0.00	0.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2126	0	0	2126	0	812	0	373			
V/C Ratio(X)	0.00	0.70	0.00	0.00	0.38	0.00	0.16	0.00	0.84			
Avail Cap(c_a), veh/h	0	3444	0	0	2126	0	1058	0	487			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	7.8	0.0	0.0	5.8	0.0	17.5	0.0	21.1			
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.1	0.0	0.1	0.0	9.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	8.2	0.0	0.0	3.3	0.0	0.8	0.0	5.8			
LnGrp Delay(d),s/veh	0.0	8.2	0.0	0.0	6.0	0.0	17.6	0.0	31.0			
LnGrp LOS		A			A		B		C			
Approach Vol, veh/h		1491			816			444				
Approach Delay, s/veh		8.2			6.0			27.1				
Approach LOS		A			A			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		39.7				39.7		18.3
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		57.0				31.5		18.0
Max Q Clear Time (g_c+I1), s		18.9				8.9		13.1
Green Ext Time (p_c), s		16.3				6.0		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	10.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	28	32	42	25	55	48	1515	80	50	385	105
Future Volume (veh/h)	160	28	32	42	25	55	48	1515	80	50	385	105
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1900	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	170	30	0	45	27	59	51	1612	85	53	410	112
Adj No. of Lanes	1	1	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	211	221	0	73	44	96	71	1942	102	72	1566	424
Arrive On Green	0.12	0.12	0.00	0.06	0.06	0.06	0.04	0.57	0.57	0.04	0.57	0.57
Sat Flow, veh/h	1757	1845	0	1154	693	1517	1757	3388	178	1757	2729	738
Grp Volume(v), veh/h	170	30	0	70	0	61	51	830	867	53	262	260
Grp Sat Flow(s),veh/h/ln	1757	1845	0	1787	0	1577	1757	1752	1813	1757	1752	1714
Q Serve(g_s), s	8.4	1.3	0.0	3.4	0.0	3.4	2.6	34.2	34.8	2.7	6.7	6.8
Cycle Q Clear(g_c), s	8.4	1.3	0.0	3.4	0.0	3.4	2.6	34.2	34.8	2.7	6.7	6.8
Prop In Lane	1.00		0.00	0.65		0.96	1.00		0.10	1.00		0.43
Lane Grp Cap(c), veh/h	211	221	0	113	0	100	71	1005	1039	72	1006	984
V/C Ratio(X)	0.81	0.14	0.00	0.61	0.00	0.61	0.72	0.83	0.83	0.74	0.26	0.26
Avail Cap(c_a), veh/h	365	384	0	364	0	321	182	1180	1221	109	1107	1083
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	35.0	0.0	40.6	0.0	40.6	42.2	15.4	15.5	42.2	9.5	9.5
Incr Delay (d2), s/veh	7.1	0.3	0.0	5.3	0.0	6.0	12.9	4.3	4.5	13.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.7	0.0	1.8	0.0	1.6	1.5	17.6	18.4	1.6	3.2	3.2
LnGrp Delay(d),s/veh	45.2	35.3	0.0	45.9	0.0	46.6	55.1	19.7	20.0	55.6	9.6	9.7
LnGrp LOS	D	D		D		D	E	B	C	E	A	A
Approach Vol, veh/h		200			131			1748			575	
Approach Delay, s/veh		43.7			46.2			20.9			13.9	
Approach LOS		D			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.2	55.5		15.2	8.1	55.6		10.1
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.5	59.9		18.5	9.2	56.2		18.1
Max Q Clear Time (g_c+I1), s	4.7	36.8		10.4	4.6	8.8		5.4
Green Ext Time (p_c), s	0.0	14.2		0.4	0.0	3.6		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	22.3
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	19.6
Intersection LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	570	454	3	7	0
Future Vol, veh/h	2	570	454	3	7	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	2	633	504	3	8	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	22.6	15.9	9.7
HCM LOS	C	C	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%
Vol Thru, %	100%	99%	0%
Vol Right, %	0%	1%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	572	457	7
LT Vol	2	0	7
Through Vol	570	454	0
RT Vol	0	3	0
Lane Flow Rate	636	508	8
Geometry Grp	1	1	1
Degree of Util (X)	0.795	0.651	0.014
Departure Headway (Hd)	4.501	4.616	6.547
Convergence, Y/N	Yes	Yes	Yes
Cap	807	782	543
Service Time	2.525	2.641	4.627
HCM Lane V/C Ratio	0.788	0.65	0.015
HCM Control Delay	22.6	15.9	9.7
HCM Lane LOS	C	C	A
HCM 95th-tile Q	8.3	4.9	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	4	13	41	4	7	11	2619	104	13	833	3
Future Volume (veh/h)	5	4	13	41	4	7	11	2619	104	13	833	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	5	4	13	41	4	7	11	2645	105	13	841	3
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	54	21	47	119	6	10	23	2774	109	26	2897	10
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.01	0.81	0.81	0.02	0.81	0.81
Sat Flow, veh/h	246	445	998	1200	117	205	1757	3438	136	1757	3582	13
Grp Volume(v), veh/h	22	0	0	52	0	0	11	1340	1410	13	411	433
Grp Sat Flow(s),veh/h/ln	1689	0	0	1522	0	0	1757	1752	1821	1757	1752	1842
Q Serve(g_s), s	0.0	0.0	0.0	2.1	0.0	0.0	0.6	64.6	68.4	0.8	6.0	6.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0	3.4	0.0	0.0	0.6	64.6	68.4	0.8	6.0	6.0
Prop In Lane	0.23		0.59	0.79		0.13	1.00		0.07	1.00		0.01
Lane Grp Cap(c), veh/h	122	0	0	134	0	0	23	1414	1469	26	1417	1490
V/C Ratio(X)	0.18	0.00	0.00	0.39	0.00	0.00	0.48	0.95	0.96	0.49	0.29	0.29
Avail Cap(c_a), veh/h	322	0	0	316	0	0	87	1420	1475	85	1418	1491
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.4	0.0	0.0	48.3	0.0	0.0	50.5	8.2	8.5	50.4	2.5	2.5
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.8	0.0	0.0	14.5	13.4	14.9	13.4	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.5	0.0	0.0	0.4	35.4	39.0	0.5	2.9	3.0
LnGrp Delay(d),s/veh	48.1	0.0	0.0	50.1	0.0	0.0	65.0	21.5	23.5	63.7	2.6	2.6
LnGrp LOS	D			D			E	C	C	E	A	A
Approach Vol, veh/h		22			52			2761			857	
Approach Delay, s/veh		48.1			50.1			22.7			3.5	
Approach LOS		D			D			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.1	87.6		9.3	5.9	87.8		9.3
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.6	83.5		18.0	5.1	83.4		18.0
Max Q Clear Time (g_c+I1), s	2.8	70.4		3.3	2.6	8.0		5.4
Green Ext Time (p_c), s	0.0	12.8		0.0	0.0	6.5		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	18.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	2797	3	35	777	4	8	2	347	4	2	3
Future Volume (veh/h)	3	2797	3	35	777	4	8	2	347	4	2	3
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1900	1845	1900	1900	1845	1900
Adj Flow Rate, veh/h	3	2914	3	36	809	4	8	2	361	4	2	3
Adj No. of Lanes	1	2	1	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	7	2426	1085	51	2515	1125	33	5	252	90	47	47
Arrive On Green	0.00	0.69	0.69	0.03	0.72	0.72	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1757	3505	1568	1757	3505	1568	14	28	1528	278	287	283
Grp Volume(v), veh/h	3	2914	3	36	809	4	371	0	0	9	0	0
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1752	1568	1570	0	0	848	0	0
Q Serve(g_s), s	0.2	82.0	0.1	2.4	10.0	0.1	8.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	82.0	0.1	2.4	10.0	0.1	19.5	0.0	0.0	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.02		0.97	0.44		0.33
Lane Grp Cap(c), veh/h	7	2426	1085	51	2515	1125	290	0	0	183	0	0
V/C Ratio(X)	0.43	1.20	0.00	0.70	0.32	0.00	1.28	0.00	0.00	0.05	0.00	0.00
Avail Cap(c_a), veh/h	74	2426	1085	74	2515	1125	290	0	0	183	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	58.9	18.2	5.6	57.0	6.1	4.7	50.5	0.0	0.0	41.6	0.0	0.0
Incr Delay (d2), s/veh	36.9	94.8	0.0	15.8	0.1	0.0	150.4	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	71.0	0.0	1.4	4.9	0.0	21.5	0.0	0.0	0.3	0.0	0.0
LnGrp Delay(d),s/veh	95.7	113.0	5.6	72.7	6.2	4.7	201.0	0.0	0.0	41.7	0.0	0.0
LnGrp LOS	F	F	A	E	A	A	F			D		
Approach Vol, veh/h		2920			849			371			9	
Approach Delay, s/veh		112.9			9.0			201.0			41.7	
Approach LOS		F			A			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	86.5		24.0	5.0	89.5		24.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	82.0		19.5	5.0	82.0		19.5
Max Q Clear Time (g_c+I1), s	4.4	84.0		2.5	2.2	12.0		21.5
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	7.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	99.4
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1490	98	0	0	0	0	0	119	0	250	112
Future Volume (veh/h)	0	1490	98	0	0	0	0	0	119	0	250	112
Number	5	2	12				3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1845				0	1845	1845	0	1845	1845
Adj Flow Rate, veh/h	0	1656	109				0	0	0	0	278	0
Adj No. of Lanes	0	1	1				0	1	1	0	2	1
Peak Hour Factor	0.90	0.90	0.90				0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	3	3				0	3	3	0	3	3
Cap, veh/h	0	0	0				0	561	477	0	1065	477
Arrive On Green	0.00	0.00	0.00				0.00	0.00	0.00	0.00	0.30	0.00
Sat Flow, veh/h		0					0	1845	1568	0	3597	1568
Grp Volume(v), veh/h		0.0					0	0	0	0	278	0
Grp Sat Flow(s),veh/h/ln							0	1845	1568	0	1752	1568
Q Serve(g_s), s							0.0	0.0	0.0	0.0	0.4	0.0
Cycle Q Clear(g_c), s							0.0	0.0	0.0	0.0	0.4	0.0
Prop In Lane							0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h							0	561	477	0	1065	477
V/C Ratio(X)							0.00	0.00	0.00	0.00	0.26	0.00
Avail Cap(c_a), veh/h							0	5136	4366	0	9758	4366
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	0.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh							0.0	0.0	0.0	0.0	1.7	0.0
Incr Delay (d2), s/veh							0.0	0.0	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	0.0	0.0	0.0	0.2	0.0
LnGrp Delay(d),s/veh							0.0	0.0	0.0	0.0	1.8	0.0
LnGrp LOS											A	
Approach Vol, veh/h								0			278	
Approach Delay, s/veh								0.0			1.8	
Approach LOS											A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4				8
Phs Duration (G+Y+Rc), s				6.5				6.5
Change Period (Y+Rc), s				4.5				4.5
Max Green Setting (Gmax), s				18.0				18.0
Max Q Clear Time (g_c+I1), s				2.4				0.0
Green Ext Time (p_c), s				1.5				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	1.8
HCM 2010 LOS	A

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	12	65	0	17	0	4	0	0	0	0
Future Vol, veh/h	0	1	12	65	0	17	0	4	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	1	13	71	0	18	0	4	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	6.5	7.4	7.3	0
HCM LOS	A	A	A	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	79%	0%	0%
Vol Thru, %	100%	8%	0%	100%	100%
Vol Right, %	0%	92%	21%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	13	82	0	0
LT Vol	0	0	65	0	0
Through Vol	4	1	0	0	0
RT Vol	0	12	17	0	0
Lane Flow Rate	4	14	89	0	0
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.005	0.014	0.099	0	0
Departure Headway (Hd)	4.23	3.471	4.004	4.734	4.734
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	843	1032	899	0	0
Service Time	2.271	1.489	2.007	2.476	2.476
HCM Lane V/C Ratio	0.005	0.014	0.099	0	0
HCM Control Delay	7.3	6.5	7.4	7.5	7.5
HCM Lane LOS	A	A	A	N	N
HCM 95th-tile Q	0	0	0.3	0	0

Intersection	
Int Delay, s/veh	9.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	0	0	0	0	77
Future Vol, veh/h	0	0	0	0	0	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	0	0	0	86

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.93
Pot Cap-1 Maneuver	0	-	-	0	0	915
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	915
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	915
HCM Lane V/C Ratio	-	-	0.094
HCM Control Delay (s)	-	-	9.3
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	24	57	54	55	35	298	152	271	710	74
Future Volume (veh/h)	0	1	24	57	54	55	35	298	152	271	710	74
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	0	1	27	63	64	62	40	339	0	308	807	84
Adj No. of Lanes	1	1	1	1	1	2	1	2	1	1	2	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	58	61	52	184	193	328	78	750	336	399	1392	623
Arrive On Green	0.00	0.03	0.03	0.10	0.10	0.10	0.04	0.21	0.00	0.23	0.40	0.40
Sat Flow, veh/h	1757	1845	1568	1757	1845	3136	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	0	1	27	63	64	62	40	339	0	308	807	84
Grp Sat Flow(s),veh/h/ln	1757	1845	1568	1757	1845	1568	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	0.0	0.0	0.7	1.4	1.4	0.8	1.0	3.6	0.0	7.0	7.7	1.5
Cycle Q Clear(g_c), s	0.0	0.0	0.7	1.4	1.4	0.8	1.0	3.6	0.0	7.0	7.7	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	58	61	52	184	193	328	78	750	336	399	1392	623
V/C Ratio(X)	0.00	0.02	0.52	0.34	0.33	0.19	0.51	0.45	0.00	0.77	0.58	0.13
Avail Cap(c_a), veh/h	760	798	679	801	841	1431	349	2009	899	1623	4550	2036
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	20.0	20.3	17.8	17.8	17.5	20.0	14.6	0.0	15.5	10.1	8.2
Incr Delay (d2), s/veh	0.0	0.1	7.9	1.1	1.0	0.3	5.2	0.4	0.0	3.2	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	0.7	0.7	0.3	0.6	1.8	0.0	3.7	3.8	0.6
LnGrp Delay(d),s/veh	0.0	20.1	28.2	18.9	18.8	17.8	25.2	15.0	0.0	18.7	10.5	8.3
LnGrp LOS		C	C	B	B	B	C	B		B	B	A
Approach Vol, veh/h		28			189			379			1199	
Approach Delay, s/veh		27.9			18.5			16.1			12.4	
Approach LOS		C			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.2	13.7		5.9	6.4	21.5		9.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	39.5	24.5		18.5	8.5	55.5		19.5
Max Q Clear Time (g_c+I1), s	9.0	5.6		2.7	3.0	9.7		3.4
Green Ext Time (p_c), s	0.9	2.1		0.0	0.0	7.3		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	14.1
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	271	0	0	398	0
Future Volume (veh/h)	20	271	0	0	398	0
Number	7	4			1	16
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845			1845	0
Adj Flow Rate, veh/h	25	343			504	0
Adj No. of Lanes	1	1			2	0
Peak Hour Factor	0.79	0.79			0.79	0.79
Percent Heavy Veh, %	3	3			3	0
Cap, veh/h	684	718			0	0
Arrive On Green	0.39	0.39			0.00	0.00
Sat Flow, veh/h	1757	1845			0	
Grp Volume(v), veh/h	25	343			0.0	
Grp Sat Flow(s),veh/h/ln	1757	1845				
Q Serve(g_s), s	0.1	1.0				
Cycle Q Clear(g_c), s	0.1	1.0				
Prop In Lane	1.00					
Lane Grp Cap(c), veh/h	684	718				
V/C Ratio(X)	0.04	0.48				
Avail Cap(c_a), veh/h	14668	15402				
HCM Platoon Ratio	1.00	1.00				
Upstream Filter(I)	1.00	1.00				
Uniform Delay (d), s/veh	1.4	1.7				
Incr Delay (d2), s/veh	0.0	0.5				
Initial Q Delay(d3),s/veh	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.0	0.6				
LnGrp Delay(d),s/veh	1.4	2.2				
LnGrp LOS	A	A				
Approach Vol, veh/h		368				
Approach Delay, s/veh		2.1				
Approach LOS		A				

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4				
Phs Duration (G+Y+Rc), s				7.4				
Change Period (Y+Rc), s				4.5				
Max Green Setting (Gmax), s				61.5				
Max Q Clear Time (g_c+I1), s				3.0				
Green Ext Time (p_c), s				2.4				

Intersection Summary	
HCM 2010 Ctrl Delay	2.1
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	115	5	170	59	244	0	0	1039	380
Future Volume (veh/h)	0	0	0	115	5	170	59	244	0	0	1039	380
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1845	1900	1845	1845	0	0	1845	1845
Adj Flow Rate, veh/h				125	5	185	64	265	0	0	1129	413
Adj No. of Lanes				0	2	0	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	3	0	3	3	0	0	3	3
Cap, veh/h				297	12	275	100	2308	0	0	1912	813
Arrive On Green				0.18	0.18	0.18	0.06	0.66	0.00	0.00	0.52	0.52
Sat Flow, veh/h				1692	68	1568	1757	3597	0	0	3689	1568
Grp Volume(v), veh/h				130	0	185	64	265	0	0	1129	413
Grp Sat Flow(s),veh/h/ln				1760	0	1568	1757	1752	0	0	1845	1568
Q Serve(g_s), s				3.6	0.0	6.0	1.9	1.5	0.0	0.0	11.5	9.3
Cycle Q Clear(g_c), s				3.6	0.0	6.0	1.9	1.5	0.0	0.0	11.5	9.3
Prop In Lane				0.96		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				309	0	275	100	2308	0	0	1912	813
V/C Ratio(X)				0.42	0.00	0.67	0.64	0.11	0.00	0.00	0.59	0.51
Avail Cap(c_a), veh/h				730	0	651	437	5721	0	0	4797	2039
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				19.9	0.0	20.9	25.0	3.4	0.0	0.0	9.1	8.5
Incr Delay (d2), s/veh				0.9	0.0	2.8	6.6	0.0	0.0	0.0	0.3	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.8	0.0	2.8	1.1	0.7	0.0	0.0	5.9	4.1
LnGrp Delay(d),s/veh				20.8	0.0	23.7	31.6	3.4	0.0	0.0	9.4	9.0
LnGrp LOS				C		C	C	A			A	A
Approach Vol, veh/h					315			329			1542	
Approach Delay, s/veh					22.5			8.9			9.3	
Approach LOS					C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		40.2			7.6	32.6		14.0
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		88.5			13.5	70.5		22.5
Max Q Clear Time (g_c+I1), s		3.5			3.9	13.5		8.0
Green Ext Time (p_c), s		1.9			0.1	14.6		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	11.1
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	109	85	0	0	0	0	156	224	721	430	0
Future Volume (veh/h)	135	109	85	0	0	0	0	156	224	721	430	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845				0	1845	1845	1845	1845	0
Adj Flow Rate, veh/h	134	140	93				0	171	246	792	473	0
Adj No. of Lanes	1	1	1				0	1	2	1	2	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	220	231	197				0	270	458	878	2531	0
Arrive On Green	0.13	0.13	0.13				0.00	0.15	0.15	0.50	0.72	0.00
Sat Flow, veh/h	1757	1845	1568				0	1845	3136	1757	3597	0
Grp Volume(v), veh/h	134	140	93				0	171	246	792	473	0
Grp Sat Flow(s),veh/h/ln	1757	1845	1568				0	1845	1568	1757	1752	0
Q Serve(g_s), s	4.3	4.2	3.3				0.0	5.1	4.3	24.2	2.6	0.0
Cycle Q Clear(g_c), s	4.3	4.2	3.3				0.0	5.1	4.3	24.2	2.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	220	231	197				0	270	458	878	2531	0
V/C Ratio(X)	0.61	0.61	0.47				0.00	0.63	0.54	0.90	0.19	0.00
Avail Cap(c_a), veh/h	536	563	479				0	563	957	2101	5528	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.4	24.4	24.0				0.0	23.7	23.3	13.4	2.6	0.0
Incr Delay (d2), s/veh	2.7	2.5	1.8				0.0	2.5	1.0	3.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	2.3	1.5				0.0	2.8	1.9	12.6	1.2	0.0
LnGrp Delay(d),s/veh	27.1	26.9	25.7				0.0	26.2	24.3	17.2	2.7	0.0
LnGrp LOS	C	C	C					C	C	B	A	
Approach Vol, veh/h		367						417			1265	
Approach Delay, s/veh		26.7						25.1			11.8	
Approach LOS		C						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	34.0	13.1		11.9		47.1		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	70.5	18.0		18.0		93.0		
Max Q Clear Time (g_c+I1), s	26.2	7.1		6.3		4.6		
Green Ext Time (p_c), s	3.2	1.5		1.2		3.6		

Intersection Summary	
HCM 2010 Ctrl Delay	17.2
HCM 2010 LOS	B

Notes

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	247	0	0	910	102	105
Future Volume (veh/h)	247	0	0	910	102	105
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	0	0	1845	1845	1845
Adj Flow Rate, veh/h	278	0	0	1022	115	118
Adj No. of Lanes	2	0	0	3	1	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	0	0	3	3	3
Cap, veh/h	1866	0	0	2681	261	233
Arrive On Green	0.53	0.00	0.00	0.53	0.15	0.15
Sat Flow, veh/h	3689	0	0	5368	1757	1568
Grp Volume(v), veh/h	278	0	0	1022	115	118
Grp Sat Flow(s),veh/h/ln	1752	0	0	1679	1757	1568
Q Serve(g_s), s	1.1	0.0	0.0	3.4	1.7	2.0
Cycle Q Clear(g_c), s	1.1	0.0	0.0	3.4	1.7	2.0
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	1866	0	0	2681	261	233
V/C Ratio(X)	0.15	0.00	0.00	0.38	0.44	0.51
Avail Cap(c_a), veh/h	9005	0	0	12939	2397	2139
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.4	0.0	0.0	3.9	10.9	11.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	1.2	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.5	0.9	0.9
LnGrp Delay(d),s/veh	3.4	0.0	0.0	4.0	12.1	12.8
LnGrp LOS	A			A	B	B
Approach Vol, veh/h	278			1022	233	
Approach Delay, s/veh	3.4			4.0	12.4	
Approach LOS	A			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		19.5				19.5		8.7
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		72.5				72.5		38.5
Max Q Clear Time (g_c+I1), s		3.1				5.4		4.0
Green Ext Time (p_c), s		2.0				9.7		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	5.1
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	171	387	24	248	0	68	0	5	85	179	21
Future Volume (veh/h)	0	171	387	24	248	0	68	0	5	85	179	21
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1900	1845	1845	0	1845	0	1845	1845	1845	1900
Adj Flow Rate, veh/h	0	194	440	27	282	0	77	0	6	97	203	24
Adj No. of Lanes	0	2	0	1	2	0	1	0	1	1	2	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	3	3	3	3	0	3	0	3	3	3	3
Cap, veh/h	0	730	653	58	2044	0	0	0	0	264	487	57
Arrive On Green	0.00	0.42	0.42	0.03	0.58	0.00	0.00	0.00	0.00	0.15	0.15	0.15
Sat Flow, veh/h	0	1845	1568	1757	3597	0		0		1757	3244	379
Grp Volume(v), veh/h	0	194	440	27	282	0		0.0		97	114	113
Grp Sat Flow(s),veh/h/ln	0	1752	1568	1757	1752	0				1757	1845	1778
Q Serve(g_s), s	0.0	2.4	7.7	0.5	1.2	0.0				1.7	1.9	1.9
Cycle Q Clear(g_c), s	0.0	2.4	7.7	0.5	1.2	0.0				1.7	1.9	1.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.21
Lane Grp Cap(c), veh/h	0	730	653	58	2044	0				264	277	267
V/C Ratio(X)	0.00	0.27	0.67	0.46	0.14	0.00				0.37	0.41	0.42
Avail Cap(c_a), veh/h	0	1637	1464	391	4520	0				1068	1121	1080
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	6.5	8.0	16.0	3.2	0.0				12.9	13.0	13.0
Incr Delay (d2), s/veh	0.0	0.2	1.2	5.6	0.0	0.0				0.9	1.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	3.4	0.3	0.6	0.0				0.9	1.0	1.0
LnGrp Delay(d),s/veh	0.0	6.6	9.2	21.7	3.2	0.0				13.8	14.0	14.1
LnGrp LOS		A	A	C	A					B	B	B
Approach Vol, veh/h		634			309						324	
Approach Delay, s/veh		8.4			4.8						13.9	
Approach LOS		A			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	5.6	18.6		9.6		24.2		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	7.5	31.5		20.5		43.5		
Max Q Clear Time (g_c+I1), s	2.5	9.7		3.9		3.2		
Green Ext Time (p_c), s	0.0	4.4		1.4		2.0		

Intersection Summary	
HCM 2010 Ctrl Delay	9.0
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑			↑↑↑
Traffic Vol, veh/h	0	438	176	0	0	676
Future Vol, veh/h	0	438	176	0	0	676
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	492	198	0	0	760

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	99	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	-	-
Pot Cap-1 Maneuver	0	934	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	934	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	934	-
HCM Lane V/C Ratio	-	0.527	-
HCM Control Delay (s)	-	13.1	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	3.2	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	179	148	79	360	79	115	363	126	132	447	209
Future Volume (veh/h)	38	179	148	79	360	79	115	363	126	132	447	209
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1900	1845	1845	1900	1845	1900
Adj Flow Rate, veh/h	43	201	166	89	404	89	129	408	142	148	502	235
Adj No. of Lanes	1	2	1	1	2	0	0	2	1	0	2	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	67	566	253	115	540	118	174	586	335	188	658	328
Arrive On Green	0.04	0.16	0.16	0.07	0.19	0.19	0.21	0.21	0.21	0.34	0.34	0.34
Sat Flow, veh/h	1757	3505	1568	1757	2862	625	816	2741	1568	559	1957	974
Grp Volume(v), veh/h	43	201	166	89	246	247	285	252	142	481	0	404
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1752	1734	1804	1752	1568	1817	0	1673
Q Serve(g_s), s	1.9	4.1	8.0	4.0	10.7	10.9	11.9	10.7	6.3	19.3	0.0	17.0
Cycle Q Clear(g_c), s	1.9	4.1	8.0	4.0	10.7	10.9	11.9	10.7	6.3	19.3	0.0	17.0
Prop In Lane	1.00		1.00	1.00		0.36	0.45		1.00	0.31		0.58
Lane Grp Cap(c), veh/h	67	566	253	115	331	327	386	375	335	611	0	563
V/C Ratio(X)	0.64	0.36	0.66	0.77	0.74	0.76	0.74	0.67	0.42	0.79	0.00	0.72
Avail Cap(c_a), veh/h	159	837	375	281	540	535	652	633	567	913	0	841
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.3	30.1	31.8	37.2	30.9	31.0	29.7	29.2	27.4	24.2	0.0	23.4
Incr Delay (d2), s/veh	9.6	0.4	2.9	10.5	3.3	3.6	2.8	2.1	0.8	2.7	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.0	3.7	2.3	5.5	5.5	6.2	5.4	2.8	10.1	0.0	8.1
LnGrp Delay(d),s/veh	47.9	30.5	34.6	47.6	34.3	34.6	32.5	31.2	28.3	26.9	0.0	25.2
LnGrp LOS	D	C	C	D	C	C	C	C	C	C		C
Approach Vol, veh/h		410			582			679			885	
Approach Delay, s/veh		34.0			36.4			31.1			26.1	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		21.8	9.8	17.5		31.7	7.6	19.7
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		29.2	12.9	19.3		40.6	7.3	24.9
Max Q Clear Time (g_c+I1), s		13.9	6.0	10.0		21.3	3.9	12.9
Green Ext Time (p_c), s		3.3	0.1	1.2		5.8	0.0	2.4

Intersection Summary	
HCM 2010 Ctrl Delay	31.1
HCM 2010 LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	341	193	567	103	0	999
Future Volume (veh/h)	341	193	567	103	0	999
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1900	0	1845
Adj Flow Rate, veh/h	374	187	597	0	0	1052
Adj No. of Lanes	2	1	3	0	0	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	0	3
Cap, veh/h	799	357	2511	0	0	2511
Arrive On Green	0.23	0.23	0.50	0.00	0.00	0.50
Sat Flow, veh/h	3514	1568	5368	0	0	5368
Grp Volume(v), veh/h	374	187	597	0	0	1052
Grp Sat Flow(s),veh/h/ln	1757	1568	1679	0	0	1679
Q Serve(g_s), s	3.0	3.4	2.2	0.0	0.0	4.3
Cycle Q Clear(g_c), s	3.0	3.4	2.2	0.0	0.0	4.3
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	799	357	2511	0	0	2511
V/C Ratio(X)	0.47	0.52	0.24	0.00	0.00	0.42
Avail Cap(c_a), veh/h	4653	2076	10348	0	0	10348
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	11.0	11.1	4.7	0.0	0.0	5.2
Incr Delay (d2), s/veh	0.4	1.2	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.6	1.0	0.0	0.0	2.0
LnGrp Delay(d),s/veh	11.4	12.3	4.7	0.0	0.0	5.3
LnGrp LOS	B	B	A			A
Approach Vol, veh/h	561		597			1052
Approach Delay, s/veh	11.7		4.7			5.3
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		20.9				20.9		12.0
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		67.5				67.5		43.5
Max Q Clear Time (g_c+I1), s		4.2				6.3		5.4
Green Ext Time (p_c), s		4.8				10.0		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	6.8
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	0	481	0	0	0	0	423	641	0	662	453
Future Volume (veh/h)	236	0	481	0	0	0	0	423	641	0	662	453
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1845				0	1845	1900	0	1845	1845
Adj Flow Rate, veh/h	265	206	402				0	475	0	0	744	0
Adj No. of Lanes	0	1	1				0	3	0	0	2	1
Peak Hour Factor	0.89	0.89	0.89				0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3				0	3	3	0	3	3
Cap, veh/h	401	312	623				0	1889	0	0	1315	588
Arrive On Green	0.40	0.40	0.40				0.00	0.38	0.00	0.00	0.38	0.00
Sat Flow, veh/h	1009	785	1568				0	5368	0	0	3597	1568
Grp Volume(v), veh/h	471	0	402				0	475	0	0	744	0
Grp Sat Flow(s),veh/h/ln	1794	0	1568				0	1679	0	0	1752	1568
Q Serve(g_s), s	8.5	0.0	8.2				0.0	2.6	0.0	0.0	6.7	0.0
Cycle Q Clear(g_c), s	8.5	0.0	8.2				0.0	2.6	0.0	0.0	6.7	0.0
Prop In Lane	0.56		1.00				0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	713	0	623				0	1889	0	0	1315	588
V/C Ratio(X)	0.66	0.00	0.65				0.00	0.25	0.00	0.00	0.57	0.00
Avail Cap(c_a), veh/h	2700	0	2359				0	6558	0	0	4564	2042
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	9.7	0.0	9.7				0.0	8.5	0.0	0.0	9.8	0.0
Incr Delay (d2), s/veh	1.1	0.0	1.1				0.0	0.1	0.0	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	3.7				0.0	1.2	0.0	0.0	3.3	0.0
LnGrp Delay(d),s/veh	10.8	0.0	10.8				0.0	8.6	0.0	0.0	10.2	0.0
LnGrp LOS	B		B					A			B	
Approach Vol, veh/h		873						475			744	
Approach Delay, s/veh		10.8						8.6			10.2	
Approach LOS		B						A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		19.3		20.2		19.3		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		51.5		59.5		51.5		
Max Q Clear Time (g_c+I1), s		4.6		10.5		8.7		
Green Ext Time (p_c), s		3.7		5.2		6.2		

Intersection Summary	
HCM 2010 Ctrl Delay	10.1
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	396	89	228	528	170	57	352	314	118	545	110
Future Volume (veh/h)	131	396	89	228	528	170	57	352	314	118	545	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	138	417	94	240	556	179	60	371	331	124	574	116
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	177	622	139	292	741	238	84	493	435	160	938	189
Arrive On Green	0.10	0.22	0.22	0.17	0.28	0.28	0.05	0.28	0.28	0.09	0.32	0.32
Sat Flow, veh/h	1757	2848	637	1757	2611	838	1757	1765	1557	1757	2908	586
Grp Volume(v), veh/h	138	255	256	240	373	362	60	368	334	124	345	345
Grp Sat Flow(s),veh/h/ln	1757	1752	1732	1757	1752	1697	1757	1752	1570	1757	1752	1741
Q Serve(g_s), s	5.6	9.8	9.9	9.7	14.2	14.3	2.5	14.1	14.3	5.1	12.2	12.3
Cycle Q Clear(g_c), s	5.6	9.8	9.9	9.7	14.2	14.3	2.5	14.1	14.3	5.1	12.2	12.3
Prop In Lane	1.00		0.37	1.00		0.49	1.00		0.99	1.00		0.34
Lane Grp Cap(c), veh/h	177	383	378	292	497	482	84	490	439	160	565	561
V/C Ratio(X)	0.78	0.67	0.68	0.82	0.75	0.75	0.71	0.75	0.76	0.78	0.61	0.61
Avail Cap(c_a), veh/h	430	611	604	648	828	802	237	782	701	395	940	934
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	26.3	26.3	29.6	23.9	24.0	34.5	24.1	24.2	32.7	21.0	21.0
Incr Delay (d2), s/veh	7.3	2.0	2.1	5.8	2.3	2.4	10.5	2.4	2.7	7.8	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	5.0	5.0	5.1	7.1	7.0	1.4	7.1	6.5	2.8	6.0	6.0
LnGrp Delay(d),s/veh	39.5	28.3	28.4	35.4	26.2	26.4	44.9	26.5	27.0	40.5	22.1	22.1
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		649			975			762			814	
Approach Delay, s/veh		30.7			28.5			28.2			24.9	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	25.0	16.7	20.5	8.0	28.2	11.9	25.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	16.5	32.8	27.1	25.6	9.9	39.4	18.0	34.7
Max Q Clear Time (g_c+I1), s	7.1	16.3	11.7	11.9	4.5	14.3	7.6	16.3
Green Ext Time (p_c), s	0.2	4.2	0.6	2.6	0.0	4.6	0.2	4.6

Intersection Summary	
HCM 2010 Ctrl Delay	28.0
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	358	70	44	164	43	43
Future Vol, veh/h	358	70	44	164	43	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	450
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	369	72	45	169	44	44

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	441	0	664	405
Stage 1	-	-	-	-	405	-
Stage 2	-	-	-	-	259	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1114	-	424	644
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	782	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1114	-	407	644
Mov Cap-2 Maneuver	-	-	-	-	407	-
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	751	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	12.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	407	644	-	-	1114	-
HCM Lane V/C Ratio	0.109	0.069	-	-	0.041	-
HCM Control Delay (s)	14.9	11	-	-	8.4	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	979	27	0	8	22	1	5	11	235	50	85
Future Volume (veh/h)	196	979	27	0	8	22	1	5	11	235	50	85
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1900	1845	1900
Adj Flow Rate, veh/h	202	1009	28	0	8	23	1	5	11	242	52	88
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	240	1096	30	2	181	520	419	150	330	327	57	96
Arrive On Green	0.14	0.61	0.61	0.00	0.43	0.43	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1757	1786	50	1757	421	1210	1232	514	1131	909	195	330
Grp Volume(v), veh/h	202	0	1037	0	0	31	1	0	16	382	0	0
Grp Sat Flow(s),veh/h/ln	1757	0	1836	1757	0	1631	1232	0	1645	1435	0	0
Q Serve(g_s), s	10.7	0.0	47.8	0.0	0.0	1.1	0.0	0.0	0.7	23.9	0.0	0.0
Cycle Q Clear(g_c), s	10.7	0.0	47.8	0.0	0.0	1.1	0.1	0.0	0.7	24.6	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.74	1.00		0.69	0.63		0.23
Lane Grp Cap(c), veh/h	240	0	1126	2	0	701	419	0	480	481	0	0
V/C Ratio(X)	0.84	0.00	0.92	0.00	0.00	0.04	0.00	0.00	0.03	0.79	0.00	0.00
Avail Cap(c_a), veh/h	445	0	1324	92	0	849	484	0	567	558	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	40.1	0.0	16.3	0.0	0.0	15.8	23.9	0.0	24.1	32.9	0.0	0.0
Incr Delay (d2), s/veh	7.7	0.0	9.6	0.0	0.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	0.0	26.9	0.0	0.0	0.5	0.0	0.0	0.3	10.6	0.0	0.0
LnGrp Delay(d),s/veh	47.8	0.0	26.0	0.0	0.0	15.8	23.9	0.0	24.1	39.7	0.0	0.0
LnGrp LOS	D		C			B	C		C	D		
Approach Vol, veh/h		1239			31			17			382	
Approach Delay, s/veh		29.5			15.8			24.1			39.7	
Approach LOS		C			B			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		32.3	0.0	62.9		32.3	17.5	45.4
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		32.8	5.0	68.7		32.8	24.1	49.6
Max Q Clear Time (g_c+I1), s		2.7	0.0	49.8		26.6	12.7	3.1
Green Ext Time (p_c), s		0.0	0.0	8.7		1.2	0.4	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	31.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	677	335	11	569	91	171	265	25	223	627	153
Future Volume (veh/h)	24	677	335	11	569	91	171	265	25	223	627	153
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	30	846	419	14	711	114	214	331	31	279	784	191
Adj No. of Lanes	1	2	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	183	1237	553	146	1068	171	255	999	93	324	972	237
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.15	0.31	0.31	0.18	0.35	0.35
Sat Flow, veh/h	655	3505	1568	432	3027	485	1757	3242	302	1757	2796	681
Grp Volume(v), veh/h	30	846	419	14	411	414	214	178	184	279	491	484
Grp Sat Flow(s),veh/h/ln	655	1752	1568	432	1752	1759	1757	1752	1791	1757	1752	1724
Q Serve(g_s), s	3.6	18.0	20.7	2.5	17.4	17.4	10.4	6.8	6.9	13.5	22.3	22.3
Cycle Q Clear(g_c), s	21.0	18.0	20.7	20.5	17.4	17.4	10.4	6.8	6.9	13.5	22.3	22.3
Prop In Lane	1.00		1.00	1.00		0.28	1.00		0.17	1.00		0.39
Lane Grp Cap(c), veh/h	183	1237	553	146	618	621	255	540	552	324	609	599
V/C Ratio(X)	0.16	0.68	0.76	0.10	0.67	0.67	0.84	0.33	0.33	0.86	0.81	0.81
Avail Cap(c_a), veh/h	270	1702	761	203	851	854	452	675	690	608	831	818
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	24.2	25.0	32.9	24.0	24.0	36.4	23.3	23.3	34.6	25.9	25.9
Incr Delay (d2), s/veh	0.4	0.7	2.9	0.3	1.2	1.2	7.2	0.4	0.4	6.7	4.2	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	8.8	9.4	0.3	8.6	8.6	5.6	3.4	3.5	7.1	11.5	11.3
LnGrp Delay(d),s/veh	33.2	24.8	27.9	33.2	25.2	25.2	43.6	23.7	23.7	41.2	30.1	30.2
LnGrp LOS	C	C	C	C	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1295			839			576			1254	
Approach Delay, s/veh		26.0			25.3			31.1			32.6	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		35.4	17.2	34.9		35.4	20.7	31.5
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		42.5	22.5	41.5		42.5	30.3	33.7
Max Q Clear Time (g_c+I1), s		23.0	12.4	24.3		22.5	15.5	8.9
Green Ext Time (p_c), s		7.9	0.4	6.2		5.5	0.7	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	28.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	825	107	161	479	38	26	23	102	75	67	4
Future Volume (veh/h)	7	825	107	161	479	38	26	23	102	75	67	4
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1900	1845	1845	1900	1845	1845
Adj Flow Rate, veh/h	7	868	113	169	504	40	27	24	107	79	71	4
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	16	1132	147	211	1561	124	68	40	550	68	41	550
Arrive On Green	0.01	0.36	0.36	0.12	0.47	0.47	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1757	3119	406	1757	3291	260	0	115	1568	0	116	1568
Grp Volume(v), veh/h	7	488	493	169	268	276	51	0	107	150	0	4
Grp Sat Flow(s),veh/h/ln	1757	1752	1773	1757	1752	1799	115	0	1568	117	0	1568
Q Serve(g_s), s	0.3	20.0	20.0	7.6	7.7	7.8	0.0	0.0	3.9	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.3	20.0	20.0	7.6	7.7	7.8	28.5	0.0	3.9	28.5	0.0	0.1
Prop In Lane	1.00		0.23	1.00		0.14	0.53		1.00	0.53		1.00
Lane Grp Cap(c), veh/h	16	636	644	211	831	853	108	0	550	108	0	550
V/C Ratio(X)	0.44	0.77	0.77	0.80	0.32	0.32	0.47	0.00	0.19	1.38	0.00	0.01
Avail Cap(c_a), veh/h	119	1132	1145	551	1563	1604	108	0	550	108	0	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.1	22.8	22.8	34.8	13.3	13.3	22.0	0.0	18.4	30.3	0.0	17.2
Incr Delay (d2), s/veh	18.3	2.0	1.9	6.8	0.2	0.2	3.2	0.0	0.2	219.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	10.0	10.1	4.1	3.8	3.9	0.9	0.0	1.7	9.0	0.0	0.1
LnGrp Delay(d),s/veh	58.4	24.8	24.8	41.6	13.5	13.5	25.2	0.0	18.6	249.5	0.0	17.2
LnGrp LOS	E	C	C	D	B	B	C		B	F		B
Approach Vol, veh/h		988			713			158			154	
Approach Delay, s/veh		25.0			20.2			20.7			243.5	
Approach LOS		C			C			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		33.0	14.3	34.0		33.0	5.2	43.1
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		28.5	25.5	52.5		28.5	5.5	72.5
Max Q Clear Time (g_c+I1), s		30.5	9.6	22.0		30.5	2.3	9.8
Green Ext Time (p_c), s		0.0	0.4	7.6		0.0	0.0	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	39.7
HCM 2010 LOS	D

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1030	307	0	665	365
Future Volume (veh/h)	0	1030	307	0	665	365
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1845	0	1845	1845
Adj Flow Rate, veh/h	0	1108	330	0	715	392
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	1700	1700	0	1174	540
Arrive On Green	0.00	0.48	0.48	0.00	0.34	0.34
Sat Flow, veh/h	0	3689	3689	0	3408	1568
Grp Volume(v), veh/h	0	1108	330	0	715	392
Grp Sat Flow(s),veh/h/ln	0	1752	1752	0	1704	1568
Q Serve(g_s), s	0.0	12.6	2.8	0.0	9.2	11.5
Cycle Q Clear(g_c), s	0.0	12.6	2.8	0.0	9.2	11.5
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	1700	1700	0	1174	540
V/C Ratio(X)	0.00	0.65	0.19	0.00	0.61	0.73
Avail Cap(c_a), veh/h	0	4355	4355	0	2942	1353
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.2	7.7	0.0	14.3	15.1
Incr Delay (d2), s/veh	0.0	0.4	0.1	0.0	0.5	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.1	1.3	0.0	4.4	5.2
LnGrp Delay(d),s/veh	0.0	10.7	7.8	0.0	14.9	17.0
LnGrp LOS		B	A		B	B
Approach Vol, veh/h		1108	330		1107	
Approach Delay, s/veh		10.7	7.8		15.6	
Approach LOS		B	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		30.1		22.7		30.1		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		65.5		45.5		65.5		
Max Q Clear Time (g_c+I1), s		14.6		13.5		4.8		
Green Ext Time (p_c), s		11.0		4.6		2.4		

Intersection Summary	
HCM 2010 Ctrl Delay	12.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	266	62	95	240	54	160	257	124	81	520	13
Future Volume (veh/h)	57	266	62	95	240	54	160	257	124	81	520	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1845	1900	1845	1900
Adj Flow Rate, veh/h	64	299	70	107	270	61	180	289	139	91	584	15
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	0	2	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	289	484	113	261	488	110	370	388	330	123	832	22
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.21	0.21	0.21	0.27	0.27	0.27
Sat Flow, veh/h	1035	1446	339	999	1457	329	1757	1845	1568	460	3109	83
Grp Volume(v), veh/h	64	0	369	107	0	331	180	289	139	361	0	329
Grp Sat Flow(s),veh/h/ln	1035	0	1785	999	0	1787	1757	1845	1568	1822	0	1830
Q Serve(g_s), s	3.9	0.0	12.5	7.3	0.0	10.9	6.5	10.6	5.5	13.0	0.0	11.6
Cycle Q Clear(g_c), s	14.8	0.0	12.5	19.8	0.0	10.9	6.5	10.6	5.5	13.0	0.0	11.6
Prop In Lane	1.00		0.19	1.00		0.18	1.00		1.00	0.25		0.05
Lane Grp Cap(c), veh/h	289	0	597	261	0	598	370	388	330	488	0	490
V/C Ratio(X)	0.22	0.00	0.62	0.41	0.00	0.55	0.49	0.74	0.42	0.74	0.00	0.67
Avail Cap(c_a), veh/h	509	0	976	473	0	977	766	805	684	895	0	899
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.7	0.0	20.2	28.4	0.0	19.6	25.1	26.7	24.7	24.1	0.0	23.6
Incr Delay (d2), s/veh	0.4	0.0	1.0	1.0	0.0	0.8	1.0	2.8	0.9	2.2	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	6.3	2.1	0.0	5.5	3.3	5.7	2.5	6.8	0.0	6.1
LnGrp Delay(d),s/veh	26.0	0.0	21.2	29.5	0.0	20.4	26.1	29.5	25.5	26.4	0.0	25.2
LnGrp LOS	C		C	C		C	C	C	C	C		C
Approach Vol, veh/h		433			438			608			690	
Approach Delay, s/veh		21.9			22.6			27.6			25.8	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		19.7		28.7		23.8		28.7
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		31.5		39.5		35.5		39.5
Max Q Clear Time (g_c+I1), s		12.6		16.8		15.0		21.8
Green Ext Time (p_c), s		2.6		2.6		4.3		2.4

Intersection Summary	
HCM 2010 Ctrl Delay	24.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	117	0	84	1	427	72	170	1682	0
Future Volume (veh/h)	0	0	0	117	0	84	1	427	72	170	1682	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1845	1845	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	0	0	0	118	0	85	1	431	73	172	1699	0
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	0	219	0	271	0	186	3	1673	282	219	2386	0
Arrive On Green	0.00	0.00	0.00	0.12	0.00	0.12	0.00	0.56	0.56	0.12	0.68	0.00
Sat Flow, veh/h	0	1845	0	1392	0	1568	1757	3003	505	1757	3597	0
Grp Volume(v), veh/h	0	0	0	118	0	85	1	250	254	172	1699	0
Grp Sat Flow(s),veh/h/ln	0	1845	0	1392	0	1568	1757	1752	1755	1757	1752	0
Q Serve(g_s), s	0.0	0.0	0.0	5.5	0.0	3.4	0.0	5.0	5.1	6.4	20.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	5.5	0.0	3.4	0.0	5.0	5.1	6.4	20.3	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.29	1.00		0.00
Lane Grp Cap(c), veh/h	0	219	0	271	0	186	3	977	978	219	2386	0
V/C Ratio(X)	0.00	0.00	0.00	0.43	0.00	0.46	0.39	0.26	0.26	0.78	0.71	0.00
Avail Cap(c_a), veh/h	0	558	0	527	0	474	143	1642	1645	583	4164	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	28.8	0.0	27.8	33.8	7.7	7.8	28.8	6.7	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.1	0.0	1.7	74.2	0.1	0.1	6.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.2	0.0	1.6	0.1	2.4	2.4	3.5	9.8	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	29.9	0.0	29.6	108.0	7.9	7.9	34.8	7.1	0.0
LnGrp LOS				C		C	F	A	A	C	A	
Approach Vol, veh/h		0			203			505			1871	
Approach Delay, s/veh		0.0			29.7			8.1			9.6	
Approach LOS					C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.0	42.3		12.5	4.6	50.6		12.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	22.5	63.5		20.5	5.5	80.5		20.5
Max Q Clear Time (g_c+I1), s	9.4	7.1		0.0	2.0	22.3		7.5
Green Ext Time (p_c), s	0.4	3.5		0.0	0.0	23.8		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	10.9
HCM 2010 LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	191	98	419	112	319	1635
Future Volume (veh/h)	191	98	419	112	319	1635
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1900	1845	1845
Adj Flow Rate, veh/h	203	104	446	119	339	1739
Adj No. of Lanes	2	1	2	0	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	378	174	1178	312	410	2588
Arrive On Green	0.11	0.11	0.43	0.43	0.23	0.74
Sat Flow, veh/h	3408	1568	2835	726	1757	3597
Grp Volume(v), veh/h	203	104	284	281	339	1739
Grp Sat Flow(s),veh/h/ln	1704	1568	1752	1717	1757	1752
Q Serve(g_s), s	3.4	3.8	6.6	6.7	10.9	15.4
Cycle Q Clear(g_c), s	3.4	3.8	6.6	6.7	10.9	15.4
Prop In Lane	1.00	1.00		0.42	1.00	
Lane Grp Cap(c), veh/h	378	174	753	737	410	2588
V/C Ratio(X)	0.54	0.60	0.38	0.38	0.83	0.67
Avail Cap(c_a), veh/h	1170	538	1247	1221	1279	5310
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	25.3	11.6	11.6	21.7	4.1
Incr Delay (d2), s/veh	1.2	3.3	0.3	0.3	4.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.8	3.2	3.2	5.8	7.4
LnGrp Delay(d),s/veh	26.3	28.6	11.9	11.9	26.0	4.4
LnGrp LOS	C	C	B	B	C	A
Approach Vol, veh/h	307		565			2078
Approach Delay, s/veh	27.1		11.9			7.9
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	18.5	30.2				48.6		11.1
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	43.5	42.5				90.5		20.5
Max Q Clear Time (g_c+I1), s	12.9	8.7				17.4		5.8
Green Ext Time (p_c), s	1.1	3.9				26.7		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	10.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	0	39	0	4	1	324	26	12	794	0
Future Volume (veh/h)	1	0	0	39	0	4	1	324	26	12	794	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	1	0	0	40	0	4	1	334	27	12	819	0
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	319	97	0	323	0	82	6	1523	122	28	1675	0
Arrive On Green	0.05	0.00	0.00	0.05	0.00	0.05	0.00	0.46	0.46	0.02	0.48	0.00
Sat Flow, veh/h	1393	1845	0	1392	0	1568	1757	3286	264	1757	3597	0
Grp Volume(v), veh/h	1	0	0	40	0	4	1	177	184	12	819	0
Grp Sat Flow(s),veh/h/ln	1393	1845	0	1392	0	1568	1757	1752	1798	1757	1752	0
Q Serve(g_s), s	0.0	0.0	0.0	0.8	0.0	0.1	0.0	1.7	1.8	0.2	4.6	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.8	0.0	0.1	0.0	1.7	1.8	0.2	4.6	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.15	1.00		0.00
Lane Grp Cap(c), veh/h	319	97	0	323	0	82	6	812	833	28	1675	0
V/C Ratio(X)	0.00	0.00	0.00	0.12	0.00	0.05	0.16	0.22	0.22	0.43	0.49	0.00
Avail Cap(c_a), veh/h	1430	1568	0	1433	0	1332	579	4346	4459	640	8813	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.0	0.0	0.0	13.3	0.0	13.0	14.4	4.6	4.6	14.1	5.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.2	12.1	0.1	0.1	10.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.9	0.9	0.2	2.2	0.0
LnGrp Delay(d),s/veh	13.0	0.0	0.0	13.5	0.0	13.2	26.5	4.8	4.8	24.2	5.3	0.0
LnGrp LOS	B			B		B	C	A	A	C	A	
Approach Vol, veh/h		1			44			362			831	
Approach Delay, s/veh		13.0			13.5			4.8			5.6	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.0	17.9		6.0	4.5	18.3		6.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	10.5	71.5		24.5	9.5	72.5		24.5
Max Q Clear Time (g_c+I1), s	2.2	3.8		2.1	2.0	6.6		2.8
Green Ext Time (p_c), s	0.0	2.3		0.0	0.0	7.2		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	5.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	2	7	113	1	70	10	691	40	12	2750	2
Future Volume (veh/h)	8	2	7	113	1	70	10	691	40	12	2750	2
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1845	1845	1900	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	8	2	7	96	32	73	10	720	42	12	2865	2
Adj No. of Lanes	0	1	0	1	1	0	1	2	1	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	72	26	35	191	48	110	21	2682	1200	25	2758	2
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.01	0.77	0.77	0.01	0.77	0.77
Sat Flow, veh/h	245	270	360	1387	501	1142	1757	3505	1568	1757	3594	3
Grp Volume(v), veh/h	17	0	0	96	0	105	10	720	42	12	1397	1470
Grp Sat Flow(s),veh/h/ln	875	0	0	1387	0	1643	1757	1752	1568	1757	1752	1844
Q Serve(g_s), s	0.1	0.0	0.0	1.3	0.0	6.7	0.6	6.6	0.7	0.7	83.5	83.5
Cycle Q Clear(g_c), s	6.8	0.0	0.0	8.1	0.0	6.7	0.6	6.6	0.7	0.7	83.5	83.5
Prop In Lane	0.47		0.41	1.00		0.70	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	133	0	0	191	0	159	21	2682	1200	25	1345	1415
V/C Ratio(X)	0.13	0.00	0.00	0.50	0.00	0.66	0.47	0.27	0.04	0.49	1.04	1.04
Avail Cap(c_a), veh/h	232	0	0	287	0	272	81	2689	1203	81	1345	1415
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.9	0.0	0.0	48.1	0.0	47.4	53.4	3.8	3.1	53.3	12.7	12.7
Incr Delay (d2), s/veh	0.4	0.0	0.0	2.0	0.0	4.6	15.7	0.1	0.0	14.3	35.2	34.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	2.9	0.0	3.3	0.4	3.1	0.3	0.5	52.4	54.9
LnGrp Delay(d),s/veh	45.4	0.0	0.0	50.1	0.0	52.1	69.1	3.8	3.1	67.5	47.9	47.4
LnGrp LOS	D			D		D	E	A	A	E	F	F
Approach Vol, veh/h		17			201			772			2879	
Approach Delay, s/veh		45.4			51.1			4.6			47.7	
Approach LOS		D			D			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.0	87.8		15.0	5.8	88.0		15.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	83.5		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	2.7	8.6		8.8	2.6	85.5		10.1
Green Ext Time (p_c), s	0.0	6.2		0.0	0.0	0.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	39.3
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	8	44	133	15	5	27	631	55	36	2593	32
Future Volume (veh/h)	10	8	44	133	15	5	27	631	55	36	2593	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	11	8	46	140	16	5	28	664	58	38	2729	34
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	253	36	205	222	202	63	45	2471	1105	53	2488	1113
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.03	0.71	0.71	0.03	0.71	0.71
Sat Flow, veh/h	1372	238	1366	1331	1349	421	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	11	0	54	140	0	21	28	664	58	38	2729	34
Grp Sat Flow(s),veh/h/ln	1372	0	1604	1331	0	1770	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	0.8	0.0	3.5	12.2	0.0	1.2	1.9	8.1	1.3	2.5	83.5	0.8
Cycle Q Clear(g_c), s	2.0	0.0	3.5	15.6	0.0	1.2	1.9	8.1	1.3	2.5	83.5	0.8
Prop In Lane	1.00		0.85	1.00		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	253	0	241	222	0	266	45	2471	1105	53	2488	1113
V/C Ratio(X)	0.04	0.00	0.22	0.63	0.00	0.08	0.63	0.27	0.05	0.72	1.10	0.03
Avail Cap(c_a), veh/h	257	0	245	225	0	271	75	2471	1105	103	2488	1113
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	0.0	44.0	50.9	0.0	43.0	56.8	6.3	5.3	56.5	17.1	5.1
Incr Delay (d2), s/veh	0.1	0.0	0.5	5.5	0.0	0.1	13.4	0.1	0.0	16.3	50.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.6	4.8	0.0	0.6	1.1	3.9	0.6	1.5	57.3	0.3
LnGrp Delay(d),s/veh	43.9	0.0	44.4	56.3	0.0	43.1	70.2	6.4	5.3	72.9	67.8	5.1
LnGrp LOS	D		D	E		D	E	A	A	E	F	A
Approach Vol, veh/h		65			161			750			2801	
Approach Delay, s/veh		44.4			54.6			8.7			67.1	
Approach LOS		D			D			A			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.1	87.4		22.2	7.5	88.0		22.2
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	6.3	81.6		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	4.5	10.1		5.5	3.9	85.5		17.6
Green Ext Time (p_c), s	0.0	5.7		0.2	0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	54.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	286	668	12	229	1465	224	25	392	139	165	849	787
Future Volume (veh/h)	286	668	12	229	1465	224	25	392	139	165	849	787
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	304	711	13	244	1559	0	27	417	148	176	903	837
Adj No. of Lanes	2	3	0	2	3	1	1	2	1	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	344	1808	33	314	1744	543	83	925	414	209	1177	527
Arrive On Green	0.10	0.36	0.36	0.09	0.35	0.00	0.05	0.26	0.26	0.12	0.34	0.34
Sat Flow, veh/h	3408	5093	93	3408	5036	1568	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	304	468	256	244	1559	0	27	417	148	176	903	837
Grp Sat Flow(s),veh/h/ln	1704	1679	1828	1704	1679	1568	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	9.3	11.1	11.1	7.4	31.1	0.0	1.6	10.5	8.1	10.4	24.4	35.6
Cycle Q Clear(g_c), s	9.3	11.1	11.1	7.4	31.1	0.0	1.6	10.5	8.1	10.4	24.4	35.6
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	344	1192	649	314	1744	543	83	925	414	209	1177	527
V/C Ratio(X)	0.88	0.39	0.39	0.78	0.89	0.00	0.33	0.45	0.36	0.84	0.77	1.59
Avail Cap(c_a), veh/h	344	1192	649	460	1791	558	298	1081	484	346	1177	527
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	25.6	25.6	47.1	32.8	0.0	48.9	32.6	31.7	45.7	31.5	35.2
Incr Delay (d2), s/veh	22.7	0.2	0.4	5.0	6.1	0.0	2.3	0.3	0.5	9.3	3.1	274.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	5.2	5.7	3.7	15.3	0.0	0.8	5.1	3.6	5.6	12.3	55.5
LnGrp Delay(d),s/veh	69.7	25.8	26.0	52.1	39.0	0.0	51.1	32.9	32.2	55.0	34.6	309.4
LnGrp LOS	E	C	C	D	D		D	C	C	D	C	F
Approach Vol, veh/h		1028			1803			592			1916	
Approach Delay, s/veh		38.9			40.7			33.6			156.5	
Approach LOS		D			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	42.1	9.5	40.1	15.2	41.2	17.1	32.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	14.3	34.1	18.0	35.6	10.7	37.7	20.9	32.7
Max Q Clear Time (g_c+I1), s	9.4	13.1	3.6	37.6	11.3	33.1	12.4	12.5
Green Ext Time (p_c), s	0.4	4.8	0.0	0.0	0.0	3.6	0.3	3.2

Intersection Summary	
HCM 2010 Ctrl Delay	81.1
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	804	225	414	474	58	86	31	289	34	633	1424
Future Volume (veh/h)	160	804	225	414	474	58	86	31	289	34	633	1424
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	172	865	242	445	510	0	92	33	311	37	681	1531
Adj No. of Lanes	1	3	1	2	1	1	1	1	2	1	1	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	180	1227	382	503	533	453	104	791	1184	52	737	1102
Arrive On Green	0.10	0.24	0.24	0.15	0.29	0.00	0.06	0.43	0.43	0.03	0.40	0.40
Sat Flow, veh/h	1757	5036	1568	3408	1845	1568	1757	1845	2760	1757	1845	2760
Grp Volume(v), veh/h	172	865	242	445	510	0	92	33	311	37	681	1531
Grp Sat Flow(s),veh/h/ln	1757	1679	1568	1704	1845	1568	1757	1845	1380	1757	1845	1380
Q Serve(g_s), s	11.7	18.8	16.6	15.4	32.6	0.0	6.2	1.2	8.7	2.5	42.2	47.9
Cycle Q Clear(g_c), s	11.7	18.8	16.6	15.4	32.6	0.0	6.2	1.2	8.7	2.5	42.2	47.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	180	1227	382	503	533	453	104	791	1184	52	737	1102
V/C Ratio(X)	0.95	0.70	0.63	0.88	0.96	0.00	0.88	0.04	0.26	0.71	0.92	1.39
Avail Cap(c_a), veh/h	180	1227	382	546	534	454	104	791	1184	100	737	1102
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	41.4	40.6	50.1	41.9	0.0	56.0	19.9	22.0	57.7	34.3	36.0
Incr Delay (d2), s/veh	53.7	1.9	3.4	15.1	28.5	0.0	53.5	0.0	0.1	16.5	17.4	180.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	8.9	7.5	8.3	20.8	0.0	4.6	0.6	3.3	1.5	24.9	45.9
LnGrp Delay(d),s/veh	107.3	43.3	43.9	65.2	70.4	0.0	109.5	19.9	22.1	74.2	51.7	216.8
LnGrp LOS	F	D	D	E	E		F	B	C	E	D	F
Approach Vol, veh/h		1279			955			436			2249	
Approach Delay, s/veh		52.0			68.0			40.4			164.4	
Approach LOS		D			E			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.2	33.7	11.6	52.4	16.8	39.1	8.0	56.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	19.3	27.8	7.1	47.9	12.3	34.7	6.8	48.2
Max Q Clear Time (g_c+I1), s	17.4	20.8	8.2	49.9	13.7	34.6	4.5	10.7
Green Ext Time (p_c), s	0.3	3.7	0.0	0.0	0.0	0.0	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	105.5
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	303	0	0	634	0	231	0	151	0	0	0
Future Volume (veh/h)	0	303	0	0	634	0	231	0	151	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1845	0	0	1845	0	1845	0	1845			
Adj Flow Rate, veh/h	0	329	0	0	689	0	251	0	164			
Adj No. of Lanes	0	2	0	0	2	0	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	3	0	0	3	0	3	0	3			
Cap, veh/h	0	1525	0	0	1525	0	727	0	334			
Arrive On Green	0.00	0.44	0.00	0.00	0.44	0.00	0.21	0.00	0.21			
Sat Flow, veh/h	0	3689	0	0	3689	0	3408	0	1568			
Grp Volume(v), veh/h	0	329	0	0	689	0	251	0	164			
Grp Sat Flow(s),veh/h/ln	0	1752	0	0	1752	0	1704	0	1568			
Q Serve(g_s), s	0.0	1.5	0.0	0.0	3.5	0.0	1.6	0.0	2.4			
Cycle Q Clear(g_c), s	0.0	1.5	0.0	0.0	3.5	0.0	1.6	0.0	2.4			
Prop In Lane	0.00		0.00	0.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1525	0	0	1525	0	727	0	334			
V/C Ratio(X)	0.00	0.22	0.00	0.00	0.45	0.00	0.35	0.00	0.49			
Avail Cap(c_a), veh/h	0	4175	0	0	6776	0	3528	0	1623			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	4.5	0.0	0.0	5.1	0.0	8.6	0.0	8.8			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.2	0.0	0.3	0.0	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.0	0.0	1.7	0.0	0.8	0.0	1.1			
LnGrp Delay(d),s/veh	0.0	4.6	0.0	0.0	5.3	0.0	8.8	0.0	10.0			
LnGrp LOS		A			A		A		A			
Approach Vol, veh/h		329			689			415				
Approach Delay, s/veh		4.6			5.3			9.3				
Approach LOS		A			A			A				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		15.6				15.6		10.0
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		30.5				49.5		26.5
Max Q Clear Time (g_c+I1), s		3.5				5.5		4.4
Green Ext Time (p_c), s		2.2				5.6		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	6.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	21	12	22	55	59	32	324	71	197	1230	301
Future Volume (veh/h)	106	21	12	22	55	59	32	324	71	197	1230	301
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1900	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	108	21	0	22	56	60	33	331	72	201	1255	307
Adj No. of Lanes	1	1	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	147	155	0	37	95	101	58	1351	290	248	1621	391
Arrive On Green	0.08	0.08	0.00	0.07	0.07	0.07	0.03	0.47	0.47	0.14	0.58	0.58
Sat Flow, veh/h	1757	1845	0	543	1383	1475	1757	2871	617	1757	2802	675
Grp Volume(v), veh/h	108	21	0	74	0	64	33	200	203	201	778	784
Grp Sat Flow(s),veh/h/ln	1757	1845	0	1817	0	1584	1757	1752	1736	1757	1752	1725
Q Serve(g_s), s	4.6	0.8	0.0	3.0	0.0	3.0	1.4	5.2	5.3	8.5	25.7	26.8
Cycle Q Clear(g_c), s	4.6	0.8	0.0	3.0	0.0	3.0	1.4	5.2	5.3	8.5	25.7	26.8
Prop In Lane	1.00		0.00	0.30		0.93	1.00		0.36	1.00		0.39
Lane Grp Cap(c), veh/h	147	155	0	125	0	109	58	825	817	248	1014	998
V/C Ratio(X)	0.73	0.14	0.00	0.59	0.00	0.59	0.57	0.24	0.25	0.81	0.77	0.79
Avail Cap(c_a), veh/h	421	442	0	431	0	376	122	962	953	546	1385	1364
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	32.4	0.0	34.5	0.0	34.5	36.4	12.1	12.1	31.8	12.2	12.4
Incr Delay (d2), s/veh	6.9	0.4	0.0	4.3	0.0	5.0	8.5	0.2	0.2	6.3	1.8	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.4	0.0	1.7	0.0	1.5	0.8	2.5	2.6	4.5	12.8	13.2
LnGrp Delay(d),s/veh	41.0	32.8	0.0	38.8	0.0	39.5	44.9	12.2	12.3	38.1	14.0	14.6
LnGrp LOS	D	C		D		D	D	B	B	D	B	B
Approach Vol, veh/h		129			138			436			1763	
Approach Delay, s/veh		39.7			39.1			14.7			17.0	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.3	40.4		10.9	7.0	48.6		9.7
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	23.7	41.9		18.3	5.3	60.3		18.1
Max Q Clear Time (g_c+I1), s	10.5	7.3		6.6	3.4	28.8		5.0
Green Ext Time (p_c), s	0.4	2.6		0.3	0.0	15.3		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	19.0
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	7	8	18	22	0
Future Vol, veh/h	5	7	8	18	22	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	6	8	9	20	24	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.2	6.7	7.4
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	42%	0%	100%
Vol Thru, %	58%	31%	0%
Vol Right, %	0%	69%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	12	26	22
LT Vol	5	0	22
Through Vol	7	8	0
RT Vol	0	18	0
Lane Flow Rate	13	29	24
Geometry Grp	1	1	1
Degree of Util (X)	0.015	0.029	0.029
Departure Headway (Hd)	4.1	3.589	4.225
Convergence, Y/N	Yes	Yes	Yes
Cap	875	999	850
Service Time	2.116	1.605	2.237
HCM Lane V/C Ratio	0.015	0.029	0.028
HCM Control Delay	7.2	6.7	7.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.1	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1	5	72	3	9	2	684	39	26	2716	14
Future Volume (veh/h)	3	1	5	72	3	9	2	684	39	26	2716	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	3	1	5	75	3	9	2	712	41	27	2829	15
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	71	31	71	157	4	11	5	2595	149	46	2837	15
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.00	0.77	0.77	0.03	0.79	0.79
Sat Flow, veh/h	340	415	943	1243	50	149	1757	3369	194	1757	3575	19
Grp Volume(v), veh/h	9	0	0	87	0	0	2	370	383	27	1386	1458
Grp Sat Flow(s),veh/h/ln	1698	0	0	1442	0	0	1757	1752	1810	1757	1752	1841
Q Serve(g_s), s	0.0	0.0	0.0	5.7	0.0	0.0	0.1	6.5	6.5	1.6	82.0	82.7
Cycle Q Clear(g_c), s	0.5	0.0	0.0	6.2	0.0	0.0	0.1	6.5	6.5	1.6	82.0	82.7
Prop In Lane	0.33		0.56	0.86		0.10	1.00		0.11	1.00		0.01
Lane Grp Cap(c), veh/h	174	0	0	172	0	0	5	1350	1395	46	1391	1461
V/C Ratio(X)	0.05	0.00	0.00	0.50	0.00	0.00	0.42	0.27	0.27	0.59	1.00	1.00
Avail Cap(c_a), veh/h	320	0	0	308	0	0	83	1369	1414	105	1391	1461
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.2	0.0	0.0	47.8	0.0	0.0	52.4	3.5	3.5	50.7	10.7	10.8
Incr Delay (d2), s/veh	0.1	0.0	0.0	2.3	0.0	0.0	50.2	0.1	0.1	11.7	23.2	23.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	2.6	0.0	0.0	0.1	3.1	3.2	0.9	47.4	50.3
LnGrp Delay(d),s/veh	45.3	0.0	0.0	50.1	0.0	0.0	102.6	3.6	3.6	62.4	33.9	33.8
LnGrp LOS	D			D			F	A	A	E	C	C
Approach Vol, veh/h		9			87			755			2871	
Approach Delay, s/veh		45.3			50.1			3.9			34.1	
Approach LOS		D			D			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.2	85.6		12.4	4.8	88.0		12.4
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	6.3	82.2		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	3.6	8.5		2.5	2.1	84.7		8.2
Green Ext Time (p_c), s	0.0	5.6		0.0	0.0	0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	28.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	607	11	121	2698	5	2	2	79	2	1	2
Future Volume (veh/h)	3	607	11	121	2698	5	2	2	79	2	1	2
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1900	1845	1900	1900	1845	1900
Adj Flow Rate, veh/h	3	653	12	130	2901	5	2	2	85	2	1	2
Adj No. of Lanes	1	2	1	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	7	2482	1110	160	2788	1247	36	4	108	80	41	49
Arrive On Green	0.00	0.71	0.71	0.09	0.80	0.80	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1757	3505	1568	1757	3505	1568	14	57	1504	448	575	682
Grp Volume(v), veh/h	3	653	12	130	2901	5	89	0	0	5	0	0
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1752	1568	1575	0	0	1705	0	0
Q Serve(g_s), s	0.2	7.0	0.2	7.6	83.5	0.1	1.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	7.0	0.2	7.6	83.5	0.1	5.8	0.0	0.0	0.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.02		0.96	0.40		0.40
Lane Grp Cap(c), veh/h	7	2482	1110	160	2788	1247	149	0	0	171	0	0
V/C Ratio(X)	0.43	0.26	0.01	0.81	1.04	0.00	0.60	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	84	2482	1110	276	2788	1247	304	0	0	319	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.2	5.5	4.5	46.8	10.7	2.2	47.9	0.0	0.0	45.3	0.0	0.0
Incr Delay (d2), s/veh	36.4	0.1	0.0	9.4	28.8	0.0	3.8	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.4	0.1	4.1	50.3	0.0	2.7	0.0	0.0	0.1	0.0	0.0
LnGrp Delay(d),s/veh	88.5	5.5	4.5	56.3	39.6	2.2	51.7	0.0	0.0	45.4	0.0	0.0
LnGrp LOS	F	A	A	E	F	A	D			D		
Approach Vol, veh/h		668			3036			89			5	
Approach Delay, s/veh		5.9			40.2			51.7			45.4	
Approach LOS		A			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.1	78.9		12.1	4.9	88.0		12.1
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	16.5	72.0		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	9.6	9.0		2.3	2.2	85.5		7.8
Green Ext Time (p_c), s	0.2	5.4		0.0	0.0	0.0		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	34.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	387	67	0	0	0	0	0	128	0	166	256
Future Volume (veh/h)	0	387	67	0	0	0	0	0	128	0	166	256
Number	5	2	12				3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1845				0	1845	1845	0	1845	1845
Adj Flow Rate, veh/h	0	503	87				0	0	0	0	216	0
Adj No. of Lanes	0	1	1				0	1	1	0	2	1
Peak Hour Factor	0.77	0.77	0.77				0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	3	3				0	3	3	0	3	3
Cap, veh/h	0	0	0				0	465	395	0	883	395
Arrive On Green	0.00	0.00	0.00				0.00	0.00	0.00	0.00	0.25	0.00
Sat Flow, veh/h		0					0	1845	1568	0	3597	1568
Grp Volume(v), veh/h		0.0					0	0	0	0	216	0
Grp Sat Flow(s),veh/h/ln							0	1845	1568	0	1752	1568
Q Serve(g_s), s							0.0	0.0	0.0	0.0	0.3	0.0
Cycle Q Clear(g_c), s							0.0	0.0	0.0	0.0	0.3	0.0
Prop In Lane							0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h							0	465	395	0	883	395
V/C Ratio(X)							0.00	0.00	0.00	0.00	0.24	0.00
Avail Cap(c_a), veh/h							0	8741	7430	0	16607	7430
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	0.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh							0.0	0.0	0.0	0.0	1.8	0.0
Incr Delay (d2), s/veh							0.0	0.0	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	0.0	0.0	0.0	0.1	0.0
LnGrp Delay(d),s/veh							0.0	0.0	0.0	0.0	1.9	0.0
LnGrp LOS											A	
Approach Vol, veh/h								0			216	
Approach Delay, s/veh								0.0			1.9	
Approach LOS											A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4				8
Phs Duration (G+Y+Rc), s				6.0				6.0
Change Period (Y+Rc), s				4.5				4.5
Max Green Setting (Gmax), s				28.5				28.5
Max Q Clear Time (g_c+I1), s				2.3				0.0
Green Ext Time (p_c), s				1.4				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	1.9
HCM 2010 LOS	A

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3	10	53	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	3	10	53	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	3	11	58	0	0	0	0	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	6.6	7.5	0	0
HCM LOS	A	A	-	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%
Vol Thru, %	100%	23%	0%	100%	100%
Vol Right, %	0%	77%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	13	53	0	0
LT Vol	0	0	53	0	0
Through Vol	0	3	0	0	0
RT Vol	0	10	0	0	0
Lane Flow Rate	0	14	58	0	0
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0	0.014	0.067	0	0
Departure Headway (Hd)	4.176	3.532	4.162	4.676	4.676
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	0	1016	866	0	0
Service Time	2.209	1.545	2.163	2.409	2.409
HCM Lane V/C Ratio	0	0.014	0.067	0	0
HCM Control Delay	7.2	6.6	7.5	7.4	7.4
HCM Lane LOS	N	A	A	N	N
HCM 95th-tile Q	0	0	0.2	0	0

Intersection	
Int Delay, s/veh	9.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↗
Traffic Vol, veh/h	0	0	0	0	0	57
Future Vol, veh/h	0	0	0	0	0	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	0	0	0	74

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.93
Pot Cap-1 Maneuver	0	-	-	0	0	915
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	915
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	915
HCM Lane V/C Ratio	-	-	0.081
HCM Control Delay (s)	-	-	9.3
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	21	80	142	4	420	9	1592	71	408	432	5
Future Volume (veh/h)	84	21	80	142	4	420	9	1592	71	408	432	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	60	74	91	165	0	477	10	1809	0	464	491	6
Adj No. of Lanes	1	1	1	2	0	2	1	2	1	1	2	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	140	147	125	571	0	509	21	1407	630	341	2045	915
Arrive On Green	0.08	0.08	0.08	0.16	0.00	0.16	0.01	0.40	0.00	0.19	0.58	0.58
Sat Flow, veh/h	1757	1845	1568	3514	0	3136	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	60	74	91	165	0	477	10	1809	0	464	491	6
Grp Sat Flow(s),veh/h/ln	1757	1845	1568	1757	0	1568	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	3.6	4.3	6.3	4.6	0.0	16.7	0.6	44.5	0.0	21.5	7.5	0.2
Cycle Q Clear(g_c), s	3.6	4.3	6.3	4.6	0.0	16.7	0.6	44.5	0.0	21.5	7.5	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	140	147	125	571	0	509	21	1407	630	341	2045	915
V/C Ratio(X)	0.43	0.50	0.73	0.29	0.00	0.94	0.48	1.29	0.00	1.36	0.24	0.01
Avail Cap(c_a), veh/h	285	300	255	571	0	509	79	1407	630	341	2045	915
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.6	48.9	49.8	40.8	0.0	45.9	54.4	33.2	0.0	44.7	11.2	9.6
Incr Delay (d2), s/veh	2.1	2.6	7.8	0.3	0.0	25.0	15.8	134.0	0.0	180.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	2.3	3.0	2.2	0.0	9.0	0.4	47.5	0.0	27.4	3.6	0.1
LnGrp Delay(d),s/veh	50.7	51.5	57.7	41.1	0.0	70.9	70.2	167.2	0.0	225.3	11.2	9.7
LnGrp LOS	D	D	E	D		E	E	F		F	B	A
Approach Vol, veh/h		225			642			1819			961	
Approach Delay, s/veh		53.8			63.2			166.6			114.6	
Approach LOS		D			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	26.0	49.0		13.3	5.8	69.2		22.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	21.5	44.5		18.0	5.0	61.0		18.0
Max Q Clear Time (g_c+I1), s	23.5	46.5		8.3	2.6	9.5		18.7
Green Ext Time (p_c), s	0.0	0.0		0.6	0.0	3.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	127.8
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	1633	0	0	186	0
Future Volume (veh/h)	4	1633	0	0	186	0
Number	7	4			1	16
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845			1845	0
Adj Flow Rate, veh/h	4	1835			209	0
Adj No. of Lanes	1	1			2	0
Peak Hour Factor	0.89	0.89			0.89	0.89
Percent Heavy Veh, %	3	3			3	0
Cap, veh/h	1675	1759			0	0
Arrive On Green	0.95	0.95			0.00	0.00
Sat Flow, veh/h	1757	1845			0	
Grp Volume(v), veh/h	4	1835			0.0	
Grp Sat Flow(s),veh/h/ln	1757	1845				
Q Serve(g_s), s	0.0	92.5				
Cycle Q Clear(g_c), s	0.0	92.5				
Prop In Lane	1.00					
Lane Grp Cap(c), veh/h	1675	1759				
V/C Ratio(X)	0.00	1.04				
Avail Cap(c_a), veh/h	1675	1759				
HCM Platoon Ratio	1.00	1.00				
Upstream Filter(I)	1.00	1.00				
Uniform Delay (d), s/veh	0.1	2.2				
Incr Delay (d2), s/veh	0.0	33.7				
Initial Q Delay(d3),s/veh	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.0	53.6				
LnGrp Delay(d),s/veh	0.1	35.9				
LnGrp LOS	A	F				
Approach Vol, veh/h		1839				
Approach Delay, s/veh		35.9				
Approach LOS		D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4				
Phs Duration (G+Y+Rc), s				97.0				
Change Period (Y+Rc), s				4.5				
Max Green Setting (Gmax), s				92.5				
Max Q Clear Time (g_c+I1), s				94.5				
Green Ext Time (p_c), s				0.0				

Intersection Summary	
HCM 2010 Ctrl Delay	35.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	219	3	648	73	998	0	0	408	108
Future Volume (veh/h)	0	0	0	219	3	648	73	998	0	0	408	108
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1845	1900	1845	1845	0	0	1845	1845
Adj Flow Rate, veh/h				233	3	689	78	1062	0	0	434	115
Adj No. of Lanes				0	2	0	1	2	0	0	2	1
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	3	0	3	3	0	0	3	3
Cap, veh/h				862	11	779	101	1393	0	0	1059	450
Arrive On Green				0.50	0.50	0.50	0.06	0.40	0.00	0.00	0.29	0.29
Sat Flow, veh/h				1736	22	1568	1757	3597	0	0	3689	1568
Grp Volume(v), veh/h				236	0	689	78	1062	0	0	434	115
Grp Sat Flow(s),veh/h/ln				1758	0	1568	1757	1752	0	0	1845	1568
Q Serve(g_s), s				6.6	0.0	33.5	3.7	22.2	0.0	0.0	8.1	4.8
Cycle Q Clear(g_c), s				6.6	0.0	33.5	3.7	22.2	0.0	0.0	8.1	4.8
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				873	0	779	101	1393	0	0	1059	450
V/C Ratio(X)				0.27	0.00	0.88	0.77	0.76	0.00	0.00	0.41	0.26
Avail Cap(c_a), veh/h				1107	0	988	300	2373	0	0	1673	711
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				12.4	0.0	19.2	39.5	22.1	0.0	0.0	24.5	23.3
Incr Delay (d2), s/veh				0.2	0.0	8.1	11.7	0.9	0.0	0.0	0.3	0.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.3	0.0	16.1	2.1	10.9	0.0	0.0	4.1	2.1
LnGrp Delay(d),s/veh				12.6	0.0	27.3	51.1	23.0	0.0	0.0	24.7	23.6
LnGrp LOS				B		C	D	C			C	C
Approach Vol, veh/h					925			1140			549	
Approach Delay, s/veh					23.5			24.9			24.5	
Approach LOS					C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		38.3			9.4	28.9		46.7
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		57.5			14.5	38.5		53.5
Max Q Clear Time (g_c+I1), s		24.2			5.7	10.1		35.5
Green Ext Time (p_c), s		9.5			0.1	3.5		6.7

Intersection Summary	
HCM 2010 Ctrl Delay	24.3
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	783	83	98	0	0	0	0	273	236	306	308	0
Future Volume (veh/h)	783	83	98	0	0	0	0	273	236	306	308	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845				0	1845	1845	1845	1845	0
Adj Flow Rate, veh/h	860	0	100				0	381	173	312	314	0
Adj No. of Lanes	2	0	1				0	2	1	1	2	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	1164	0	520				0	706	300	389	1745	0
Arrive On Green	0.33	0.00	0.33				0.00	0.19	0.19	0.22	0.50	0.00
Sat Flow, veh/h	3514	0	1568				0	3689	1568	1757	3597	0
Grp Volume(v), veh/h	860	0	100				0	381	173	312	314	0
Grp Sat Flow(s),veh/h/ln	1757	0	1568				0	1845	1568	1757	1752	0
Q Serve(g_s), s	11.4	0.0	2.4				0.0	4.9	5.3	8.9	2.6	0.0
Cycle Q Clear(g_c), s	11.4	0.0	2.4				0.0	4.9	5.3	8.9	2.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1164	0	520				0	706	300	389	1745	0
V/C Ratio(X)	0.74	0.00	0.19				0.00	0.54	0.58	0.80	0.18	0.00
Avail Cap(c_a), veh/h	3232	0	1442				0	1644	699	1149	4154	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.6	0.0	12.6				0.0	19.2	19.4	19.4	7.3	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.2				0.0	0.6	1.7	3.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	1.1				0.0	2.6	2.4	4.7	1.3	0.0
LnGrp Delay(d),s/veh	16.5	0.0	12.8				0.0	19.9	21.1	23.3	7.3	0.0
LnGrp LOS	B		B					B	C	C	A	
Approach Vol, veh/h		960						554			626	
Approach Delay, s/veh		16.2						20.3			15.3	
Approach LOS		B						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	16.2	14.6		22.0		30.8		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	34.5	23.5		48.5		62.5		
Max Q Clear Time (g_c+I1), s	10.9	7.3		13.4		4.6		
Green Ext Time (p_c), s	0.9	2.8		4.0		2.3		

Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B

Notes

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	537	0	0	397	83	67
Future Volume (veh/h)	537	0	0	397	83	67
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	0	0	1845	1845	1845
Adj Flow Rate, veh/h	554	0	0	409	86	69
Adj No. of Lanes	2	0	0	3	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	0	3	3	3
Cap, veh/h	1466	0	0	2106	251	224
Arrive On Green	0.42	0.00	0.00	0.42	0.14	0.14
Sat Flow, veh/h	3689	0	0	5368	1757	1568
Grp Volume(v), veh/h	554	0	0	409	86	69
Grp Sat Flow(s),veh/h/ln	1752	0	0	1679	1757	1568
Q Serve(g_s), s	2.2	0.0	0.0	1.1	0.9	0.8
Cycle Q Clear(g_c), s	2.2	0.0	0.0	1.1	0.9	0.8
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	1466	0	0	2106	251	224
V/C Ratio(X)	0.38	0.00	0.00	0.19	0.34	0.31
Avail Cap(c_a), veh/h	12390	0	0	17802	3298	2943
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.1	0.0	0.0	3.8	7.9	7.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.5	0.5	0.4
LnGrp Delay(d),s/veh	4.3	0.0	0.0	3.8	8.7	8.6
LnGrp LOS	A			A	A	A
Approach Vol, veh/h	554			409	155	
Approach Delay, s/veh	4.3			3.8	8.7	
Approach LOS	A			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		13.1				13.1		7.4
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		72.5				72.5		38.5
Max Q Clear Time (g_c+I1), s		4.2				3.1		2.9
Green Ext Time (p_c), s		4.4				3.2		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	165	133	21	195	0	71	0	11	372	36	46
Future Volume (veh/h)	0	165	133	21	195	0	71	0	11	372	36	46
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1900	1845	1845	0	1845	0	1845	1845	1845	1900
Adj Flow Rate, veh/h	0	190	153	24	224	0	82	0	13	428	41	53
Adj No. of Lanes	0	2	0	1	2	0	1	0	1	2	1	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	3	3	3	3	0	3	0	3	3	3	3
Cap, veh/h	0	437	333	53	1486	0	0	0	0	878	183	236
Arrive On Green	0.00	0.23	0.23	0.03	0.42	0.00	0.00	0.00	0.00	0.25	0.25	0.25
Sat Flow, veh/h	0	1989	1445	1757	3597	0		0		3514	732	946
Grp Volume(v), veh/h	0	175	168	24	224	0		0.0		428	0	94
Grp Sat Flow(s),veh/h/ln	0	1752	1590	1757	1752	0				1757	0	1678
Q Serve(g_s), s	0.0	2.4	2.5	0.4	1.1	0.0				2.9	0.0	1.2
Cycle Q Clear(g_c), s	0.0	2.4	2.5	0.4	1.1	0.0				2.9	0.0	1.2
Prop In Lane	0.00		0.91	1.00		0.00				1.00		0.56
Lane Grp Cap(c), veh/h	0	404	366	53	1486	0				878	0	419
V/C Ratio(X)	0.00	0.43	0.46	0.45	0.15	0.00				0.49	0.00	0.22
Avail Cap(c_a), veh/h	0	1460	1325	414	4318	0				3883	0	1854
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	9.1	9.1	13.2	4.9	0.0				8.8	0.0	8.2
Incr Delay (d2), s/veh	0.0	0.7	0.9	5.8	0.0	0.0				0.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	1.2	0.3	0.5	0.0				1.4	0.0	0.6
LnGrp Delay(d),s/veh	0.0	9.8	10.0	18.9	4.9	0.0				9.3	0.0	8.5
LnGrp LOS		A	B	B	A					A		A
Approach Vol, veh/h		343			248						522	
Approach Delay, s/veh		9.9			6.3						9.1	
Approach LOS		A			A						A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	5.3	10.9		11.4		16.2		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	6.5	23.0		30.5		34.0		
Max Q Clear Time (g_c+I1), s	2.4	4.5		4.9		3.1		
Green Ext Time (p_c), s	0.0	1.9		2.2		1.5		

Intersection Summary	
HCM 2010 Ctrl Delay	8.7
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	14.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑			↑↑↑
Traffic Vol, veh/h	0	696	281	0	0	475
Future Vol, veh/h	0	696	281	0	0	475
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	757	305	0	0	516

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	153	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	-	-
Pot Cap-1 Maneuver	0	863	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	863	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.6	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	863	-
HCM Lane V/C Ratio	-	0.877	-
HCM Control Delay (s)	-	30.6	-
HCM Lane LOS	-	D	-
HCM 95th %tile Q(veh)	-	11.5	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	346	65	38	211	112	156	568	248	141	372	38
Future Volume (veh/h)	140	346	65	38	211	112	156	568	248	141	372	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1900	1845	1845	1900	1845	1900
Adj Flow Rate, veh/h	149	368	69	40	224	119	166	604	264	150	396	40
Adj No. of Lanes	1	2	1	1	2	0	0	2	1	0	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	188	737	330	65	315	161	222	854	474	197	550	58
Arrive On Green	0.11	0.21	0.21	0.04	0.14	0.14	0.30	0.30	0.30	0.22	0.22	0.22
Sat Flow, veh/h	1757	3505	1568	1757	2245	1150	734	2827	1568	880	2462	258
Grp Volume(v), veh/h	149	368	69	40	173	170	409	361	264	307	0	279
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1752	1642	1808	1752	1568	1801	0	1799
Q Serve(g_s), s	6.6	7.3	2.9	1.8	7.5	7.9	16.2	14.3	11.2	12.6	0.0	11.3
Cycle Q Clear(g_c), s	6.6	7.3	2.9	1.8	7.5	7.9	16.2	14.3	11.2	12.6	0.0	11.3
Prop In Lane	1.00		1.00	1.00		0.70	0.41		1.00	0.49		0.14
Lane Grp Cap(c), veh/h	188	737	330	65	246	230	546	529	474	402	0	402
V/C Ratio(X)	0.79	0.50	0.21	0.62	0.70	0.74	0.75	0.68	0.56	0.76	0.00	0.69
Avail Cap(c_a), veh/h	413	1310	586	158	401	375	845	819	733	644	0	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.5	27.6	25.8	37.6	32.5	32.6	24.9	24.3	23.2	28.8	0.0	28.3
Incr Delay (d2), s/veh	7.3	0.5	0.3	9.1	3.7	4.6	2.1	1.6	1.0	3.0	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	3.6	1.3	1.0	3.9	3.8	8.4	7.1	4.9	6.6	0.0	5.8
LnGrp Delay(d),s/veh	41.8	28.1	26.1	46.7	36.1	37.2	27.0	25.8	24.2	31.8	0.0	30.4
LnGrp LOS	D	C	C	D	D	D	C	C	C	C		C
Approach Vol, veh/h		586			383			1034			586	
Approach Delay, s/veh		31.4			37.7			25.9			31.2	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		28.4	7.4	21.2		22.2	13.0	15.6
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		37.0	7.1	29.6		28.3	18.6	18.1
Max Q Clear Time (g_c+I1), s		18.2	3.8	9.3		14.6	8.6	9.9
Green Ext Time (p_c), s		5.7	0.0	2.6		3.0	0.3	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	30.1
HCM 2010 LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	406	641	506	148	0	540
Future Volume (veh/h)	406	641	506	148	0	540
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1900	0	1845
Adj Flow Rate, veh/h	356	716	516	0	0	551
Adj No. of Lanes	1	2	3	0	0	3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	0	3
Cap, veh/h	708	1263	1492	0	0	1492
Arrive On Green	0.40	0.40	0.30	0.00	0.00	0.30
Sat Flow, veh/h	1757	3136	5368	0	0	5368
Grp Volume(v), veh/h	356	716	516	0	0	551
Grp Sat Flow(s),veh/h/ln	1757	1568	1679	0	0	1679
Q Serve(g_s), s	4.5	5.3	2.4	0.0	0.0	2.6
Cycle Q Clear(g_c), s	4.5	5.3	2.4	0.0	0.0	2.6
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	708	1263	1492	0	0	1492
V/C Ratio(X)	0.50	0.57	0.35	0.00	0.00	0.37
Avail Cap(c_a), veh/h	4023	7181	7154	0	0	7154
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	6.7	6.9	8.3	0.0	0.0	8.3
Incr Delay (d2), s/veh	0.6	0.4	0.1	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	2.3	1.1	0.0	0.0	1.2
LnGrp Delay(d),s/veh	7.2	7.3	8.4	0.0	0.0	8.5
LnGrp LOS	A	A	A			A
Approach Vol, veh/h	1072		516			551
Approach Delay, s/veh	7.3		8.4			8.5
Approach LOS	A		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		13.4				13.4		16.6
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		42.5				42.5		68.5
Max Q Clear Time (g_c+I1), s		4.4				4.6		7.3
Green Ext Time (p_c), s		4.0				4.3		4.8

Intersection Summary	
HCM 2010 Ctrl Delay	7.9
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	267	0	125	0	0	0	0	456	561	0	519	263
Future Volume (veh/h)	267	0	125	0	0	0	0	456	561	0	519	263
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1845				0	1845	1900	0	1845	1845
Adj Flow Rate, veh/h	307	0	144				0	524	0	0	597	0
Adj No. of Lanes	0	1	1				0	3	0	0	2	1
Peak Hour Factor	0.87	0.87	0.87				0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	3	3				0	3	3	0	3	3
Cap, veh/h	533	0	476				0	1874	0	0	1304	583
Arrive On Green	0.30	0.00	0.30				0.00	0.37	0.00	0.00	0.37	0.00
Sat Flow, veh/h	1757	0	1568				0	5368	0	0	3597	1568
Grp Volume(v), veh/h	307	0	144				0	524	0	0	597	0
Grp Sat Flow(s),veh/h/ln	1757	0	1568				0	1679	0	0	1752	1568
Q Serve(g_s), s	4.1	0.0	2.0				0.0	2.0	0.0	0.0	3.6	0.0
Cycle Q Clear(g_c), s	4.1	0.0	2.0				0.0	2.0	0.0	0.0	3.6	0.0
Prop In Lane	1.00		1.00				0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	533	0	476				0	1874	0	0	1304	583
V/C Ratio(X)	0.58	0.00	0.30				0.00	0.28	0.00	0.00	0.46	0.00
Avail Cap(c_a), veh/h	3387	0	3023				0	10435	0	0	7262	3249
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	8.2	0.0	7.4				0.0	6.1	0.0	0.0	6.6	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.4				0.0	0.1	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.9				0.0	0.9	0.0	0.0	1.7	0.0
LnGrp Delay(d),s/veh	9.1	0.0	7.8				0.0	6.2	0.0	0.0	6.8	0.0
LnGrp LOS	A		A					A			A	
Approach Vol, veh/h		451						524			597	
Approach Delay, s/veh		8.7						6.2			6.8	
Approach LOS		A						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		14.8		12.9		14.8		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		57.5		53.5		57.5		
Max Q Clear Time (g_c+I1), s		4.0		6.1		5.6		
Green Ext Time (p_c), s		4.1		2.6		4.8		

Intersection Summary	
HCM 2010 Ctrl Delay	7.2
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	407	62	161	372	117	128	794	219	90	323	43
Future Volume (veh/h)	119	407	62	161	372	117	128	794	219	90	323	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	132	452	69	179	413	130	142	882	243	100	359	48
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	166	575	87	218	574	179	178	1104	304	128	1175	156
Arrive On Green	0.09	0.19	0.19	0.12	0.22	0.22	0.10	0.41	0.41	0.07	0.38	0.38
Sat Flow, veh/h	1757	3052	463	1757	2632	820	1757	2717	748	1757	3111	413
Grp Volume(v), veh/h	132	258	263	179	274	269	142	568	557	100	201	206
Grp Sat Flow(s),veh/h/ln	1757	1752	1763	1757	1752	1700	1757	1752	1713	1757	1752	1772
Q Serve(g_s), s	6.3	12.1	12.3	8.6	12.5	12.7	6.8	24.6	24.7	4.8	7.0	7.1
Cycle Q Clear(g_c), s	6.3	12.1	12.3	8.6	12.5	12.7	6.8	24.6	24.7	4.8	7.0	7.1
Prop In Lane	1.00		0.26	1.00		0.48	1.00		0.44	1.00		0.23
Lane Grp Cap(c), veh/h	166	330	332	218	382	371	178	712	696	128	662	669
V/C Ratio(X)	0.80	0.78	0.79	0.82	0.72	0.73	0.80	0.80	0.80	0.78	0.30	0.31
Avail Cap(c_a), veh/h	295	457	460	377	538	522	373	1005	983	234	867	877
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	33.3	33.4	36.8	31.2	31.3	37.9	22.5	22.5	39.3	18.9	18.9
Incr Delay (d2), s/veh	8.4	5.9	6.3	7.5	2.7	3.0	7.9	3.1	3.2	9.9	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	6.4	6.6	4.6	6.3	6.3	3.7	12.5	12.2	2.7	3.4	3.5
LnGrp Delay(d),s/veh	46.7	39.2	39.7	44.3	33.9	34.4	45.8	25.6	25.7	49.2	19.1	19.2
LnGrp LOS	D	D	D	D	C	C	D	C	C	D	B	B
Approach Vol, veh/h		653			722			1267			507	
Approach Delay, s/veh		40.9			36.7			27.9			25.1	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	39.5	15.2	20.8	13.2	37.1	12.6	23.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	49.5	18.5	22.5	18.3	42.7	14.5	26.5
Max Q Clear Time (g_c+I1), s	8.8	26.7	10.6	14.3	8.8	9.1	8.3	14.7
Green Ext Time (p_c), s	0.1	8.4	0.3	2.0	0.2	2.6	0.2	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	32.2
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	7.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	70	50	30	203	266	39
Future Vol, veh/h	70	50	30	203	266	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	450
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	78	56	33	226	296	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	134	0	398	106
Stage 1	-	-	-	-	106	-
Stage 2	-	-	-	-	292	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1444	-	605	946
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	756	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1444	-	591	946
Mov Cap-2 Maneuver	-	-	-	-	591	-
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	739	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	16
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	591	946	-	-	1444	-
HCM Lane V/C Ratio	0.5	0.046	-	-	0.023	-
HCM Control Delay (s)	17	9	-	-	7.6	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	2.8	0.1	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	23	9	0	22	32	21	25	5	51	4	71
Future Volume (veh/h)	170	23	9	0	22	32	21	25	5	51	4	71
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1900	1845	1900
Adj Flow Rate, veh/h	181	24	10	0	23	34	22	27	5	54	4	76
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	264	553	230	8	65	96	560	233	43	307	14	126
Arrive On Green	0.15	0.45	0.45	0.00	0.10	0.10	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1757	1238	516	1757	673	996	1300	1515	280	538	90	822
Grp Volume(v), veh/h	181	0	34	0	0	57	22	0	32	134	0	0
Grp Sat Flow(s),veh/h/ln	1757	0	1754	1757	0	1669	1300	0	1795	1450	0	0
Q Serve(g_s), s	2.2	0.0	0.2	0.0	0.0	0.7	0.0	0.0	0.3	1.6	0.0	0.0
Cycle Q Clear(g_c), s	2.2	0.0	0.2	0.0	0.0	0.7	0.2	0.0	0.3	2.0	0.0	0.0
Prop In Lane	1.00		0.29	1.00		0.60	1.00		0.16	0.40		0.57
Lane Grp Cap(c), veh/h	264	0	783	8	0	161	560	0	276	447	0	0
V/C Ratio(X)	0.68	0.00	0.04	0.00	0.00	0.35	0.04	0.00	0.12	0.30	0.00	0.00
Avail Cap(c_a), veh/h	3238	0	4829	390	0	1890	2641	0	3149	2820	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.1	0.0	3.5	0.0	0.0	9.5	8.2	0.0	8.2	8.9	0.0	0.0
Incr Delay (d2), s/veh	3.1	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.2	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.1	0.0	0.0	0.4	0.1	0.0	0.2	0.8	0.0	0.0
LnGrp Delay(d),s/veh	12.2	0.0	3.5	0.0	0.0	10.8	8.2	0.0	8.4	9.3	0.0	0.0
LnGrp LOS	B		A			B	A		A	A		
Approach Vol, veh/h		215			57			54			134	
Approach Delay, s/veh		10.8			10.8			8.3			9.3	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		8.0	0.0	14.6		8.0	7.9	6.7
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		39.5	5.0	62.0		39.5	41.5	25.5
Max Q Clear Time (g_c+I1), s		2.3	0.0	2.2		4.0	4.2	2.7
Green Ext Time (p_c), s		0.2	0.0	0.2		0.8	0.5	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	10.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	850	113	3	470	100	133	532	27	54	206	79
Future Volume (veh/h)	138	850	113	3	470	100	133	532	27	54	206	79
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	145	895	119	3	495	105	140	560	28	57	217	83
Adj No. of Lanes	1	2	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	410	1626	727	279	1337	282	185	844	42	91	489	181
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.11	0.25	0.25	0.05	0.20	0.20
Sat Flow, veh/h	808	3505	1568	548	2882	608	1757	3397	170	1757	2504	929
Grp Volume(v), veh/h	145	895	119	3	300	300	140	288	300	57	150	150
Grp Sat Flow(s),veh/h/ln	808	1752	1568	548	1752	1737	1757	1752	1815	1757	1752	1681
Q Serve(g_s), s	8.1	10.5	2.5	0.2	6.3	6.4	4.4	8.5	8.5	1.8	4.3	4.5
Cycle Q Clear(g_c), s	14.5	10.5	2.5	10.8	6.3	6.4	4.4	8.5	8.5	1.8	4.3	4.5
Prop In Lane	1.00		1.00	1.00		0.35	1.00		0.09	1.00		0.55
Lane Grp Cap(c), veh/h	410	1626	727	279	813	806	185	435	451	91	342	328
V/C Ratio(X)	0.35	0.55	0.16	0.01	0.37	0.37	0.76	0.66	0.66	0.62	0.44	0.46
Avail Cap(c_a), veh/h	874	3641	1629	595	1821	1805	690	1056	1093	383	750	719
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	11.1	8.9	14.9	9.9	9.9	24.9	19.4	19.4	26.6	20.3	20.4
Incr Delay (d2), s/veh	0.5	0.3	0.1	0.0	0.3	0.3	6.3	1.7	1.7	6.8	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	5.2	1.1	0.0	3.1	3.1	2.5	4.3	4.5	1.1	2.2	2.2
LnGrp Delay(d),s/veh	15.2	11.3	9.0	14.9	10.2	10.2	31.2	21.1	21.1	33.4	21.2	21.4
LnGrp LOS	B	B	A	B	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1159			603			728			357	
Approach Delay, s/veh		11.6			10.2			23.0			23.2	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		31.1	10.5	15.7		31.1	7.5	18.7
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		59.5	22.5	24.5		59.5	12.5	34.5
Max Q Clear Time (g_c+I1), s		16.5	6.4	6.5		12.8	3.8	10.5
Green Ext Time (p_c), s		10.0	0.3	1.6		4.3	0.1	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	15.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	661	13	74	629	47	46	54	121	51	23	5
Future Volume (veh/h)	11	661	13	74	629	47	46	54	121	51	23	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1900	1845	1845	1900	1845	1845
Adj Flow Rate, veh/h	12	751	15	84	715	53	52	61	138	58	26	6
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	25	1066	21	107	1157	86	101	89	648	119	36	648
Arrive On Green	0.01	0.30	0.30	0.06	0.35	0.35	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1757	3515	70	1757	3309	245	36	214	1568	45	86	1568
Grp Volume(v), veh/h	12	374	392	84	379	389	113	0	138	84	0	6
Grp Sat Flow(s),veh/h/ln	1757	1752	1832	1757	1752	1801	250	0	1568	131	0	1568
Q Serve(g_s), s	0.4	11.5	11.5	2.9	10.9	10.9	1.2	0.0	3.4	1.2	0.0	0.1
Cycle Q Clear(g_c), s	0.4	11.5	11.5	2.9	10.9	10.9	25.0	0.0	3.4	25.0	0.0	0.1
Prop In Lane	1.00		0.04	1.00		0.14	0.46		1.00	0.69		1.00
Lane Grp Cap(c), veh/h	25	532	556	107	613	630	190	0	648	154	0	648
V/C Ratio(X)	0.48	0.70	0.70	0.79	0.62	0.62	0.59	0.00	0.21	0.54	0.00	0.01
Avail Cap(c_a), veh/h	246	1576	1647	594	1923	1976	359	0	815	295	0	815
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.6	18.7	18.7	28.1	16.3	16.3	15.2	0.0	11.4	22.1	0.0	10.5
Incr Delay (d2), s/veh	13.3	1.7	1.6	11.9	1.0	1.0	3.0	0.0	0.2	3.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	5.8	6.0	1.7	5.4	5.6	1.3	0.0	1.5	1.5	0.0	0.1
LnGrp Delay(d),s/veh	42.9	20.4	20.4	40.0	17.4	17.3	18.2	0.0	11.6	25.1	0.0	10.5
LnGrp LOS	D	C	C	D	B	B	B		B	C		B
Approach Vol, veh/h		778			852			251			90	
Approach Delay, s/veh		20.7			19.6			14.6			24.1	
Approach LOS		C			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		30.7	8.2	23.2		30.7	5.4	26.1
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		31.5	20.5	54.5		31.5	8.5	66.5
Max Q Clear Time (g_c+I1), s		27.0	4.9	13.5		27.0	2.4	12.9
Green Ext Time (p_c), s		0.4	0.2	5.6		0.1	0.0	5.7

Intersection Summary	
HCM 2010 Ctrl Delay	19.6
HCM 2010 LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	876	415	0	443	348
Future Volume (veh/h)	0	876	415	0	443	348
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1845	0	1845	1845
Adj Flow Rate, veh/h	0	963	456	0	487	382
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	1600	1600	0	1151	529
Arrive On Green	0.00	0.46	0.46	0.00	0.34	0.34
Sat Flow, veh/h	0	3689	3689	0	3408	1568
Grp Volume(v), veh/h	0	963	456	0	487	382
Grp Sat Flow(s),veh/h/ln	0	1752	1752	0	1704	1568
Q Serve(g_s), s	0.0	9.0	3.6	0.0	4.8	9.3
Cycle Q Clear(g_c), s	0.0	9.0	3.6	0.0	4.8	9.3
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	1600	1600	0	1151	529
V/C Ratio(X)	0.00	0.60	0.29	0.00	0.42	0.72
Avail Cap(c_a), veh/h	0	5170	5170	0	3625	1668
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	8.9	7.4	0.0	11.2	12.7
Incr Delay (d2), s/veh	0.0	0.4	0.1	0.0	0.2	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.4	1.7	0.0	2.3	4.3
LnGrp Delay(d),s/veh	0.0	9.3	7.5	0.0	11.4	14.6
LnGrp LOS		A	A		B	B
Approach Vol, veh/h		963	456		869	
Approach Delay, s/veh		9.3	7.5		12.8	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		24.5		19.3		24.5		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		64.5		46.5		64.5		
Max Q Clear Time (g_c+I1), s		11.0		11.3		5.6		
Green Ext Time (p_c), s		9.0		3.4		3.5		

Intersection Summary	
HCM 2010 Ctrl Delay	10.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	240	42	70	277	112	141	453	108	123	334	18
Future Volume (veh/h)	47	240	42	70	277	112	141	453	108	123	334	18
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1845	1900	1845	1900
Adj Flow Rate, veh/h	51	261	46	76	301	122	153	492	117	134	363	20
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	178	477	84	269	390	158	564	592	503	180	518	30
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.32	0.32	0.32	0.20	0.20	0.20
Sat Flow, veh/h	951	1528	269	1058	1249	506	1757	1845	1568	895	2577	147
Grp Volume(v), veh/h	51	0	307	76	0	423	153	492	117	270	0	247
Grp Sat Flow(s),veh/h/ln	951	0	1797	1058	0	1755	1757	1845	1568	1800	0	1819
Q Serve(g_s), s	4.2	0.0	11.5	5.2	0.0	17.8	5.3	20.1	4.5	11.4	0.0	10.2
Cycle Q Clear(g_c), s	21.9	0.0	11.5	16.7	0.0	17.8	5.3	20.1	4.5	11.4	0.0	10.2
Prop In Lane	1.00		0.15	1.00		0.29	1.00		1.00	0.50		0.08
Lane Grp Cap(c), veh/h	178	0	561	269	0	548	564	592	503	362	0	366
V/C Ratio(X)	0.29	0.00	0.55	0.28	0.00	0.77	0.27	0.83	0.23	0.75	0.00	0.68
Avail Cap(c_a), veh/h	273	0	741	375	0	723	919	965	820	675	0	682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.3	0.0	23.2	30.1	0.0	25.3	20.5	25.6	20.3	30.5	0.0	30.0
Incr Delay (d2), s/veh	0.9	0.0	0.8	0.6	0.0	3.8	0.3	3.3	0.2	3.1	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	5.8	1.6	0.0	9.1	2.6	10.7	2.0	6.0	0.0	5.4
LnGrp Delay(d),s/veh	36.2	0.0	24.0	30.7	0.0	29.1	20.8	28.9	20.5	33.6	0.0	32.2
LnGrp LOS	D		C	C		C	C	C	C	C		C
Approach Vol, veh/h		358			499			762			517	
Approach Delay, s/veh		25.8			29.3			26.0			32.9	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		30.6		29.9		20.8		29.9
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		42.5		33.5		30.5		33.5
Max Q Clear Time (g_c+I1), s		22.1		23.9		13.4		19.8
Green Ext Time (p_c), s		4.0		1.4		2.9		2.6

Intersection Summary	
HCM 2010 Ctrl Delay	28.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	95	0	79	0	1761	170	65	492	0
Future Volume (veh/h)	0	0	0	95	0	79	0	1761	170	65	492	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1845	1845	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	0	0	0	99	0	82	0	1834	177	68	512	0
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	0	176	0	212	0	150	2	2288	217	87	2825	0
Arrive On Green	0.00	0.00	0.00	0.10	0.00	0.10	0.00	0.71	0.71	0.05	0.81	0.00
Sat Flow, veh/h	0	1845	0	1392	0	1568	1757	3236	307	1757	3597	0
Grp Volume(v), veh/h	0	0	0	99	0	82	0	980	1031	68	512	0
Grp Sat Flow(s),veh/h/ln	0	1845	0	1392	0	1568	1757	1752	1790	1757	1752	0
Q Serve(g_s), s	0.0	0.0	0.0	6.3	0.0	4.6	0.0	34.0	36.4	3.5	3.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	6.3	0.0	4.6	0.0	34.0	36.4	3.5	3.0	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.17	1.00		0.00
Lane Grp Cap(c), veh/h	0	176	0	212	0	150	2	1239	1266	87	2825	0
V/C Ratio(X)	0.00	0.00	0.00	0.47	0.00	0.55	0.00	0.79	0.81	0.78	0.18	0.00
Avail Cap(c_a), veh/h	0	373	0	360	0	317	96	1522	1555	163	3179	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	40.3	0.0	39.5	0.0	8.9	9.3	43.0	2.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.6	0.0	3.1	0.0	2.4	2.8	13.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.5	0.0	2.1	0.0	16.9	18.5	2.0	1.4	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	41.9	0.0	42.6	0.0	11.3	12.1	56.8	2.0	0.0
LnGrp LOS				D		D		B	B	E	A	
Approach Vol, veh/h		0			181			2011			580	
Approach Delay, s/veh		0.0			42.2			11.7			8.5	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.0	69.2		13.2	0.0	78.3		13.2
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	8.5	79.5		18.5	5.0	83.0		18.5
Max Q Clear Time (g_c+I1), s	5.5	38.4		0.0	0.0	5.0		8.3
Green Ext Time (p_c), s	0.0	26.3		0.0	0.0	4.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	13.0
HCM 2010 LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	115	148	1470	337	94	444
Future Volume (veh/h)	115	148	1470	337	94	444
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1900	1845	1845
Adj Flow Rate, veh/h	121	156	1547	355	99	467
Adj No. of Lanes	2	1	2	0	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	419	193	1902	422	126	2749
Arrive On Green	0.12	0.12	0.67	0.67	0.07	0.78
Sat Flow, veh/h	3408	1568	2945	633	1757	3597
Grp Volume(v), veh/h	121	156	929	973	99	467
Grp Sat Flow(s),veh/h/ln	1704	1568	1752	1733	1757	1752
Q Serve(g_s), s	3.1	9.4	36.5	41.4	5.4	3.2
Cycle Q Clear(g_c), s	3.1	9.4	36.5	41.4	5.4	3.2
Prop In Lane	1.00	1.00		0.36	1.00	
Lane Grp Cap(c), veh/h	419	193	1168	1155	126	2749
V/C Ratio(X)	0.29	0.81	0.80	0.84	0.79	0.17
Avail Cap(c_a), veh/h	643	296	1385	1369	208	3347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	41.5	11.5	12.3	44.3	2.6
Incr Delay (d2), s/veh	0.4	9.3	2.8	4.3	10.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.6	18.2	20.8	3.0	1.6
LnGrp Delay(d),s/veh	39.1	50.8	14.3	16.6	54.8	2.6
LnGrp LOS	D	D	B	B	D	A
Approach Vol, veh/h	277		1902			566
Approach Delay, s/veh	45.7		15.5			11.7
Approach LOS	D		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	11.4	69.2				80.6		16.4
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	11.5	76.7				92.7		18.3
Max Q Clear Time (g_c+I1), s	7.4	43.4				5.2		11.4
Green Ext Time (p_c), s	0.1	21.3				3.6		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	17.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	22	0	2	0	1782	112	5	415	0
Future Volume (veh/h)	0	0	0	22	0	2	0	1782	112	5	415	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	0	0	0	26	0	2	0	2072	130	6	483	0
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	87	53	0	138	0	45	2	2680	166	14	3021	0
Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.80	0.80	0.01	0.86	0.00
Sat Flow, veh/h	1396	1845	0	1757	0	1568	1757	3352	208	1757	3597	0
Grp Volume(v), veh/h	0	0	0	26	0	2	0	1073	1129	6	483	0
Grp Sat Flow(s),veh/h/ln	1396	1845	0	1757	0	1568	1757	1752	1808	1757	1752	0
Q Serve(g_s), s	0.0	0.0	0.0	1.2	0.0	0.1	0.0	26.1	27.5	0.3	1.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.2	0.0	0.1	0.0	26.1	27.5	0.3	1.8	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.12	1.00		0.00
Lane Grp Cap(c), veh/h	87	53	0	138	0	45	2	1401	1446	14	3021	0
V/C Ratio(X)	0.00	0.00	0.00	0.19	0.00	0.04	0.00	0.77	0.78	0.44	0.16	0.00
Avail Cap(c_a), veh/h	354	405	0	474	0	345	107	1769	1825	113	3550	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	39.4	0.0	38.9	0.0	4.3	4.4	40.7	0.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.7	0.0	0.4	0.0	1.6	1.8	20.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.6	0.0	0.0	0.0	12.8	13.9	0.2	0.9	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	40.1	0.0	39.3	0.0	5.8	6.2	61.2	0.9	0.0
LnGrp LOS				D		D		A	A	E	A	
Approach Vol, veh/h		0			28			2202			489	
Approach Delay, s/veh		0.0			40.0			6.0			1.7	
Approach LOS					D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.1	70.3		6.9	0.0	75.5		6.9
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.3	83.1		18.1	5.0	83.4		18.1
Max Q Clear Time (g_c+I1), s	2.3	29.5		0.0	0.0	3.8		3.2
Green Ext Time (p_c), s	0.0	36.4		0.0	0.0	3.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	4	7	54	0	28	8	3235	594	34	893	5
Future Volume (veh/h)	5	4	7	54	0	28	8	3235	594	34	893	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1845	1845	1900	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	5	4	7	44	19	30	9	3441	632	36	950	5
Adj No. of Lanes	0	1	0	1	1	0	1	2	1	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	54	25	27	146	31	49	19	2779	1243	54	2906	15
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.01	0.79	0.79	0.03	0.81	0.81
Sat Flow, veh/h	192	518	552	1384	646	1019	1757	3505	1568	1757	3575	19
Grp Volume(v), veh/h	16	0	0	44	0	49	9	3441	632	36	466	489
Grp Sat Flow(s),veh/h/ln	1263	0	0	1384	0	1665	1757	1752	1568	1757	1752	1841
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	3.0	0.5	83.5	14.7	2.1	7.1	7.1
Cycle Q Clear(g_c), s	3.1	0.0	0.0	2.6	0.0	3.0	0.5	83.5	14.7	2.1	7.1	7.1
Prop In Lane	0.31		0.44	1.00		0.61	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	105	0	0	146	0	80	19	2779	1243	54	1424	1497
V/C Ratio(X)	0.15	0.00	0.00	0.30	0.00	0.61	0.47	1.24	0.51	0.66	0.33	0.33
Avail Cap(c_a), veh/h	295	0	0	316	0	285	83	2779	1243	83	1424	1497
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	0.0	0.0	48.9	0.0	49.2	51.8	10.9	3.8	50.5	2.5	2.5
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.2	0.0	7.4	16.5	110.5	0.3	13.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	1.3	0.0	1.6	0.3	81.6	6.4	1.2	3.4	3.6
LnGrp Delay(d),s/veh	48.8	0.0	0.0	50.1	0.0	56.6	68.2	121.4	4.1	63.5	2.6	2.6
LnGrp LOS	D			D		E	E	F	A	E	A	A
Approach Vol, veh/h		16			93			4082			991	
Approach Delay, s/veh		48.8			53.5			103.1			4.9	
Approach LOS		D			D			F			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.8	88.0		9.6	5.7	90.1		9.6
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	83.5		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	4.1	85.5		5.1	2.5	9.1		5.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	7.8		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	83.3
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	18	23	86	1	7	10	2962	271	7	757	5
Future Volume (veh/h)	38	18	23	86	1	7	10	2962	271	7	757	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	40	19	24	90	1	7	10	3085	282	7	789	5
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	209	80	101	179	22	151	21	2665	1192	15	2654	1187
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.01	0.76	0.76	0.01	0.76	0.76
Sat Flow, veh/h	1388	742	937	1345	200	1398	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	40	0	43	90	0	8	10	3085	282	7	789	5
Grp Sat Flow(s),veh/h/ln	1388	0	1679	1345	0	1598	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	2.9	0.0	2.6	7.2	0.0	0.5	0.6	83.5	5.8	0.4	7.7	0.1
Cycle Q Clear(g_c), s	3.4	0.0	2.6	9.8	0.0	0.5	0.6	83.5	5.8	0.4	7.7	0.1
Prop In Lane	1.00		0.56	1.00		0.88	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	209	0	181	179	0	172	21	2665	1192	15	2654	1187
V/C Ratio(X)	0.19	0.00	0.24	0.50	0.00	0.05	0.48	1.16	0.24	0.46	0.30	0.00
Avail Cap(c_a), veh/h	287	0	275	254	0	262	80	2665	1192	80	2665	1192
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.4	0.0	44.8	49.3	0.0	43.9	53.9	13.2	3.8	54.2	4.2	3.2
Incr Delay (d2), s/veh	0.4	0.0	0.7	2.2	0.0	0.1	15.7	75.5	0.1	19.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.2	2.8	0.0	0.2	0.4	67.6	2.5	0.3	3.7	0.0
LnGrp Delay(d),s/veh	45.9	0.0	45.5	51.5	0.0	44.0	69.6	88.7	3.9	73.7	4.2	3.2
LnGrp LOS	D		D	D		D	E	F	A	E	A	A
Approach Vol, veh/h		83			98			3377			801	
Approach Delay, s/veh		45.7			50.9			81.6			4.8	
Approach LOS		D			D			F			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.5	88.0		16.3	5.8	87.6		16.3
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	83.5		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	2.4	85.5		5.4	2.6	9.7		11.8
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	6.9		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	66.1
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	845	1408	9	132	561	529	36	1186	115	144	314	179
Future Volume (veh/h)	845	1408	9	132	561	529	36	1186	115	144	314	179
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	899	1498	10	140	597	0	38	1262	122	153	334	190
Adj No. of Lanes	2	3	0	2	3	1	1	2	1	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	788	1913	13	198	994	309	80	1160	519	135	1272	569
Arrive On Green	0.23	0.37	0.37	0.06	0.20	0.00	0.05	0.33	0.33	0.08	0.36	0.36
Sat Flow, veh/h	3408	5161	34	3408	5036	1568	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	899	974	534	140	597	0	38	1262	122	153	334	190
Grp Sat Flow(s),veh/h/ln	1704	1679	1839	1704	1679	1568	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	25.5	28.4	28.4	4.4	11.9	0.0	2.3	36.5	6.2	8.5	7.4	9.7
Cycle Q Clear(g_c), s	25.5	28.4	28.4	4.4	11.9	0.0	2.3	36.5	6.2	8.5	7.4	9.7
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	788	1244	681	198	994	309	80	1160	519	135	1272	569
V/C Ratio(X)	1.14	0.78	0.78	0.71	0.60	0.00	0.48	1.09	0.24	1.13	0.26	0.33
Avail Cap(c_a), veh/h	788	1507	825	232	1439	448	287	1160	519	135	1272	569
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	30.8	30.8	51.0	40.3	0.0	51.4	36.9	26.8	50.9	24.7	25.5
Incr Delay (d2), s/veh	78.2	2.3	4.1	7.9	0.6	0.0	4.4	53.6	0.2	116.4	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.5	13.5	15.2	2.3	5.6	0.0	1.2	26.2	2.7	8.5	3.6	4.2
LnGrp Delay(d),s/veh	120.6	33.1	34.9	58.9	40.9	0.0	55.7	90.5	27.0	167.3	24.8	25.8
LnGrp LOS	F	C	C	E	D		E	F	C	F	C	C
Approach Vol, veh/h		2407			737			1422			677	
Approach Delay, s/veh		66.1			44.3			84.1			57.3	
Approach LOS		E			D			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	45.4	9.5	44.5	30.0	26.3	13.0	41.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.5	49.5	18.0	27.0	25.5	31.5	8.5	36.5
Max Q Clear Time (g_c+I1), s	6.4	30.4	4.3	11.7	27.5	13.9	10.5	38.5
Green Ext Time (p_c), s	0.0	10.5	0.0	2.5	0.0	3.9	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	66.8
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	1401	162	289	419	366	203	123	760	119	201	628
Future Volume (veh/h)	220	1401	162	289	419	366	203	123	760	119	201	628
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	227	1444	167	298	432	0	209	127	784	123	207	647
Adj No. of Lanes	1	3	1	2	1	1	1	1	2	1	1	2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	262	1900	591	369	621	528	243	470	704	152	375	561
Arrive On Green	0.15	0.38	0.38	0.11	0.34	0.00	0.14	0.25	0.25	0.09	0.20	0.20
Sat Flow, veh/h	1757	5036	1568	3408	1845	1568	1757	1845	2760	1757	1845	2760
Grp Volume(v), veh/h	227	1444	167	298	432	0	209	127	784	123	207	647
Grp Sat Flow(s),veh/h/ln	1757	1679	1568	1704	1845	1568	1757	1845	1380	1757	1845	1380
Q Serve(g_s), s	13.1	26.0	7.7	8.9	21.1	0.0	12.1	5.7	26.5	7.1	10.5	21.1
Cycle Q Clear(g_c), s	13.1	26.0	7.7	8.9	21.1	0.0	12.1	5.7	26.5	7.1	10.5	21.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	262	1900	591	369	621	528	243	470	704	152	375	561
V/C Ratio(X)	0.87	0.76	0.28	0.81	0.70	0.00	0.86	0.27	1.11	0.81	0.55	1.15
Avail Cap(c_a), veh/h	380	2302	717	475	701	596	347	470	704	228	375	561
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.2	28.3	22.6	45.3	29.9	0.0	43.8	31.0	38.7	46.6	37.2	41.4
Incr Delay (d2), s/veh	13.5	1.2	0.3	7.8	2.6	0.0	14.1	0.3	69.8	12.2	1.7	88.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	12.3	3.4	4.6	11.1	0.0	6.8	3.0	16.9	4.0	5.5	14.9
LnGrp Delay(d),s/veh	56.7	29.5	22.8	53.1	32.5	0.0	57.9	31.3	108.5	58.9	38.9	129.5
LnGrp LOS	E	C	C	D	C		E	C	F	E	D	F
Approach Vol, veh/h		1838			730			1120			977	
Approach Delay, s/veh		32.3			40.9			90.3			101.4	
Approach LOS		C			D			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.7	43.7	18.9	25.6	20.0	39.5	13.5	31.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	14.5	47.5	20.5	19.5	22.5	39.5	13.5	26.5
Max Q Clear Time (g_c+I1), s	10.9	28.0	14.1	23.1	15.1	23.1	9.1	28.5
Green Ext Time (p_c), s	0.4	11.2	0.3	0.0	0.4	2.4	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	62.0
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1528	0	0	835	0	133	0	323	0	0	0
Future Volume (veh/h)	0	1528	0	0	835	0	133	0	323	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1845	0	0	1845	0	1845	0	1845			
Adj Flow Rate, veh/h	0	1626	0	0	888	0	141	0	344			
Adj No. of Lanes	0	2	0	0	2	0	2	0	1			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	3	0	0	3	0	3	0	3			
Cap, veh/h	0	2167	0	0	2167	0	842	0	387			
Arrive On Green	0.00	0.62	0.00	0.00	0.62	0.00	0.25	0.00	0.25			
Sat Flow, veh/h	0	3689	0	0	3689	0	3408	0	1568			
Grp Volume(v), veh/h	0	1626	0	0	888	0	141	0	344			
Grp Sat Flow(s),veh/h/ln	0	1752	0	0	1752	0	1704	0	1568			
Q Serve(g_s), s	0.0	22.1	0.0	0.0	8.7	0.0	2.2	0.0	14.2			
Cycle Q Clear(g_c), s	0.0	22.1	0.0	0.0	8.7	0.0	2.2	0.0	14.2			
Prop In Lane	0.00		0.00	0.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2167	0	0	2167	0	842	0	387			
V/C Ratio(X)	0.00	0.75	0.00	0.00	0.41	0.00	0.17	0.00	0.89			
Avail Cap(c_a), veh/h	0	2986	0	0	2167	0	917	0	422			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	9.1	0.0	0.0	6.5	0.0	19.8	0.0	24.3			
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.1	0.0	0.1	0.0	19.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	10.6	0.0	0.0	4.1	0.0	1.0	0.0	8.2			
LnGrp Delay(d),s/veh	0.0	9.8	0.0	0.0	6.7	0.0	19.9	0.0	43.3			
LnGrp LOS		A			A		B		D			
Approach Vol, veh/h		1626			888			485				
Approach Delay, s/veh		9.8			6.7			36.5				
Approach LOS		A			A			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		45.9				45.9		21.0
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		57.0				31.5		18.0
Max Q Clear Time (g_c+I1), s		24.1				10.7		16.2
Green Ext Time (p_c), s		17.3				6.5		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	13.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	31	35	46	27	60	53	1536	88	55	403	115
Future Volume (veh/h)	175	31	35	46	27	60	53	1536	88	55	403	115
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1900	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	186	33	0	49	29	64	56	1634	94	59	429	122
Adj No. of Lanes	1	1	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	225	236	0	77	46	101	72	1920	110	75	1544	435
Arrive On Green	0.13	0.13	0.00	0.07	0.07	0.07	0.04	0.57	0.57	0.04	0.57	0.57
Sat Flow, veh/h	1757	1845	0	1158	685	1520	1757	3370	193	1757	2701	761
Grp Volume(v), veh/h	186	33	0	76	0	66	56	845	883	59	277	274
Grp Sat Flow(s),veh/h/ln	1757	1845	0	1787	0	1576	1757	1752	1811	1757	1752	1710
Q Serve(g_s), s	9.7	1.5	0.0	3.9	0.0	3.8	3.0	37.5	38.3	3.1	7.5	7.6
Cycle Q Clear(g_c), s	9.7	1.5	0.0	3.9	0.0	3.8	3.0	37.5	38.3	3.1	7.5	7.6
Prop In Lane	1.00		0.00	0.65		0.96	1.00		0.11	1.00		0.45
Lane Grp Cap(c), veh/h	225	236	0	119	0	105	72	999	1032	75	1002	978
V/C Ratio(X)	0.83	0.14	0.00	0.64	0.00	0.63	0.78	0.85	0.86	0.78	0.28	0.28
Avail Cap(c_a), veh/h	348	365	0	346	0	305	178	1123	1160	103	1048	1022
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	36.2	0.0	42.5	0.0	42.5	44.4	16.7	16.9	44.3	10.2	10.2
Incr Delay (d2), s/veh	9.2	0.3	0.0	5.5	0.0	6.1	16.3	5.6	5.9	22.9	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.8	0.0	2.1	0.0	1.9	1.8	19.4	20.6	2.0	3.7	3.6
LnGrp Delay(d),s/veh	49.0	36.5	0.0	48.0	0.0	48.6	60.7	22.3	22.8	67.2	10.3	10.4
LnGrp LOS	D	D		D		D	E	C	C	E	B	B
Approach Vol, veh/h		219			142			1784			610	
Approach Delay, s/veh		47.1			48.3			23.8			15.9	
Approach LOS		D			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.5	57.8		16.5	8.3	58.0		10.7
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.5	59.9		18.5	9.5	55.9		18.1
Max Q Clear Time (g_c+I1), s	5.1	40.3		11.7	5.0	9.6		5.9
Green Ext Time (p_c), s	0.0	13.0		0.4	0.0	3.9		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	25.1
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	22	26	3	8	0
Future Vol, veh/h	2	22	26	3	8	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	2	24	29	3	9	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.1	7.1	7.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	0%	100%
Vol Thru, %	92%	90%	0%
Vol Right, %	0%	10%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	24	29	8
LT Vol	2	0	8
Through Vol	22	26	0
RT Vol	0	3	0
Lane Flow Rate	27	32	9
Geometry Grp	1	1	1
Degree of Util (X)	0.03	0.035	0.011
Departure Headway (Hd)	4.008	3.925	4.254
Convergence, Y/N	Yes	Yes	Yes
Cap	896	915	842
Service Time	2.019	1.936	2.277
HCM Lane V/C Ratio	0.03	0.035	0.011
HCM Control Delay	7.1	7.1	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.1	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	4	14	45	4	8	12	2751	114	14	822	3
Future Volume (veh/h)	5	4	14	45	4	8	12	2751	114	14	822	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	5	4	14	45	4	8	12	2779	115	14	830	3
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	53	22	52	123	5	11	25	2755	113	28	2883	10
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.01	0.80	0.80	0.02	0.80	0.80
Sat Flow, veh/h	222	437	1025	1197	106	213	1757	3431	141	1757	3582	13
Grp Volume(v), veh/h	23	0	0	57	0	0	12	1410	1484	14	406	427
Grp Sat Flow(s),veh/h/ln	1685	0	0	1516	0	0	1757	1752	1820	1757	1752	1842
Q Serve(g_s), s	0.0	0.0	0.0	2.4	0.0	0.0	0.7	83.5	83.5	0.8	6.1	6.1
Cycle Q Clear(g_c), s	1.4	0.0	0.0	3.8	0.0	0.0	0.7	83.5	83.5	0.8	6.1	6.1
Prop In Lane	0.22		0.61	0.79		0.14	1.00		0.08	1.00		0.01
Lane Grp Cap(c), veh/h	128	0	0	139	0	0	25	1407	1461	28	1411	1483
V/C Ratio(X)	0.18	0.00	0.00	0.41	0.00	0.00	0.48	1.00	1.02	0.50	0.29	0.29
Avail Cap(c_a), veh/h	319	0	0	313	0	0	86	1407	1461	84	1411	1483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.5	0.0	0.0	48.5	0.0	0.0	50.9	10.2	10.2	50.7	2.6	2.6
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.9	0.0	0.0	14.0	24.4	27.5	13.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	1.7	0.0	0.0	0.4	48.6	51.7	0.5	3.0	3.1
LnGrp Delay(d),s/veh	48.1	0.0	0.0	50.4	0.0	0.0	64.8	34.7	37.7	63.7	2.7	2.7
LnGrp LOS	D			D			E	F	F	E	A	A
Approach Vol, veh/h		23			57			2906			847	
Approach Delay, s/veh		48.1			50.4			36.4			3.7	
Approach LOS		D			D			D			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.2	88.0		9.8	6.0	88.2		9.8
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	83.5		18.0	5.1	83.4		18.0
Max Q Clear Time (g_c+I1), s	2.8	85.5		3.4	2.7	8.1		5.8
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	6.4		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	29.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	2946	3	38	760	4	9	2	380	4	2	3
Future Volume (veh/h)	3	2946	3	38	760	4	9	2	380	4	2	3
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1900	1845	1900	1900	1845	1900
Adj Flow Rate, veh/h	3	3069	3	40	792	4	9	2	396	4	2	3
Adj No. of Lanes	1	2	1	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	7	2363	1057	54	2457	1099	34	5	277	91	48	47
Arrive On Green	0.00	0.67	0.67	0.03	0.70	0.70	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1757	3505	1568	1757	3505	1568	15	28	1528	259	265	262
Grp Volume(v), veh/h	3	3069	3	40	792	4	407	0	0	9	0	0
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1752	1568	1570	0	0	786	0	0
Q Serve(g_s), s	0.2	80.0	0.1	2.7	10.4	0.1	9.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	80.0	0.1	2.7	10.4	0.1	21.5	0.0	0.0	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.02		0.97	0.44		0.33
Lane Grp Cap(c), veh/h	7	2363	1057	54	2457	1099	316	0	0	186	0	0
V/C Ratio(X)	0.43	1.30	0.00	0.74	0.32	0.00	1.29	0.00	0.00	0.05	0.00	0.00
Avail Cap(c_a), veh/h	74	2363	1057	74	2457	1099	316	0	0	186	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	59.0	19.3	6.3	57.0	6.8	5.3	49.6	0.0	0.0	40.0	0.0	0.0
Incr Delay (d2), s/veh	36.9	137.7	0.0	22.0	0.1	0.0	152.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	83.3	0.0	1.6	5.0	0.0	23.6	0.0	0.0	0.2	0.0	0.0
LnGrp Delay(d),s/veh	95.8	157.0	6.3	79.0	6.9	5.3	201.8	0.0	0.0	40.1	0.0	0.0
LnGrp LOS	F	F	A	E	A	A	F			D		
Approach Vol, veh/h		3075			836			407			9	
Approach Delay, s/veh		156.8			10.4			201.8			40.1	
Approach LOS		F			B			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.2	84.5		26.0	5.0	87.7		26.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	80.0		21.5	5.0	80.0		21.5
Max Q Clear Time (g_c+I1), s	4.7	82.0		2.5	2.2	12.4		23.5
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	6.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	132.5
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1564	107	0	0	0	0	0	107	0	273	123
Future Volume (veh/h)	0	1564	107	0	0	0	0	0	107	0	273	123
Number	5	2	12				3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1845				0	1845	1845	0	1845	1845
Adj Flow Rate, veh/h	0	1738	119				0	0	0	0	303	0
Adj No. of Lanes	0	1	1				0	1	1	0	2	1
Peak Hour Factor	0.90	0.90	0.90				0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	3	3				0	3	3	0	3	3
Cap, veh/h	0	0	0				0	595	505	0	1130	505
Arrive On Green	0.00	0.00	0.00				0.00	0.00	0.00	0.00	0.32	0.00
Sat Flow, veh/h		0					0	1845	1568	0	3597	1568
Grp Volume(v), veh/h		0.0					0	0	0	0	303	0
Grp Sat Flow(s),veh/h/ln							0	1845	1568	0	1752	1568
Q Serve(g_s), s							0.0	0.0	0.0	0.0	0.4	0.0
Cycle Q Clear(g_c), s							0.0	0.0	0.0	0.0	0.4	0.0
Prop In Lane							0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h							0	595	505	0	1130	505
V/C Ratio(X)							0.00	0.00	0.00	0.00	0.27	0.00
Avail Cap(c_a), veh/h							0	5000	4250	0	9500	4250
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	0.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh							0.0	0.0	0.0	0.0	1.7	0.0
Incr Delay (d2), s/veh							0.0	0.0	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	0.0	0.0	0.0	0.2	0.0
LnGrp Delay(d),s/veh							0.0	0.0	0.0	0.0	1.8	0.0
LnGrp LOS											A	
Approach Vol, veh/h								0			303	
Approach Delay, s/veh								0.0			1.8	
Approach LOS											A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4				8
Phs Duration (G+Y+Rc), s				6.6				6.6
Change Period (Y+Rc), s				4.5				4.5
Max Green Setting (Gmax), s				18.0				18.0
Max Q Clear Time (g_c+I1), s				2.4				0.0
Green Ext Time (p_c), s				1.7				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	1.8
HCM 2010 LOS	A

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	13	71	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	1	13	71	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	1	14	77	0	0	0	0	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	6.5	7.6	0	0
HCM LOS	A	A	-	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%
Vol Thru, %	100%	7%	0%	100%	100%
Vol Right, %	0%	93%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	14	71	0	0
LT Vol	0	0	71	0	0
Through Vol	0	1	0	0	0
RT Vol	0	13	0	0	0
Lane Flow Rate	0	15	77	0	0
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0	0.015	0.089	0	0
Departure Headway (Hd)	4.213	3.451	4.163	4.713	4.713
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	0	1038	866	0	0
Service Time	2.253	1.468	2.164	2.454	2.454
HCM Lane V/C Ratio	0	0.014	0.089	0	0
HCM Control Delay	7.3	6.5	7.6	7.5	7.5
HCM Lane LOS	N	A	A	N	N
HCM 95th-tile Q	0	0	0.3	0	0

Intersection	
Int Delay, s/veh	9.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	0	0	0	0	77
Future Vol, veh/h	0	0	0	0	0	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	0	0	0	86

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.93
Pot Cap-1 Maneuver	0	-	-	0	0	915
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	915
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	915
HCM Lane V/C Ratio	-	-	0.094
HCM Control Delay (s)	-	-	9.3
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	24	57	54	55	35	298	152	348	710	74
Future Volume (veh/h)	0	1	24	57	54	55	35	298	152	348	710	74
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	0	1	27	63	64	62	40	339	0	395	807	84
Adj No. of Lanes	1	1	1	1	1	2	1	2	1	1	2	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	58	61	52	179	188	320	77	620	278	493	1450	648
Arrive On Green	0.00	0.03	0.03	0.10	0.10	0.10	0.04	0.18	0.00	0.28	0.41	0.41
Sat Flow, veh/h	1757	1845	1568	1757	1845	3136	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	0	1	27	63	64	62	40	339	0	395	807	84
Grp Sat Flow(s),veh/h/ln	1757	1845	1568	1757	1845	1568	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	0.0	0.0	0.7	1.5	1.4	0.8	1.0	3.9	0.0	9.2	7.7	1.5
Cycle Q Clear(g_c), s	0.0	0.0	0.7	1.5	1.4	0.8	1.0	3.9	0.0	9.2	7.7	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	58	61	52	179	188	320	77	620	278	493	1450	648
V/C Ratio(X)	0.00	0.02	0.52	0.35	0.34	0.19	0.52	0.55	0.00	0.80	0.56	0.13
Avail Cap(c_a), veh/h	716	752	639	736	773	1313	298	1746	781	1730	4602	2059
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	20.7	21.0	18.5	18.4	18.2	20.7	16.6	0.0	14.7	9.9	8.0
Incr Delay (d2), s/veh	0.0	0.1	8.0	1.2	1.1	0.3	5.3	0.8	0.0	3.1	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	0.8	0.8	0.4	0.6	1.9	0.0	4.8	3.8	0.6
LnGrp Delay(d),s/veh	0.0	20.8	29.0	19.6	19.5	18.5	26.0	17.3	0.0	17.8	10.2	8.1
LnGrp LOS		C	C	B	B	B	C	B		B	B	A
Approach Vol, veh/h		28			189			379			1286	
Approach Delay, s/veh		28.7			19.2			18.2			12.4	
Approach LOS		C			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.9	12.3		6.0	6.4	22.8		9.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	43.5	22.0		18.0	7.5	58.0		18.5
Max Q Clear Time (g_c+I1), s	11.2	5.9		2.7	3.0	9.7		3.5
Green Ext Time (p_c), s	1.3	1.9		0.0	0.0	7.3		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	14.5
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	338	0	0	398	0
Future Volume (veh/h)	20	338	0	0	398	0
Number	7	4			1	16
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845			1845	0
Adj Flow Rate, veh/h	25	428			504	0
Adj No. of Lanes	1	1			2	0
Peak Hour Factor	0.79	0.79			0.79	0.79
Percent Heavy Veh, %	3	3			3	0
Cap, veh/h	863	906			0	0
Arrive On Green	0.49	0.49			0.00	0.00
Sat Flow, veh/h	1757	1845			0	
Grp Volume(v), veh/h	25	428			0.0	
Grp Sat Flow(s),veh/h/ln	1757	1845				
Q Serve(g_s), s	0.1	1.4				
Cycle Q Clear(g_c), s	0.1	1.4				
Prop In Lane	1.00					
Lane Grp Cap(c), veh/h	863	906				
V/C Ratio(X)	0.03	0.47				
Avail Cap(c_a), veh/h	13215	13876				
HCM Platoon Ratio	1.00	1.00				
Upstream Filter(I)	1.00	1.00				
Uniform Delay (d), s/veh	1.2	1.5				
Incr Delay (d2), s/veh	0.0	0.4				
Initial Q Delay(d3),s/veh	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.0	0.7				
LnGrp Delay(d),s/veh	1.2	1.9				
LnGrp LOS	A	A				
Approach Vol, veh/h		453				
Approach Delay, s/veh		1.8				
Approach LOS		A				

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4				
Phs Duration (G+Y+Rc), s				8.8				
Change Period (Y+Rc), s				4.5				
Max Green Setting (Gmax), s				66.5				
Max Q Clear Time (g_c+I1), s				3.4				
Green Ext Time (p_c), s				3.1				

Intersection Summary	
HCM 2010 Ctrl Delay	1.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	115	5	170	73	326	0	0	1039	399
Future Volume (veh/h)	0	0	0	115	5	170	73	326	0	0	1039	399
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1845	1900	1845	1845	0	0	1845	1845
Adj Flow Rate, veh/h				125	5	185	79	354	0	0	1129	434
Adj No. of Lanes				0	2	0	1	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	3	0	3	3	0	0	3	3
Cap, veh/h				296	12	274	112	2320	0	0	1906	810
Arrive On Green				0.17	0.17	0.17	0.06	0.66	0.00	0.00	0.52	0.52
Sat Flow, veh/h				1692	68	1568	1757	3597	0	0	3689	1568
Grp Volume(v), veh/h				130	0	185	79	354	0	0	1129	434
Grp Sat Flow(s),veh/h/ln				1760	0	1568	1757	1752	0	0	1845	1568
Q Serve(g_s), s				3.6	0.0	6.1	2.4	2.1	0.0	0.0	11.7	10.2
Cycle Q Clear(g_c), s				3.6	0.0	6.1	2.4	2.1	0.0	0.0	11.7	10.2
Prop In Lane				0.96		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				308	0	274	112	2320	0	0	1906	810
V/C Ratio(X)				0.42	0.00	0.68	0.71	0.15	0.00	0.00	0.59	0.54
Avail Cap(c_a), veh/h				719	0	641	494	5631	0	0	4588	1950
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				20.3	0.0	21.3	25.3	3.5	0.0	0.0	9.3	8.9
Incr Delay (d2), s/veh				0.9	0.0	2.9	7.9	0.0	0.0	0.0	0.3	0.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.8	0.0	2.8	1.4	1.0	0.0	0.0	6.0	4.5
LnGrp Delay(d),s/veh				21.2	0.0	24.2	33.2	3.5	0.0	0.0	9.6	9.5
LnGrp LOS				C		C	C	A			A	A
Approach Vol, veh/h					315			433			1563	
Approach Delay, s/veh					22.9			8.9			9.5	
Approach LOS					C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		41.0			8.0	32.9		14.1
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		88.5			15.5	68.5		22.5
Max Q Clear Time (g_c+I1), s		4.1			4.4	13.7		8.1
Green Ext Time (p_c), s		2.6			0.1	14.7		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	11.3
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	217	109	118	0	0	0	0	170	224	721	430	0
Future Volume (veh/h)	217	109	118	0	0	0	0	170	224	721	430	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845				0	1845	1845	1845	1845	0
Adj Flow Rate, veh/h	179	203	130				0	187	246	792	473	0
Adj No. of Lanes	1	1	1				0	1	2	1	2	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	277	291	247				0	275	467	867	2484	0
Arrive On Green	0.16	0.16	0.16				0.00	0.15	0.15	0.49	0.71	0.00
Sat Flow, veh/h	1757	1845	1568				0	1845	3136	1757	3597	0
Grp Volume(v), veh/h	179	203	130				0	187	246	792	473	0
Grp Sat Flow(s),veh/h/ln	1757	1845	1568				0	1845	1568	1757	1752	0
Q Serve(g_s), s	6.4	7.0	5.1				0.0	6.5	4.9	28.1	3.1	0.0
Cycle Q Clear(g_c), s	6.4	7.0	5.1				0.0	6.5	4.9	28.1	3.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	277	291	247				0	275	467	867	2484	0
V/C Ratio(X)	0.65	0.70	0.53				0.00	0.68	0.53	0.91	0.19	0.00
Avail Cap(c_a), veh/h	508	533	453				0	533	906	1757	4753	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.6	26.9	26.1				0.0	27.2	26.5	15.8	3.3	0.0
Incr Delay (d2), s/veh	2.5	3.0	1.7				0.0	3.0	0.9	4.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	3.8	2.3				0.0	3.5	2.2	14.5	1.5	0.0
LnGrp Delay(d),s/veh	29.2	29.9	27.8				0.0	30.2	27.4	20.1	3.3	0.0
LnGrp LOS	C	C	C					C	C	C	A	
Approach Vol, veh/h		512						433			1265	
Approach Delay, s/veh		29.1						28.6			13.8	
Approach LOS		C						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	37.8	14.5		15.1		52.3		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	67.5	19.5		19.5		91.5		
Max Q Clear Time (g_c+I1), s	30.1	8.5		9.0		5.1		
Green Ext Time (p_c), s	3.2	1.6		1.6		3.6		

Intersection Summary	
HCM 2010 Ctrl Delay	20.3
HCM 2010 LOS	C

Notes

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	254	0	0	938	102	105
Future Volume (veh/h)	254	0	0	938	102	105
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	0	0	1845	1845	1845
Adj Flow Rate, veh/h	285	0	0	1054	115	118
Adj No. of Lanes	2	0	0	3	1	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	0	0	3	3	3
Cap, veh/h	1898	0	0	2726	257	230
Arrive On Green	0.54	0.00	0.00	0.54	0.15	0.15
Sat Flow, veh/h	3689	0	0	5368	1757	1568
Grp Volume(v), veh/h	285	0	0	1054	115	118
Grp Sat Flow(s),veh/h/ln	1752	0	0	1679	1757	1568
Q Serve(g_s), s	1.2	0.0	0.0	3.5	1.7	2.0
Cycle Q Clear(g_c), s	1.2	0.0	0.0	3.5	1.7	2.0
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	1898	0	0	2726	257	230
V/C Ratio(X)	0.15	0.00	0.00	0.39	0.45	0.51
Avail Cap(c_a), veh/h	8932	0	0	12833	2284	2039
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.3	0.0	0.0	3.8	11.2	11.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	1.2	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.6	0.9	1.0
LnGrp Delay(d),s/veh	3.3	0.0	0.0	3.9	12.5	13.1
LnGrp LOS	A			A	B	B
Approach Vol, veh/h	285			1054	233	
Approach Delay, s/veh	3.3			3.9	12.8	
Approach LOS	A			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		20.1				20.1		8.7
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		73.5				73.5		37.5
Max Q Clear Time (g_c+I1), s		3.2				5.5		4.0
Green Ext Time (p_c), s		2.1				10.1		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	5.1
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	171	387	24	248	0	68	0	5	92	196	21
Future Volume (veh/h)	0	171	387	24	248	0	68	0	5	92	196	21
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1900	1845	1845	0	1845	0	1845	1845	1845	1900
Adj Flow Rate, veh/h	0	194	440	27	282	0	77	0	6	105	223	24
Adj No. of Lanes	0	2	0	1	2	0	1	0	1	1	2	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	3	3	3	3	0	3	0	3	3	3	3
Cap, veh/h	0	727	650	58	2029	0	0	0	0	279	520	55
Arrive On Green	0.00	0.41	0.41	0.03	0.58	0.00	0.00	0.00	0.00	0.16	0.16	0.16
Sat Flow, veh/h	0	1845	1568	1757	3597	0		0		1757	3279	349
Grp Volume(v), veh/h	0	194	440	27	282	0		0.0		105	124	123
Grp Sat Flow(s),veh/h/ln	0	1752	1568	1757	1752	0				1757	1845	1783
Q Serve(g_s), s	0.0	2.5	7.8	0.5	1.3	0.0				1.8	2.1	2.1
Cycle Q Clear(g_c), s	0.0	2.5	7.8	0.5	1.3	0.0				1.8	2.1	2.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.20
Lane Grp Cap(c), veh/h	0	727	650	58	2029	0				279	293	283
V/C Ratio(X)	0.00	0.27	0.68	0.46	0.14	0.00				0.38	0.43	0.43
Avail Cap(c_a), veh/h	0	1630	1458	384	4486	0				1050	1103	1066
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	6.6	8.2	16.3	3.3	0.0				12.9	13.0	13.0
Incr Delay (d2), s/veh	0.0	0.2	1.2	5.7	0.0	0.0				0.8	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	3.5	0.3	0.6	0.0				0.9	1.1	1.1
LnGrp Delay(d),s/veh	0.0	6.8	9.4	22.0	3.3	0.0				13.8	14.0	14.1
LnGrp LOS		A	A	C	A					B	B	B
Approach Vol, veh/h		634			309						352	
Approach Delay, s/veh		8.6			5.0						14.0	
Approach LOS		A			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	5.6	18.7		9.9		24.4		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	7.5	31.9		20.5		43.9		
Max Q Clear Time (g_c+I1), s	2.5	9.8		4.1		3.3		
Green Ext Time (p_c), s	0.0	4.4		1.5		2.0		

Intersection Summary	
HCM 2010 Ctrl Delay	9.2
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑			↑↑↑
Traffic Vol, veh/h	0	438	195	0	0	676
Future Vol, veh/h	0	438	195	0	0	676
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	492	219	0	0	760

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	110	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	-	-
Pot Cap-1 Maneuver	0	919	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	919	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	919	-
HCM Lane V/C Ratio	-	0.536	-
HCM Control Delay (s)	-	13.3	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	3.3	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	179	148	79	360	79	134	363	126	132	447	218
Future Volume (veh/h)	45	179	148	79	360	79	134	363	126	132	447	218
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1900	1845	1845	1900	1845	1900
Adj Flow Rate, veh/h	51	201	166	89	404	89	151	408	142	148	502	245
Adj No. of Lanes	1	2	1	1	2	0	0	2	1	0	2	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	73	566	253	115	530	116	202	581	346	185	648	337
Arrive On Green	0.04	0.16	0.16	0.07	0.19	0.19	0.22	0.22	0.22	0.34	0.34	0.34
Sat Flow, veh/h	1757	3505	1568	1757	2862	625	916	2635	1568	552	1930	1003
Grp Volume(v), veh/h	51	201	166	89	246	247	297	262	142	488	0	407
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1752	1734	1799	1752	1568	1817	0	1668
Q Serve(g_s), s	2.4	4.2	8.2	4.1	11.0	11.2	12.8	11.4	6.4	20.2	0.0	17.8
Cycle Q Clear(g_c), s	2.4	4.2	8.2	4.1	11.0	11.2	12.8	11.4	6.4	20.2	0.0	17.8
Prop In Lane	1.00		1.00	1.00		0.36	0.51		1.00	0.30		0.60
Lane Grp Cap(c), veh/h	73	566	253	115	325	321	397	386	346	610	0	560
V/C Ratio(X)	0.70	0.35	0.66	0.77	0.76	0.77	0.75	0.68	0.41	0.80	0.00	0.73
Avail Cap(c_a), veh/h	180	815	364	269	496	491	661	644	576	864	0	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.3	31.0	32.6	38.2	32.1	32.1	30.2	29.7	27.7	25.0	0.0	24.2
Incr Delay (d2), s/veh	11.3	0.4	2.9	10.5	3.6	4.0	2.8	2.1	0.8	3.6	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.1	3.8	2.3	5.7	5.7	6.7	5.8	2.9	10.8	0.0	8.5
LnGrp Delay(d),s/veh	50.6	31.3	35.5	48.7	35.7	36.1	33.1	31.8	28.5	28.6	0.0	26.2
LnGrp LOS	D	C	D	D	D	D	C	C	C	C		C
Approach Vol, veh/h		418			582			701			895	
Approach Delay, s/veh		35.3			37.8			31.7			27.5	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		22.8	9.9	17.9		32.4	8.0	19.9
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		30.5	12.7	19.3		39.5	8.5	23.5
Max Q Clear Time (g_c+I1), s		14.8	6.1	10.2		22.2	4.4	13.2
Green Ext Time (p_c), s		3.5	0.1	1.2		5.7	0.0	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	32.2
HCM 2010 LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	341	193	592	103	0	1028
Future Volume (veh/h)	341	193	592	103	0	1028
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1900	0	1845
Adj Flow Rate, veh/h	374	187	623	0	0	1082
Adj No. of Lanes	2	1	3	0	0	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	0	3
Cap, veh/h	792	353	2550	0	0	2550
Arrive On Green	0.23	0.23	0.51	0.00	0.00	0.51
Sat Flow, veh/h	3514	1568	5368	0	0	5368
Grp Volume(v), veh/h	374	187	623	0	0	1082
Grp Sat Flow(s),veh/h/ln	1757	1568	1679	0	0	1679
Q Serve(g_s), s	3.1	3.5	2.3	0.0	0.0	4.5
Cycle Q Clear(g_c), s	3.1	3.5	2.3	0.0	0.0	4.5
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	792	353	2550	0	0	2550
V/C Ratio(X)	0.47	0.53	0.24	0.00	0.00	0.42
Avail Cap(c_a), veh/h	4558	2034	10136	0	0	10136
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	11.3	11.4	4.7	0.0	0.0	5.2
Incr Delay (d2), s/veh	0.4	1.2	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.6	1.0	0.0	0.0	2.0
LnGrp Delay(d),s/veh	11.7	12.7	4.7	0.0	0.0	5.3
LnGrp LOS	B	B	A			A
Approach Vol, veh/h	561		623			1082
Approach Delay, s/veh	12.0		4.7			5.3
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		21.5				21.5		12.1
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		67.5				67.5		43.5
Max Q Clear Time (g_c+I1), s		4.3				6.5		5.5
Green Ext Time (p_c), s		5.1				10.4		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	6.8
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	261	0	489	0	0	0	0	432	641	0	662	453
Future Volume (veh/h)	261	0	489	0	0	0	0	432	641	0	662	453
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1845				0	1845	1900	0	1845	1845
Adj Flow Rate, veh/h	293	192	421				0	485	0	0	744	0
Adj No. of Lanes	0	1	1				0	3	0	0	2	1
Peak Hour Factor	0.89	0.89	0.89				0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3				0	3	3	0	3	3
Cap, veh/h	439	288	637				0	1871	0	0	1302	582
Arrive On Green	0.41	0.41	0.41				0.00	0.37	0.00	0.00	0.37	0.00
Sat Flow, veh/h	1082	709	1568				0	5368	0	0	3597	1568
Grp Volume(v), veh/h	485	0	421				0	485	0	0	744	0
Grp Sat Flow(s),veh/h/ln	1791	0	1568				0	1679	0	0	1752	1568
Q Serve(g_s), s	8.9	0.0	8.8				0.0	2.7	0.0	0.0	6.8	0.0
Cycle Q Clear(g_c), s	8.9	0.0	8.8				0.0	2.7	0.0	0.0	6.8	0.0
Prop In Lane	0.60		1.00				0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	727	0	637				0	1871	0	0	1302	582
V/C Ratio(X)	0.67	0.00	0.66				0.00	0.26	0.00	0.00	0.57	0.00
Avail Cap(c_a), veh/h	2635	0	2307				0	6414	0	0	4464	1997
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	9.8	0.0	9.8				0.0	8.8	0.0	0.0	10.1	0.0
Incr Delay (d2), s/veh	1.1	0.0	1.2				0.0	0.1	0.0	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	4.0				0.0	1.3	0.0	0.0	3.4	0.0
LnGrp Delay(d),s/veh	10.8	0.0	10.9				0.0	8.9	0.0	0.0	10.5	0.0
LnGrp LOS	B		B					A			B	
Approach Vol, veh/h		906						485			744	
Approach Delay, s/veh		10.9						8.9			10.5	
Approach LOS		B						A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		19.5		20.9		19.5		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		51.5		59.5		51.5		
Max Q Clear Time (g_c+I1), s		4.7		10.9		8.8		
Green Ext Time (p_c), s		3.8		5.5		6.2		

Intersection Summary	
HCM 2010 Ctrl Delay	10.3
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	396	89	247	528	170	57	360	331	118	555	110
Future Volume (veh/h)	131	396	89	247	528	170	57	360	331	118	555	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	138	417	94	260	556	179	60	379	348	124	584	116
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	176	584	131	312	737	237	83	504	451	159	966	191
Arrive On Green	0.10	0.21	0.21	0.18	0.28	0.28	0.05	0.29	0.29	0.09	0.33	0.33
Sat Flow, veh/h	1757	2848	637	1757	2611	838	1757	1752	1568	1757	2917	578
Grp Volume(v), veh/h	138	255	256	260	373	362	60	379	348	124	350	350
Grp Sat Flow(s),veh/h/ln	1757	1752	1732	1757	1752	1697	1757	1752	1568	1757	1752	1743
Q Serve(g_s), s	5.8	10.2	10.4	10.8	14.6	14.7	2.5	14.8	15.3	5.2	12.6	12.7
Cycle Q Clear(g_c), s	5.8	10.2	10.4	10.8	14.6	14.7	2.5	14.8	15.3	5.2	12.6	12.7
Prop In Lane	1.00		0.37	1.00		0.49	1.00		1.00	1.00		0.33
Lane Grp Cap(c), veh/h	176	360	355	312	495	479	83	504	451	159	580	577
V/C Ratio(X)	0.78	0.71	0.72	0.83	0.75	0.76	0.72	0.75	0.77	0.78	0.60	0.61
Avail Cap(c_a), veh/h	410	570	563	664	823	797	228	779	697	361	912	907
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.1	27.9	27.9	29.9	24.6	24.7	35.4	24.4	24.6	33.5	21.1	21.1
Incr Delay (d2), s/veh	7.4	2.6	2.7	5.8	2.3	2.5	11.0	2.3	2.8	8.0	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	5.2	5.2	5.7	7.4	7.2	1.5	7.5	6.9	2.9	6.2	6.2
LnGrp Delay(d),s/veh	40.5	30.5	30.7	35.7	27.0	27.1	46.4	26.7	27.4	41.5	22.1	22.1
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		649			995			787			824	
Approach Delay, s/veh		32.7			29.3			28.5			25.0	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	26.2	17.9	20.0	8.1	29.4	12.1	25.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	15.5	33.5	28.5	24.5	9.8	39.2	17.6	35.4
Max Q Clear Time (g_c+I1), s	7.2	17.3	12.8	12.4	4.5	14.7	7.8	16.7
Green Ext Time (p_c), s	0.2	4.4	0.7	2.5	0.0	4.7	0.2	4.6

Intersection Summary	
HCM 2010 Ctrl Delay	28.7
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	358	70	58	164	43	43
Future Vol, veh/h	358	70	58	164	43	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	450
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	369	72	60	169	44	44

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	441	0	694	405
Stage 1	-	-	-	-	405	-
Stage 2	-	-	-	-	289	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1114	-	407	644
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	758	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1114	-	385	644
Mov Cap-2 Maneuver	-	-	-	-	385	-
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	717	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	385	644	-	-	1114	-
HCM Lane V/C Ratio	0.115	0.069	-	-	0.054	-
HCM Control Delay (s)	15.6	11	-	-	8.4	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.2	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	991	27	0	8	36	1	5	11	235	50	85
Future Volume (veh/h)	196	991	27	0	8	36	1	5	11	235	50	85
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1900	1845	1900
Adj Flow Rate, veh/h	202	1022	28	0	8	37	1	5	11	242	52	88
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	240	1102	30	2	124	575	416	150	329	325	57	96
Arrive On Green	0.14	0.62	0.62	0.00	0.43	0.43	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1757	1787	49	1757	286	1325	1232	514	1131	909	195	330
Grp Volume(v), veh/h	202	0	1050	0	0	45	1	0	16	382	0	0
Grp Sat Flow(s),veh/h/ln	1757	0	1836	1757	0	1611	1232	0	1645	1434	0	0
Q Serve(g_s), s	10.9	0.0	49.9	0.0	0.0	1.6	0.0	0.0	0.7	24.5	0.0	0.0
Cycle Q Clear(g_c), s	10.9	0.0	49.9	0.0	0.0	1.6	0.1	0.0	0.7	25.2	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.82	1.00		0.69	0.63		0.23
Lane Grp Cap(c), veh/h	240	0	1132	2	0	699	416	0	479	478	0	0
V/C Ratio(X)	0.84	0.00	0.93	0.00	0.00	0.06	0.00	0.00	0.03	0.80	0.00	0.00
Avail Cap(c_a), veh/h	435	0	1291	90	0	817	475	0	557	548	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.0	0.0	16.7	0.0	0.0	16.0	24.5	0.0	24.7	33.7	0.0	0.0
Incr Delay (d2), s/veh	7.8	0.0	10.8	0.0	0.0	0.0	0.0	0.0	0.0	7.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	0.0	28.5	0.0	0.0	0.7	0.0	0.0	0.3	10.8	0.0	0.0
LnGrp Delay(d),s/veh	48.9	0.0	27.5	0.0	0.0	16.1	24.5	0.0	24.8	41.0	0.0	0.0
LnGrp LOS	D		C			B	C		C	D		
Approach Vol, veh/h		1252			45			17			382	
Approach Delay, s/veh		31.0			16.1			24.7			41.0	
Approach LOS		C			B			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		32.8	0.0	64.6		32.8	17.8	46.8
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		33.0	5.0	68.5		33.0	24.1	49.4
Max Q Clear Time (g_c+I1), s		2.7	0.0	51.9		27.2	12.9	3.6
Green Ext Time (p_c), s		0.0	0.0	8.2		1.2	0.4	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	32.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	694	335	11	588	91	171	265	25	223	627	153
Future Volume (veh/h)	24	694	335	11	588	91	171	265	25	223	627	153
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	30	868	419	14	735	114	214	331	31	279	784	191
Adj No. of Lanes	1	2	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	179	1254	561	143	1088	169	255	994	93	324	967	236
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.14	0.31	0.31	0.18	0.35	0.35
Sat Flow, veh/h	640	3505	1568	423	3042	472	1757	3242	302	1757	2796	681
Grp Volume(v), veh/h	30	868	419	14	423	426	214	178	184	279	491	484
Grp Sat Flow(s),veh/h/ln	640	1752	1568	423	1752	1761	1757	1752	1791	1757	1752	1724
Q Serve(g_s), s	3.7	18.8	20.9	2.6	18.2	18.2	10.6	7.0	7.1	13.7	22.7	22.7
Cycle Q Clear(g_c), s	21.9	18.8	20.9	21.4	18.2	18.2	10.6	7.0	7.1	13.7	22.7	22.7
Prop In Lane	1.00		1.00	1.00		0.27	1.00		0.17	1.00		0.39
Lane Grp Cap(c), veh/h	179	1254	561	143	627	630	255	537	549	324	606	596
V/C Ratio(X)	0.17	0.69	0.75	0.10	0.68	0.68	0.84	0.33	0.34	0.86	0.81	0.81
Avail Cap(c_a), veh/h	255	1673	748	193	836	841	444	663	678	598	817	804
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.5	24.4	25.1	33.6	24.2	24.2	37.1	23.8	23.9	35.2	26.5	26.5
Incr Delay (d2), s/veh	0.4	0.8	2.9	0.3	1.3	1.3	7.3	0.4	0.4	6.8	4.5	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	9.2	9.4	0.3	9.1	9.1	5.6	3.4	3.5	7.3	11.7	11.5
LnGrp Delay(d),s/veh	34.0	25.2	27.9	33.9	25.6	25.6	44.4	24.2	24.2	42.0	31.0	31.1
LnGrp LOS	C	C	C	C	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1317			863			576			1254	
Approach Delay, s/veh		26.3			25.7			31.7			33.5	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		36.4	17.4	35.3		36.4	20.9	31.8
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		42.5	22.5	41.5		42.5	30.3	33.7
Max Q Clear Time (g_c+I1), s		23.9	12.6	24.7		23.4	15.7	9.1
Green Ext Time (p_c), s		7.9	0.4	6.1		5.6	0.7	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	29.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	842	107	161	498	38	26	23	102	75	67	4
Future Volume (veh/h)	7	842	107	161	498	38	26	23	102	75	67	4
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1900	1845	1845	1900	1845	1845
Adj Flow Rate, veh/h	7	886	113	169	524	40	27	24	107	79	71	4
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	16	1153	147	211	1583	121	67	40	544	67	40	544
Arrive On Green	0.01	0.37	0.37	0.12	0.48	0.48	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1757	3128	399	1757	3301	251	0	115	1568	0	116	1568
Grp Volume(v), veh/h	7	496	503	169	278	286	51	0	107	150	0	4
Grp Sat Flow(s),veh/h/ln	1757	1752	1774	1757	1752	1800	115	0	1568	117	0	1568
Q Serve(g_s), s	0.3	20.5	20.5	7.7	8.0	8.1	0.0	0.0	3.9	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.3	20.5	20.5	7.7	8.0	8.1	28.5	0.0	3.9	28.5	0.0	0.1
Prop In Lane	1.00		0.22	1.00		0.14	0.53		1.00	0.53		1.00
Lane Grp Cap(c), veh/h	16	646	654	211	840	863	107	0	544	107	0	544
V/C Ratio(X)	0.44	0.77	0.77	0.80	0.33	0.33	0.48	0.00	0.20	1.40	0.00	0.01
Avail Cap(c_a), veh/h	118	1142	1156	524	1547	1590	107	0	544	107	0	544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.5	22.8	22.8	35.2	13.2	13.2	22.3	0.0	18.8	30.7	0.0	17.5
Incr Delay (d2), s/veh	18.3	2.0	1.9	6.9	0.2	0.2	3.3	0.0	0.2	225.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	10.3	10.4	4.1	3.9	4.0	0.9	0.0	1.7	9.1	0.0	0.1
LnGrp Delay(d),s/veh	58.8	24.8	24.8	42.1	13.4	13.4	25.6	0.0	19.0	256.0	0.0	17.6
LnGrp LOS	E	C	C	D	B	B	C		B	F		B
Approach Vol, veh/h		1006			733			158			154	
Approach Delay, s/veh		25.0			20.1			21.1			249.8	
Approach LOS		C			C			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		33.0	14.4	34.8		33.0	5.2	43.9
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		28.5	24.5	53.5		28.5	5.5	72.5
Max Q Clear Time (g_c+I1), s		30.5	9.7	22.5		30.5	2.3	10.1
Green Ext Time (p_c), s		0.0	0.4	7.8		0.0	0.0	3.9

Intersection Summary	
HCM 2010 Ctrl Delay	39.8
HCM 2010 LOS	D

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1047	326	0	665	365
Future Volume (veh/h)	0	1047	326	0	665	365
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1845	0	1845	1845
Adj Flow Rate, veh/h	0	1126	351	0	715	392
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	1715	1715	0	1168	537
Arrive On Green	0.00	0.49	0.49	0.00	0.34	0.34
Sat Flow, veh/h	0	3689	3689	0	3408	1568
Grp Volume(v), veh/h	0	1126	351	0	715	392
Grp Sat Flow(s),veh/h/ln	0	1752	1752	0	1704	1568
Q Serve(g_s), s	0.0	13.0	3.0	0.0	9.4	11.7
Cycle Q Clear(g_c), s	0.0	13.0	3.0	0.0	9.4	11.7
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	1715	1715	0	1168	537
V/C Ratio(X)	0.00	0.66	0.20	0.00	0.61	0.73
Avail Cap(c_a), veh/h	0	4282	4282	0	2893	1331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.3	7.8	0.0	14.7	15.4
Incr Delay (d2), s/veh	0.0	0.4	0.1	0.0	0.5	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.2	1.5	0.0	4.5	5.3
LnGrp Delay(d),s/veh	0.0	10.7	7.8	0.0	15.2	17.4
LnGrp LOS		B	A		B	B
Approach Vol, veh/h		1126	351		1107	
Approach Delay, s/veh		10.7	7.8		16.0	
Approach LOS		B	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		30.7		22.9		30.7		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		65.5		45.5		65.5		
Max Q Clear Time (g_c+I1), s		15.0		13.7		5.0		
Green Ext Time (p_c), s		11.3		4.6		2.6		

Intersection Summary	
HCM 2010 Ctrl Delay	12.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	271	62	99	246	54	160	261	127	81	525	13
Future Volume (veh/h)	57	271	62	99	246	54	160	261	127	81	525	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1845	1900	1845	1900
Adj Flow Rate, veh/h	64	304	70	111	276	61	180	293	143	91	590	15
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	0	2	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	288	492	113	260	497	110	371	390	331	122	833	22
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.21	0.21	0.21	0.27	0.27	0.27
Sat Flow, veh/h	1029	1451	334	995	1464	324	1757	1845	1568	456	3113	83
Grp Volume(v), veh/h	64	0	374	111	0	337	180	293	143	364	0	332
Grp Sat Flow(s),veh/h/ln	1029	0	1786	995	0	1788	1757	1845	1568	1822	0	1830
Q Serve(g_s), s	4.0	0.0	13.0	7.8	0.0	11.4	6.7	11.1	5.9	13.6	0.0	12.1
Cycle Q Clear(g_c), s	15.4	0.0	13.0	20.8	0.0	11.4	6.7	11.1	5.9	13.6	0.0	12.1
Prop In Lane	1.00		0.19	1.00		0.18	1.00		1.00	0.25		0.05
Lane Grp Cap(c), veh/h	288	0	606	260	0	606	371	390	331	487	0	490
V/C Ratio(X)	0.22	0.00	0.62	0.43	0.00	0.56	0.48	0.75	0.43	0.75	0.00	0.68
Avail Cap(c_a), veh/h	486	0	950	452	0	951	745	783	665	871	0	875
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.2	0.0	20.5	29.2	0.0	20.0	25.7	27.4	25.4	24.9	0.0	24.3
Incr Delay (d2), s/veh	0.4	0.0	1.0	1.1	0.0	0.8	1.0	2.9	0.9	2.3	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	6.5	2.2	0.0	5.8	3.4	5.9	2.6	7.1	0.0	6.3
LnGrp Delay(d),s/veh	26.6	0.0	21.5	30.3	0.0	20.8	26.7	30.4	26.3	27.2	0.0	26.0
LnGrp LOS	C		C	C		C	C	C	C	C		C
Approach Vol, veh/h		438			448			616			696	
Approach Delay, s/veh		22.3			23.1			28.4			26.6	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.2		29.7		24.4		29.7
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		31.5		39.5		35.5		39.5
Max Q Clear Time (g_c+I1), s		13.1		17.4		15.6		22.8
Green Ext Time (p_c), s		2.6		2.6		4.3		2.4

Intersection Summary	
HCM 2010 Ctrl Delay	25.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	123	0	84	1	504	77	170	1695	0
Future Volume (veh/h)	0	0	0	123	0	84	1	504	77	170	1695	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1845	1845	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	0	0	0	124	0	85	1	509	78	172	1712	0
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	0	226	0	275	0	192	3	1701	260	219	2386	0
Arrive On Green	0.00	0.00	0.00	0.12	0.00	0.12	0.00	0.56	0.56	0.12	0.68	0.00
Sat Flow, veh/h	0	1845	0	1392	0	1568	1757	3050	465	1757	3597	0
Grp Volume(v), veh/h	0	0	0	124	0	85	1	292	295	172	1712	0
Grp Sat Flow(s),veh/h/ln	0	1845	0	1392	0	1568	1757	1752	1763	1757	1752	0
Q Serve(g_s), s	0.0	0.0	0.0	5.9	0.0	3.5	0.0	6.1	6.2	6.6	21.1	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	5.9	0.0	3.5	0.0	6.1	6.2	6.6	21.1	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.26	1.00		0.00
Lane Grp Cap(c), veh/h	0	226	0	275	0	192	3	977	983	219	2386	0
V/C Ratio(X)	0.00	0.00	0.00	0.45	0.00	0.44	0.39	0.30	0.30	0.79	0.72	0.00
Avail Cap(c_a), veh/h	0	547	0	517	0	465	140	1609	1618	571	4079	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	29.2	0.0	28.2	34.5	8.1	8.1	29.4	6.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.2	0.0	1.6	77.5	0.2	0.2	6.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.4	0.0	1.6	0.1	3.0	3.0	3.6	10.1	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	30.4	0.0	29.7	112.0	8.3	8.3	35.5	7.3	0.0
LnGrp LOS				C		C	F	A	A	D	A	
Approach Vol, veh/h		0			209			588			1884	
Approach Delay, s/veh		0.0			30.1			8.5			9.9	
Approach LOS					C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.1	43.1		13.0	4.6	51.6		13.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	22.5	63.5		20.5	5.5	80.5		20.5
Max Q Clear Time (g_c+I1), s	8.6	8.2		0.0	2.0	23.1		7.9
Green Ext Time (p_c), s	0.4	4.1		0.0	0.0	24.0		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	11.1
HCM 2010 LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	191	98	496	112	319	1648
Future Volume (veh/h)	191	98	496	112	319	1648
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1900	1845	1845
Adj Flow Rate, veh/h	203	104	528	119	339	1753
Adj No. of Lanes	2	1	2	0	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	376	173	1234	277	409	2597
Arrive On Green	0.11	0.11	0.43	0.43	0.23	0.74
Sat Flow, veh/h	3408	1568	2938	639	1757	3597
Grp Volume(v), veh/h	203	104	324	323	339	1753
Grp Sat Flow(s),veh/h/ln	1704	1568	1752	1732	1757	1752
Q Serve(g_s), s	3.4	3.8	7.8	7.8	11.1	15.7
Cycle Q Clear(g_c), s	3.4	3.8	7.8	7.8	11.1	15.7
Prop In Lane	1.00	1.00		0.37	1.00	
Lane Grp Cap(c), veh/h	376	173	760	751	409	2597
V/C Ratio(X)	0.54	0.60	0.43	0.43	0.83	0.68
Avail Cap(c_a), veh/h	1155	531	1260	1245	1234	5242
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	25.6	11.9	11.9	22.1	4.1
Incr Delay (d2), s/veh	1.2	3.3	0.4	0.4	4.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.8	3.8	3.8	5.9	7.4
LnGrp Delay(d),s/veh	26.7	29.0	12.3	12.3	26.4	4.4
LnGrp LOS	C	C	B	B	C	A
Approach Vol, veh/h	307		647			2092
Approach Delay, s/veh	27.4		12.3			7.9
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	18.6	30.7				49.3		11.2
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	42.5	43.5				90.5		20.5
Max Q Clear Time (g_c+I1), s	13.1	9.8				17.7		5.8
Green Ext Time (p_c), s	1.1	4.5				27.1		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	10.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	0	39	0	4	1	401	26	12	807	0
Future Volume (veh/h)	1	0	0	39	0	4	1	401	26	12	807	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	1	0	0	40	0	4	1	413	27	12	832	0
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	317	97	0	320	0	82	6	1563	102	28	1690	0
Arrive On Green	0.05	0.00	0.00	0.05	0.00	0.05	0.00	0.47	0.47	0.02	0.48	0.00
Sat Flow, veh/h	1393	1845	0	1392	0	1568	1757	3341	218	1757	3597	0
Grp Volume(v), veh/h	1	0	0	40	0	4	1	216	224	12	832	0
Grp Sat Flow(s),veh/h/ln	1393	1845	0	1392	0	1568	1757	1752	1806	1757	1752	0
Q Serve(g_s), s	0.0	0.0	0.0	0.8	0.0	0.1	0.0	2.2	2.2	0.2	4.7	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.8	0.0	0.1	0.0	2.2	2.2	0.2	4.7	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.12	1.00		0.00
Lane Grp Cap(c), veh/h	317	97	0	320	0	82	6	820	845	28	1690	0
V/C Ratio(X)	0.00	0.00	0.00	0.12	0.00	0.05	0.17	0.26	0.27	0.43	0.49	0.00
Avail Cap(c_a), veh/h	1417	1553	0	1419	0	1320	574	4306	4438	634	8732	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.1	0.0	0.0	13.5	0.0	13.1	14.5	4.7	4.7	14.2	5.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.2	12.4	0.2	0.2	10.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.3	0.0	0.0	0.0	1.1	1.1	0.2	2.2	0.0
LnGrp Delay(d),s/veh	13.1	0.0	0.0	13.6	0.0	13.3	26.9	4.9	4.9	24.3	5.3	0.0
LnGrp LOS	B			B		B	C	A	A	C	A	
Approach Vol, veh/h		1			44			441			844	
Approach Delay, s/veh		13.1			13.6			4.9			5.6	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.0	18.1		6.0	4.5	18.5		6.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	10.5	71.5		24.5	9.5	72.5		24.5
Max Q Clear Time (g_c+I1), s	2.2	4.2		2.1	2.0	6.7		2.8
Green Ext Time (p_c), s	0.0	2.9		0.0	0.0	7.3		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	5.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	2	7	113	1	70	10	768	40	12	2840	2
Future Volume (veh/h)	8	2	7	113	1	70	10	768	40	12	2840	2
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1845	1845	1900	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	8	2	7	96	32	73	10	800	42	12	2958	2
Adj No. of Lanes	0	1	0	1	1	0	1	2	1	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	72	26	35	191	48	110	21	2682	1200	25	2758	2
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.01	0.77	0.77	0.01	0.77	0.77
Sat Flow, veh/h	245	270	360	1387	501	1142	1757	3505	1568	1757	3594	2
Grp Volume(v), veh/h	17	0	0	96	0	105	10	800	42	12	1442	1518
Grp Sat Flow(s),veh/h/ln	875	0	0	1387	0	1643	1757	1752	1568	1757	1752	1844
Q Serve(g_s), s	0.1	0.0	0.0	1.3	0.0	6.7	0.6	7.6	0.7	0.7	83.5	83.5
Cycle Q Clear(g_c), s	6.8	0.0	0.0	8.1	0.0	6.7	0.6	7.6	0.7	0.7	83.5	83.5
Prop In Lane	0.47		0.41	1.00		0.70	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	133	0	0	191	0	159	21	2682	1200	25	1345	1415
V/C Ratio(X)	0.13	0.00	0.00	0.50	0.00	0.66	0.47	0.30	0.04	0.49	1.07	1.07
Avail Cap(c_a), veh/h	232	0	0	287	0	272	81	2689	1203	81	1345	1415
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.9	0.0	0.0	48.1	0.0	47.4	53.4	3.9	3.1	53.3	12.7	12.7
Incr Delay (d2), s/veh	0.4	0.0	0.0	2.0	0.0	4.6	15.7	0.1	0.0	14.3	46.5	46.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	2.9	0.0	3.3	0.4	3.6	0.3	0.5	56.6	59.4
LnGrp Delay(d),s/veh	45.4	0.0	0.0	50.1	0.0	52.1	69.1	3.9	3.1	67.5	59.2	58.7
LnGrp LOS	D			D		D	E	A	A	E	F	F
Approach Vol, veh/h		17			201			852			2972	
Approach Delay, s/veh		45.4			51.1			4.7			59.0	
Approach LOS		D			D			A			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.0	87.8		15.0	5.8	88.0		15.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	83.5		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	2.7	9.6		8.8	2.6	85.5		10.1
Green Ext Time (p_c), s	0.0	7.1		0.0	0.0	0.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	47.1
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	8	44	133	15	5	27	708	55	36	2683	32
Future Volume (veh/h)	10	8	44	133	15	5	27	708	55	36	2683	32
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	11	8	46	140	16	5	28	745	58	38	2824	34
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	253	36	205	222	202	63	45	2471	1105	53	2488	1113
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.03	0.71	0.71	0.03	0.71	0.71
Sat Flow, veh/h	1372	238	1366	1331	1349	421	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	11	0	54	140	0	21	28	745	58	38	2824	34
Grp Sat Flow(s),veh/h/ln	1372	0	1604	1331	0	1770	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	0.8	0.0	3.5	12.2	0.0	1.2	1.9	9.4	1.3	2.5	83.5	0.8
Cycle Q Clear(g_c), s	2.0	0.0	3.5	15.6	0.0	1.2	1.9	9.4	1.3	2.5	83.5	0.8
Prop In Lane	1.00		0.85	1.00		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	253	0	241	222	0	266	45	2471	1105	53	2488	1113
V/C Ratio(X)	0.04	0.00	0.22	0.63	0.00	0.08	0.63	0.30	0.05	0.72	1.14	0.03
Avail Cap(c_a), veh/h	257	0	245	225	0	271	75	2471	1105	103	2488	1113
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	0.0	44.0	50.9	0.0	43.0	56.8	6.5	5.3	56.5	17.1	5.1
Incr Delay (d2), s/veh	0.1	0.0	0.5	5.5	0.0	0.1	13.4	0.1	0.0	16.3	66.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.6	4.8	0.0	0.6	1.1	4.5	0.6	1.5	62.7	0.3
LnGrp Delay(d),s/veh	43.9	0.0	44.4	56.3	0.0	43.1	70.2	6.6	5.3	72.9	83.5	5.1
LnGrp LOS	D		D	E		D	E	A	A	E	F	A
Approach Vol, veh/h		65			161			831			2896	
Approach Delay, s/veh		44.4			54.6			8.6			82.4	
Approach LOS		D			D			A			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.1	87.4		22.2	7.5	88.0		22.2
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	6.3	81.6		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	4.5	11.4		5.5	3.9	85.5		17.6
Green Ext Time (p_c), s	0.0	6.6		0.2	0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	65.2
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	294	737	12	229	1546	224	25	392	139	165	849	796
Future Volume (veh/h)	294	737	12	229	1546	224	25	392	139	165	849	796
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	313	784	13	244	1645	0	27	417	148	176	903	847
Adj No. of Lanes	2	3	0	2	3	1	1	2	1	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	348	1836	30	313	1761	548	82	914	409	209	1166	522
Arrive On Green	0.10	0.36	0.36	0.09	0.35	0.00	0.05	0.26	0.26	0.12	0.33	0.33
Sat Flow, veh/h	3408	5103	85	3408	5036	1568	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	313	516	281	244	1645	0	27	417	148	176	903	847
Grp Sat Flow(s),veh/h/ln	1704	1679	1830	1704	1679	1568	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	9.7	12.4	12.4	7.5	33.7	0.0	1.6	10.7	8.2	10.5	24.7	35.5
Cycle Q Clear(g_c), s	9.7	12.4	12.4	7.5	33.7	0.0	1.6	10.7	8.2	10.5	24.7	35.5
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	348	1208	658	313	1761	548	82	914	409	209	1166	522
V/C Ratio(X)	0.90	0.43	0.43	0.78	0.93	0.00	0.33	0.46	0.36	0.84	0.77	1.62
Avail Cap(c_a), veh/h	348	1208	658	457	1774	552	296	1071	479	344	1166	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.4	25.8	25.8	47.4	33.5	0.0	49.2	33.1	32.2	46.0	32.0	35.6
Incr Delay (d2), s/veh	25.0	0.2	0.4	5.2	9.7	0.0	2.3	0.4	0.5	9.5	3.3	289.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	5.8	6.3	3.7	17.1	0.0	0.8	5.2	3.6	5.6	12.5	57.3
LnGrp Delay(d),s/veh	72.4	26.1	26.3	52.6	43.2	0.0	51.5	33.5	32.7	55.6	35.3	325.0
LnGrp LOS	E	C	C	D	D		D	C	C	E	D	F
Approach Vol, veh/h		1110			1889			592			1926	
Approach Delay, s/veh		39.2			44.4			34.1			164.6	
Approach LOS		D			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	42.9	9.5	40.0	15.4	41.8	17.2	32.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	14.3	34.2	18.0	35.5	10.9	37.6	20.9	32.6
Max Q Clear Time (g_c+I1), s	9.5	14.4	3.6	37.5	11.7	35.7	12.5	12.7
Green Ext Time (p_c), s	0.4	5.2	0.0	0.0	0.0	1.6	0.3	3.2

Intersection Summary	
HCM 2010 Ctrl Delay	84.2
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	873	225	414	479	58	86	31	289	34	633	1500
Future Volume (veh/h)	160	873	225	414	479	58	86	31	289	34	633	1500
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	172	939	242	445	515	0	92	33	311	37	681	1613
Adj No. of Lanes	1	3	1	2	1	1	1	1	2	1	1	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	171	1204	375	483	523	444	100	811	1213	52	761	1138
Arrive On Green	0.10	0.24	0.24	0.14	0.28	0.00	0.06	0.44	0.44	0.03	0.41	0.41
Sat Flow, veh/h	1757	5036	1568	3408	1845	1568	1757	1845	2760	1757	1845	2760
Grp Volume(v), veh/h	172	939	242	445	515	0	92	33	311	37	681	1613
Grp Sat Flow(s),veh/h/ln	1757	1679	1568	1704	1845	1568	1757	1845	1380	1757	1845	1380
Q Serve(g_s), s	11.7	20.9	16.7	15.5	33.3	0.0	6.3	1.2	8.5	2.5	41.3	49.5
Cycle Q Clear(g_c), s	11.7	20.9	16.7	15.5	33.3	0.0	6.3	1.2	8.5	2.5	41.3	49.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	171	1204	375	483	523	444	100	811	1213	52	761	1138
V/C Ratio(X)	1.00	0.78	0.65	0.92	0.99	0.00	0.92	0.04	0.26	0.71	0.89	1.42
Avail Cap(c_a), veh/h	171	1204	375	483	523	444	100	811	1213	100	761	1138
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	42.7	41.1	50.8	42.8	0.0	56.3	19.2	21.2	57.7	32.8	35.3
Incr Delay (d2), s/veh	69.8	3.3	3.8	23.2	35.5	0.0	66.1	0.0	0.1	16.5	13.2	192.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	10.0	7.6	8.8	22.0	0.0	4.9	0.6	3.3	1.5	23.8	49.2
LnGrp Delay(d),s/veh	124.0	46.0	44.9	74.0	78.2	0.0	122.4	19.2	21.3	74.3	46.0	228.1
LnGrp LOS	F	D	D	E	E		F	B	C	E	D	F
Approach Vol, veh/h		1353			960			436			2331	
Approach Delay, s/veh		55.7			76.3			42.5			172.5	
Approach LOS		E			E			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.5	33.2	11.3	54.0	16.2	38.5	8.0	57.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	17.0	28.7	6.8	49.5	11.7	34.0	6.8	49.5
Max Q Clear Time (g_c+I1), s	17.5	22.9	8.3	51.5	13.7	35.3	4.5	10.5
Green Ext Time (p_c), s	0.0	3.4	0.0	0.0	0.0	0.0	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	112.0
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	307	0	0	639	0	231	0	151	0	0	0
Future Volume (veh/h)	0	307	0	0	639	0	231	0	151	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1845	0	0	1845	0	1845	0	1845			
Adj Flow Rate, veh/h	0	334	0	0	695	0	251	0	164			
Adj No. of Lanes	0	2	0	0	2	0	2	0	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	3	0	0	3	0	3	0	3			
Cap, veh/h	0	1532	0	0	1532	0	726	0	334			
Arrive On Green	0.00	0.44	0.00	0.00	0.44	0.00	0.21	0.00	0.21			
Sat Flow, veh/h	0	3689	0	0	3689	0	3408	0	1568			
Grp Volume(v), veh/h	0	334	0	0	695	0	251	0	164			
Grp Sat Flow(s),veh/h/ln	0	1752	0	0	1752	0	1704	0	1568			
Q Serve(g_s), s	0.0	1.5	0.0	0.0	3.6	0.0	1.6	0.0	2.4			
Cycle Q Clear(g_c), s	0.0	1.5	0.0	0.0	3.6	0.0	1.6	0.0	2.4			
Prop In Lane	0.00		0.00	0.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1532	0	0	1532	0	726	0	334			
V/C Ratio(X)	0.00	0.22	0.00	0.00	0.45	0.00	0.35	0.00	0.49			
Avail Cap(c_a), veh/h	0	4156	0	0	6745	0	3511	0	1615			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	4.5	0.0	0.0	5.1	0.0	8.6	0.0	8.9			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.2	0.0	0.3	0.0	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.0	0.0	1.7	0.0	0.8	0.0	1.1			
LnGrp Delay(d),s/veh	0.0	4.6	0.0	0.0	5.3	0.0	8.9	0.0	10.0			
LnGrp LOS		A			A		A		B			
Approach Vol, veh/h		334			695			415				
Approach Delay, s/veh		4.6			5.3			9.3				
Approach LOS		A			A			A				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		15.7				15.7		10.0
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		30.5				49.5		26.5
Max Q Clear Time (g_c+I1), s		3.5				5.6		4.4
Green Ext Time (p_c), s		2.3				5.7		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	6.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	21	12	22	55	59	32	406	71	197	1249	301
Future Volume (veh/h)	106	21	12	22	55	59	32	406	71	197	1249	301
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1900	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	108	21	0	22	56	60	33	414	72	201	1274	307
Adj No. of Lanes	1	1	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	147	154	0	37	95	101	58	1418	245	247	1637	388
Arrive On Green	0.08	0.08	0.00	0.07	0.07	0.07	0.03	0.47	0.47	0.14	0.58	0.58
Sat Flow, veh/h	1757	1845	0	543	1383	1475	1757	2990	516	1757	2812	667
Grp Volume(v), veh/h	108	21	0	74	0	64	33	241	245	201	786	795
Grp Sat Flow(s),veh/h/ln	1757	1845	0	1817	0	1584	1757	1752	1754	1757	1752	1727
Q Serve(g_s), s	4.6	0.8	0.0	3.0	0.0	3.1	1.4	6.5	6.6	8.6	26.3	27.5
Cycle Q Clear(g_c), s	4.6	0.8	0.0	3.0	0.0	3.1	1.4	6.5	6.6	8.6	26.3	27.5
Prop In Lane	1.00		0.00	0.30		0.93	1.00		0.29	1.00		0.39
Lane Grp Cap(c), veh/h	147	154	0	125	0	109	58	831	831	247	1020	1005
V/C Ratio(X)	0.73	0.14	0.00	0.59	0.00	0.59	0.57	0.29	0.29	0.81	0.77	0.79
Avail Cap(c_a), veh/h	416	437	0	426	0	371	121	950	951	539	1368	1348
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	32.8	0.0	34.9	0.0	34.9	36.8	12.4	12.4	32.2	12.2	12.5
Incr Delay (d2), s/veh	6.9	0.4	0.0	4.4	0.0	5.1	8.6	0.2	0.2	6.4	1.9	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.4	0.0	1.7	0.0	1.5	0.8	3.2	3.2	4.6	13.0	13.5
LnGrp Delay(d),s/veh	41.5	33.2	0.0	39.3	0.0	40.0	45.5	12.6	12.6	38.6	14.2	14.9
LnGrp LOS	D	C		D		D	D	B	B	D	B	B
Approach Vol, veh/h		129			138			519			1782	
Approach Delay, s/veh		40.2			39.7			14.7			17.2	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.4	41.1		11.0	7.0	49.5		9.8
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	23.7	41.9		18.3	5.3	60.3		18.1
Max Q Clear Time (g_c+I1), s	10.6	8.6		6.6	3.4	29.5		5.1
Green Ext Time (p_c), s	0.4	3.2		0.3	0.0	15.4		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	19.1
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	15.7
Intersection LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	415	484	18	22	0
Future Vol, veh/h	5	415	484	18	22	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	6	461	538	20	24	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	14.2	17.2	9.7
HCM LOS	B	C	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	0%	100%
Vol Thru, %	99%	96%	0%
Vol Right, %	0%	4%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	420	502	22
LT Vol	5	0	22
Through Vol	415	484	0
RT Vol	0	18	0
Lane Flow Rate	467	558	24
Geometry Grp	1	1	1
Degree of Util (X)	0.596	0.696	0.043
Departure Headway (Hd)	4.599	4.492	6.32
Convergence, Y/N	Yes	Yes	Yes
Cap	784	803	563
Service Time	2.631	2.521	4.396
HCM Lane V/C Ratio	0.596	0.695	0.043
HCM Control Delay	14.2	17.2	9.7
HCM Lane LOS	B	C	A
HCM 95th-tile Q	4	5.8	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1	5	72	3	9	2	761	39	26	2806	14
Future Volume (veh/h)	3	1	5	72	3	9	2	761	39	26	2806	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	3	1	5	75	3	9	2	793	41	27	2923	15
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	71	31	71	157	4	11	5	2612	135	46	2838	15
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.00	0.77	0.77	0.03	0.79	0.79
Sat Flow, veh/h	340	415	943	1243	50	149	1757	3391	175	1757	3576	18
Grp Volume(v), veh/h	9	0	0	87	0	0	2	410	424	27	1431	1507
Grp Sat Flow(s),veh/h/ln	1698	0	0	1442	0	0	1757	1752	1814	1757	1752	1841
Q Serve(g_s), s	0.0	0.0	0.0	5.7	0.0	0.0	0.1	7.4	7.4	1.6	83.5	83.5
Cycle Q Clear(g_c), s	0.5	0.0	0.0	6.2	0.0	0.0	0.1	7.4	7.4	1.6	83.5	83.5
Prop In Lane	0.33		0.56	0.86		0.10	1.00		0.10	1.00		0.01
Lane Grp Cap(c), veh/h	174	0	0	172	0	0	5	1350	1397	46	1391	1461
V/C Ratio(X)	0.05	0.00	0.00	0.50	0.00	0.00	0.42	0.30	0.30	0.59	1.03	1.03
Avail Cap(c_a), veh/h	320	0	0	308	0	0	83	1369	1417	105	1391	1461
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.2	0.0	0.0	47.8	0.0	0.0	52.4	3.6	3.6	50.7	10.9	10.9
Incr Delay (d2), s/veh	0.1	0.0	0.0	2.3	0.0	0.0	50.2	0.1	0.1	11.7	31.9	31.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	2.6	0.0	0.0	0.1	3.6	3.7	0.9	51.3	53.9
LnGrp Delay(d),s/veh	45.3	0.0	0.0	50.1	0.0	0.0	102.6	3.7	3.7	62.4	42.8	42.7
LnGrp LOS	D			D			F	A	A	E	F	F
Approach Vol, veh/h		9			87			836			2965	
Approach Delay, s/veh		45.3			50.1			4.0			42.9	
Approach LOS		D			D			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.2	85.6		12.4	4.8	88.0		12.4
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	6.3	82.2		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	3.6	9.4		2.5	2.1	85.5		8.2
Green Ext Time (p_c), s	0.0	6.5		0.0	0.0	0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	34.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	684	11	121	2788	5	2	2	79	2	1	2
Future Volume (veh/h)	3	684	11	121	2788	5	2	2	79	2	1	2
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1900	1845	1900	1900	1845	1900
Adj Flow Rate, veh/h	3	735	12	130	2998	5	2	2	85	2	1	2
Adj No. of Lanes	1	2	1	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	7	2482	1110	160	2788	1247	36	4	108	80	41	49
Arrive On Green	0.00	0.71	0.71	0.09	0.80	0.80	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1757	3505	1568	1757	3505	1568	14	57	1504	448	575	682
Grp Volume(v), veh/h	3	735	12	130	2998	5	89	0	0	5	0	0
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1752	1568	1575	0	0	1705	0	0
Q Serve(g_s), s	0.2	8.1	0.2	7.6	83.5	0.1	1.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	8.1	0.2	7.6	83.5	0.1	5.8	0.0	0.0	0.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.02		0.96	0.40		0.40
Lane Grp Cap(c), veh/h	7	2482	1110	160	2788	1247	149	0	0	171	0	0
V/C Ratio(X)	0.43	0.30	0.01	0.81	1.08	0.00	0.60	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	84	2482	1110	276	2788	1247	304	0	0	319	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.2	5.7	4.5	46.8	10.7	2.2	47.9	0.0	0.0	45.3	0.0	0.0
Incr Delay (d2), s/veh	36.4	0.1	0.0	9.4	41.5	0.0	3.8	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.9	0.1	4.1	55.2	0.0	2.7	0.0	0.0	0.1	0.0	0.0
LnGrp Delay(d),s/veh	88.5	5.7	4.5	56.3	52.2	2.2	51.7	0.0	0.0	45.4	0.0	0.0
LnGrp LOS	F	A	A	E	F	A	D			D		
Approach Vol, veh/h		750			3133			89			5	
Approach Delay, s/veh		6.0			52.3			51.7			45.4	
Approach LOS		A			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.1	78.9		12.1	4.9	88.0		12.1
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	16.5	72.0		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	9.6	10.1		2.3	2.2	85.5		7.8
Green Ext Time (p_c), s	0.2	6.3		0.0	0.0	0.0		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	43.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	454	67	0	0	0	0	0	152	0	166	256
Future Volume (veh/h)	0	454	67	0	0	0	0	0	152	0	166	256
Number	5	2	12				3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1845				0	1845	1845	0	1845	1845
Adj Flow Rate, veh/h	0	590	87				0	0	0	0	216	0
Adj No. of Lanes	0	1	1				0	1	1	0	2	1
Peak Hour Factor	0.77	0.77	0.77				0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	3	3				0	3	3	0	3	3
Cap, veh/h	0	0	0				0	465	395	0	883	395
Arrive On Green	0.00	0.00	0.00				0.00	0.00	0.00	0.00	0.25	0.00
Sat Flow, veh/h		0					0	1845	1568	0	3597	1568
Grp Volume(v), veh/h		0.0					0	0	0	0	216	0
Grp Sat Flow(s),veh/h/ln							0	1845	1568	0	1752	1568
Q Serve(g_s), s							0.0	0.0	0.0	0.0	0.3	0.0
Cycle Q Clear(g_c), s							0.0	0.0	0.0	0.0	0.3	0.0
Prop In Lane							0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h							0	465	395	0	883	395
V/C Ratio(X)							0.00	0.00	0.00	0.00	0.24	0.00
Avail Cap(c_a), veh/h							0	7821	6648	0	14859	6648
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	0.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh							0.0	0.0	0.0	0.0	1.8	0.0
Incr Delay (d2), s/veh							0.0	0.0	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	0.0	0.0	0.0	0.1	0.0
LnGrp Delay(d),s/veh							0.0	0.0	0.0	0.0	1.9	0.0
LnGrp LOS											A	
Approach Vol, veh/h								0			216	
Approach Delay, s/veh								0.0			1.9	
Approach LOS											A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4				8
Phs Duration (G+Y+Rc), s				6.0				6.0
Change Period (Y+Rc), s				4.5				4.5
Max Green Setting (Gmax), s				25.5				25.5
Max Q Clear Time (g_c+I1), s				2.3				0.0
Green Ext Time (p_c), s				1.3				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	1.9
HCM 2010 LOS	A

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3	10	53	0	19	0	5	0	0	0	0
Future Vol, veh/h	0	3	10	53	0	19	0	5	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	3	11	58	0	21	0	5	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	6.6	7.3	7.3	0
HCM LOS	A	A	A	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	74%	0%	0%
Vol Thru, %	100%	23%	0%	100%	100%
Vol Right, %	0%	77%	26%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	13	72	0	0
LT Vol	0	0	53	0	0
Through Vol	5	3	0	0	0
RT Vol	0	10	19	0	0
Lane Flow Rate	5	14	78	0	0
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.006	0.014	0.086	0	0
Departure Headway (Hd)	4.213	3.557	3.961	4.717	4.717
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	848	1008	909	0	0
Service Time	2.246	1.573	1.963	2.451	2.451
HCM Lane V/C Ratio	0.006	0.014	0.086	0	0
HCM Control Delay	7.3	6.6	7.3	7.5	7.5
HCM Lane LOS	A	A	A	N	N
HCM 95th-tile Q	0	0	0.3	0	0

Intersection	
Int Delay, s/veh	9.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	0	0	0	0	57
Future Vol, veh/h	0	0	0	0	0	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	0	0	0	74

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.93
Pot Cap-1 Maneuver	0	-	-	0	0	915
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	915
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	915
HCM Lane V/C Ratio	-	-	0.081
HCM Control Delay (s)	-	-	9.3
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	21	80	142	4	420	9	1592	71	478	432	5
Future Volume (veh/h)	84	21	80	142	4	420	9	1592	71	478	432	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	60	74	91	165	0	477	10	1809	0	543	491	6
Adj No. of Lanes	1	1	1	2	0	2	1	2	1	1	2	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	140	147	125	571	0	509	21	1344	601	372	2045	915
Arrive On Green	0.08	0.08	0.08	0.16	0.00	0.16	0.01	0.38	0.00	0.21	0.58	0.58
Sat Flow, veh/h	1757	1845	1568	3514	0	3136	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	60	74	91	165	0	477	10	1809	0	543	491	6
Grp Sat Flow(s),veh/h/ln	1757	1845	1568	1757	0	1568	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	3.6	4.3	6.3	4.6	0.0	16.7	0.6	42.5	0.0	23.5	7.5	0.2
Cycle Q Clear(g_c), s	3.6	4.3	6.3	4.6	0.0	16.7	0.6	42.5	0.0	23.5	7.5	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	140	147	125	571	0	509	21	1344	601	372	2045	915
V/C Ratio(X)	0.43	0.50	0.73	0.29	0.00	0.94	0.48	1.35	0.00	1.46	0.24	0.01
Avail Cap(c_a), veh/h	285	300	255	571	0	509	79	1344	601	372	2045	915
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.6	48.9	49.8	40.8	0.0	45.9	54.4	34.2	0.0	43.7	11.2	9.6
Incr Delay (d2), s/veh	2.1	2.6	7.8	0.3	0.0	25.0	15.8	160.8	0.0	220.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	2.3	3.0	2.2	0.0	9.0	0.4	50.4	0.0	34.1	3.6	0.1
LnGrp Delay(d),s/veh	50.7	51.5	57.7	41.1	0.0	70.9	70.2	194.9	0.0	264.0	11.2	9.7
LnGrp LOS	D	D	E	D		E	E	F		F	B	A
Approach Vol, veh/h		225			642			1819			1040	
Approach Delay, s/veh		53.8			63.2			194.2			143.2	
Approach LOS		D			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	28.0	47.0		13.3	5.8	69.2		22.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	23.5	42.5		18.0	5.0	61.0		18.0
Max Q Clear Time (g_c+I1), s	25.5	44.5		8.3	2.6	9.5		18.7
Green Ext Time (p_c), s	0.0	0.0		0.6	0.0	3.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	148.9
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	1693	0	0	186	0
Future Volume (veh/h)	4	1693	0	0	186	0
Number	7	4			1	16
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845			1845	0
Adj Flow Rate, veh/h	4	1902			209	0
Adj No. of Lanes	1	1			2	0
Peak Hour Factor	0.89	0.89			0.89	0.89
Percent Heavy Veh, %	3	3			3	0
Cap, veh/h	1675	1759			0	0
Arrive On Green	0.95	0.95			0.00	0.00
Sat Flow, veh/h	1757	1845			0	
Grp Volume(v), veh/h	4	1902			0.0	
Grp Sat Flow(s),veh/h/ln	1757	1845				
Q Serve(g_s), s	0.0	92.5				
Cycle Q Clear(g_c), s	0.0	92.5				
Prop In Lane	1.00					
Lane Grp Cap(c), veh/h	1675	1759				
V/C Ratio(X)	0.00	1.08				
Avail Cap(c_a), veh/h	1675	1759				
HCM Platoon Ratio	1.00	1.00				
Upstream Filter(I)	1.00	1.00				
Uniform Delay (d), s/veh	0.1	2.2				
Incr Delay (d2), s/veh	0.0	47.1				
Initial Q Delay(d3),s/veh	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.0	60.2				
LnGrp Delay(d),s/veh	0.1	49.4				
LnGrp LOS	A	F				
Approach Vol, veh/h		1906				
Approach Delay, s/veh		49.3				
Approach LOS		D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4				
Phs Duration (G+Y+Rc), s				97.0				
Change Period (Y+Rc), s				4.5				
Max Green Setting (Gmax), s				92.5				
Max Q Clear Time (g_c+I1), s				94.5				
Green Ext Time (p_c), s				0.0				

Intersection Summary	
HCM 2010 Ctrl Delay	49.3
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	219	3	648	86	1109	0	0	408	125
Future Volume (veh/h)	0	0	0	219	3	648	86	1109	0	0	408	125
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1845	1900	1845	1845	0	0	1845	1845
Adj Flow Rate, veh/h				233	3	689	91	1180	0	0	434	133
Adj No. of Lanes				0	2	0	1	2	0	0	2	1
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				0	3	0	3	3	0	0	3	3
Cap, veh/h				831	11	751	117	1493	0	0	1151	489
Arrive On Green				0.48	0.48	0.48	0.07	0.43	0.00	0.00	0.31	0.31
Sat Flow, veh/h				1736	22	1568	1757	3597	0	0	3689	1568
Grp Volume(v), veh/h				236	0	689	91	1180	0	0	434	133
Grp Sat Flow(s),veh/h/ln				1758	0	1568	1757	1752	0	0	1845	1568
Q Serve(g_s), s				7.6	0.0	38.7	4.8	27.6	0.0	0.0	8.7	6.0
Cycle Q Clear(g_c), s				7.6	0.0	38.7	4.8	27.6	0.0	0.0	8.7	6.0
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				842	0	751	117	1493	0	0	1151	489
V/C Ratio(X)				0.28	0.00	0.92	0.78	0.79	0.00	0.00	0.38	0.27
Avail Cap(c_a), veh/h				938	0	837	269	2241	0	0	1618	688
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				14.8	0.0	22.9	43.5	23.5	0.0	0.0	25.4	24.5
Incr Delay (d2), s/veh				0.2	0.0	14.0	10.6	1.2	0.0	0.0	0.2	0.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.7	0.0	19.6	2.7	13.5	0.0	0.0	4.4	2.7
LnGrp Delay(d),s/veh				15.0	0.0	37.0	54.0	24.6	0.0	0.0	25.6	24.8
LnGrp LOS				B		D	D	C			C	C
Approach Vol, veh/h					925			1271			567	
Approach Delay, s/veh					31.4			26.8			25.4	
Approach LOS					C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		44.8			10.8	34.0		49.8
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		60.5			14.5	41.5		50.5
Max Q Clear Time (g_c+I1), s		29.6			6.8	10.7		40.7
Green Ext Time (p_c), s		10.8			0.1	3.6		4.6

Intersection Summary	
HCM 2010 Ctrl Delay	28.0
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	894	83	142	0	0	0	0	286	236	306	308	0
Future Volume (veh/h)	894	83	142	0	0	0	0	286	236	306	308	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845				0	1845	1845	1845	1845	0
Adj Flow Rate, veh/h	973	0	145				0	387	178	312	314	0
Adj No. of Lanes	2	0	1				0	2	1	1	2	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	1277	0	570				0	682	290	383	1685	0
Arrive On Green	0.36	0.00	0.36				0.00	0.18	0.18	0.22	0.48	0.00
Sat Flow, veh/h	3514	0	1568				0	3689	1568	1757	3597	0
Grp Volume(v), veh/h	973	0	145				0	387	178	312	314	0
Grp Sat Flow(s),veh/h/ln	1757	0	1568				0	1845	1568	1757	1752	0
Q Serve(g_s), s	14.1	0.0	3.7				0.0	5.5	6.0	9.8	3.0	0.0
Cycle Q Clear(g_c), s	14.1	0.0	3.7				0.0	5.5	6.0	9.8	3.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1277	0	570				0	682	290	383	1685	0
V/C Ratio(X)	0.76	0.00	0.25				0.00	0.57	0.61	0.82	0.19	0.00
Avail Cap(c_a), veh/h	3134	0	1399				0	1374	584	1019	3612	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.2	0.0	12.9				0.0	21.4	21.6	21.5	8.6	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.2				0.0	0.7	2.1	4.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	0.0	1.6				0.0	2.9	2.8	5.1	1.4	0.0
LnGrp Delay(d),s/veh	17.1	0.0	13.1				0.0	22.2	23.7	25.7	8.6	0.0
LnGrp LOS	B		B					C	C	C	A	
Approach Vol, veh/h		1118						565			626	
Approach Delay, s/veh		16.6						22.7			17.1	
Approach LOS		B						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	17.1	15.2		25.5		32.2		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	33.5	21.5		51.5		59.5		
Max Q Clear Time (g_c+I1), s	11.8	8.0		16.1		5.0		
Green Ext Time (p_c), s	0.9	2.6		4.9		2.3		

Intersection Summary	
HCM 2010 Ctrl Delay	18.2
HCM 2010 LOS	B

Notes

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	547	0	0	422	83	67
Future Volume (veh/h)	547	0	0	422	83	67
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	0	0	1845	1845	1845
Adj Flow Rate, veh/h	564	0	0	435	86	69
Adj No. of Lanes	2	0	0	3	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	0	3	3	3
Cap, veh/h	1480	0	0	2126	250	223
Arrive On Green	0.42	0.00	0.00	0.42	0.14	0.14
Sat Flow, veh/h	3689	0	0	5368	1757	1568
Grp Volume(v), veh/h	564	0	0	435	86	69
Grp Sat Flow(s),veh/h/ln	1752	0	0	1679	1757	1568
Q Serve(g_s), s	2.3	0.0	0.0	1.1	0.9	0.8
Cycle Q Clear(g_c), s	2.3	0.0	0.0	1.1	0.9	0.8
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	1480	0	0	2126	250	223
V/C Ratio(X)	0.38	0.00	0.00	0.20	0.34	0.31
Avail Cap(c_a), veh/h	12289	0	0	17658	3271	2920
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.1	0.0	0.0	3.8	8.0	8.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.5	0.5	0.4
LnGrp Delay(d),s/veh	4.3	0.0	0.0	3.8	8.8	8.7
LnGrp LOS	A			A	A	A
Approach Vol, veh/h	564			435	155	
Approach Delay, s/veh	4.3			3.8	8.8	
Approach LOS	A			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		13.2				13.2		7.4
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		72.5				72.5		38.5
Max Q Clear Time (g_c+I1), s		4.3				3.1		2.9
Green Ext Time (p_c), s		4.5				3.4		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	165	133	21	195	0	71	0	11	382	58	46
Future Volume (veh/h)	0	165	133	21	195	0	71	0	11	382	58	46
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1900	1845	1845	0	1845	0	1845	1845	1845	1900
Adj Flow Rate, veh/h	0	190	153	24	224	0	82	0	13	439	67	53
Adj No. of Lanes	0	2	0	1	2	0	1	0	1	2	1	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	3	3	3	3	0	3	0	3	3	3	3
Cap, veh/h	0	434	331	53	1472	0	0	0	0	908	247	195
Arrive On Green	0.00	0.23	0.23	0.03	0.42	0.00	0.00	0.00	0.00	0.26	0.26	0.26
Sat Flow, veh/h	0	1989	1445	1757	3597	0		0		3514	955	756
Grp Volume(v), veh/h	0	175	168	24	224	0		0.0		439	0	120
Grp Sat Flow(s),veh/h/ln	0	1752	1590	1757	1752	0				1757	0	1711
Q Serve(g_s), s	0.0	2.4	2.6	0.4	1.1	0.0				3.0	0.0	1.6
Cycle Q Clear(g_c), s	0.0	2.4	2.6	0.4	1.1	0.0				3.0	0.0	1.6
Prop In Lane	0.00		0.91	1.00		0.00				1.00		0.44
Lane Grp Cap(c), veh/h	0	401	364	53	1472	0				908	0	442
V/C Ratio(X)	0.00	0.44	0.46	0.45	0.15	0.00				0.48	0.00	0.27
Avail Cap(c_a), veh/h	0	1440	1306	408	4258	0				3829	0	1865
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	9.2	9.3	13.3	5.0	0.0				8.8	0.0	8.3
Incr Delay (d2), s/veh	0.0	0.7	0.9	5.8	0.0	0.0				0.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	1.2	0.3	0.5	0.0				1.5	0.0	0.8
LnGrp Delay(d),s/veh	0.0	10.0	10.2	19.1	5.1	0.0				9.2	0.0	8.6
LnGrp LOS		A	B	B	A					A		A
Approach Vol, veh/h		343			248						559	
Approach Delay, s/veh		10.1			6.4						9.1	
Approach LOS		B			A						A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	5.4	10.9		11.7		16.3		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	6.5	23.0		30.5		34.0		
Max Q Clear Time (g_c+I1), s	2.4	4.6		5.0		3.1		
Green Ext Time (p_c), s	0.0	1.9		2.4		1.5		

Intersection Summary	
HCM 2010 Ctrl Delay	8.8
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	15.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑			↑↑↑
Traffic Vol, veh/h	0	696	298	0	0	475
Future Vol, veh/h	0	696	298	0	0	475
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	757	324	0	0	516

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	162	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.96	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.33	-	-	-	-
Pot Cap-1 Maneuver	0	851	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	851	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	32.4	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	851	-
HCM Lane V/C Ratio	-	0.889	-
HCM Control Delay (s)	-	32.4	-
HCM Lane LOS	-	D	-
HCM 95th %tile Q(veh)	-	11.9	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	346	65	38	211	112	173	568	248	141	372	46
Future Volume (veh/h)	150	346	65	38	211	112	173	568	248	141	372	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1900	1845	1845	1900	1845	1900
Adj Flow Rate, veh/h	160	368	69	40	224	119	184	604	264	150	396	49
Adj No. of Lanes	1	2	1	1	2	0	0	2	1	0	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	199	756	338	64	311	159	242	844	479	193	539	69
Arrive On Green	0.11	0.22	0.22	0.04	0.14	0.14	0.31	0.31	0.31	0.22	0.22	0.22
Sat Flow, veh/h	1757	3505	1568	1757	2245	1150	794	2764	1568	865	2416	310
Grp Volume(v), veh/h	160	368	69	40	173	170	418	370	264	312	0	283
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1752	1642	1805	1752	1568	1801	0	1790
Q Serve(g_s), s	7.3	7.5	3.0	1.8	7.7	8.2	17.2	15.2	11.5	13.4	0.0	12.0
Cycle Q Clear(g_c), s	7.3	7.5	3.0	1.8	7.7	8.2	17.2	15.2	11.5	13.4	0.0	12.0
Prop In Lane	1.00		1.00	1.00		0.70	0.44		1.00	0.48		0.17
Lane Grp Cap(c), veh/h	199	756	338	64	243	228	551	535	479	402	0	399
V/C Ratio(X)	0.80	0.49	0.20	0.62	0.71	0.75	0.76	0.69	0.55	0.78	0.00	0.71
Avail Cap(c_a), veh/h	396	1260	564	152	387	362	834	810	724	604	0	600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.5	28.2	26.4	39.0	33.8	33.9	25.8	25.1	23.8	30.0	0.0	29.4
Incr Delay (d2), s/veh	7.3	0.5	0.3	9.6	3.8	4.8	2.2	1.6	1.0	3.7	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	3.7	1.3	1.1	4.0	4.0	8.8	7.5	5.1	7.0	0.0	6.1
LnGrp Delay(d),s/veh	42.8	28.7	26.7	48.5	37.6	38.8	28.0	26.7	24.8	33.6	0.0	31.7
LnGrp LOS	D	C	C	D	D	D	C	C	C	C		C
Approach Vol, veh/h		597			383			1052			595	
Approach Delay, s/veh		32.2			39.3			26.7			32.7	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		29.6	7.5	22.2		22.8	13.8	15.9
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		37.9	7.1	29.5		27.5	18.5	18.1
Max Q Clear Time (g_c+I1), s		19.2	3.8	9.5		15.4	9.3	10.2
Green Ext Time (p_c), s		5.9	0.0	2.5		2.9	0.3	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	31.2
HCM 2010 LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	406	641	539	148	0	566
Future Volume (veh/h)	406	641	539	148	0	566
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1900	0	1845
Adj Flow Rate, veh/h	356	716	550	0	0	578
Adj No. of Lanes	1	2	3	0	0	3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	0	3
Cap, veh/h	702	1254	1534	0	0	1534
Arrive On Green	0.40	0.40	0.30	0.00	0.00	0.30
Sat Flow, veh/h	1757	3136	5368	0	0	5368
Grp Volume(v), veh/h	356	716	550	0	0	578
Grp Sat Flow(s),veh/h/ln	1757	1568	1679	0	0	1679
Q Serve(g_s), s	4.6	5.4	2.6	0.0	0.0	2.7
Cycle Q Clear(g_c), s	4.6	5.4	2.6	0.0	0.0	2.7
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	702	1254	1534	0	0	1534
V/C Ratio(X)	0.51	0.57	0.36	0.00	0.00	0.38
Avail Cap(c_a), veh/h	3895	6952	7195	0	0	7195
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	6.9	7.1	8.3	0.0	0.0	8.3
Incr Delay (d2), s/veh	0.6	0.4	0.1	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	2.4	1.2	0.0	0.0	1.3
LnGrp Delay(d),s/veh	7.4	7.5	8.4	0.0	0.0	8.5
LnGrp LOS	A	A	A			A
Approach Vol, veh/h	1072		550			578
Approach Delay, s/veh	7.5		8.4			8.5
Approach LOS	A		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		13.8				13.8		16.7
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		43.5				43.5		67.5
Max Q Clear Time (g_c+I1), s		4.6				4.7		7.4
Green Ext Time (p_c), s		4.3				4.5		4.8

Intersection Summary	
HCM 2010 Ctrl Delay	8.0
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	300	0	136	0	0	0	0	465	561	0	519	263
Future Volume (veh/h)	300	0	136	0	0	0	0	465	561	0	519	263
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1845				0	1845	1900	0	1845	1845
Adj Flow Rate, veh/h	345	0	156				0	534	0	0	597	0
Adj No. of Lanes	0	1	1				0	3	0	0	2	1
Peak Hour Factor	0.87	0.87	0.87				0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	3	3				0	3	3	0	3	3
Cap, veh/h	577	0	515				0	1825	0	0	1270	568
Arrive On Green	0.33	0.00	0.33				0.00	0.36	0.00	0.00	0.36	0.00
Sat Flow, veh/h	1757	0	1568				0	5368	0	0	3597	1568
Grp Volume(v), veh/h	345	0	156				0	534	0	0	597	0
Grp Sat Flow(s),veh/h/ln	1757	0	1568				0	1679	0	0	1752	1568
Q Serve(g_s), s	4.8	0.0	2.2				0.0	2.2	0.0	0.0	3.8	0.0
Cycle Q Clear(g_c), s	4.8	0.0	2.2				0.0	2.2	0.0	0.0	3.8	0.0
Prop In Lane	1.00		1.00				0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	577	0	515				0	1825	0	0	1270	568
V/C Ratio(X)	0.60	0.00	0.30				0.00	0.29	0.00	0.00	0.47	0.00
Avail Cap(c_a), veh/h	3348	0	2988				0	9597	0	0	6680	2988
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	8.2	0.0	7.3				0.0	6.6	0.0	0.0	7.1	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.3				0.0	0.1	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	1.0				0.0	1.0	0.0	0.0	1.9	0.0
LnGrp Delay(d),s/veh	9.2	0.0	7.6				0.0	6.7	0.0	0.0	7.4	0.0
LnGrp LOS	A		A					A			A	
Approach Vol, veh/h		501						534			597	
Approach Delay, s/veh		8.7						6.7			7.4	
Approach LOS		A						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		15.1		14.1		15.1		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		55.5		55.5		55.5		
Max Q Clear Time (g_c+I1), s		4.2		6.8		5.8		
Green Ext Time (p_c), s		4.2		3.0		4.7		

Intersection Summary	
HCM 2010 Ctrl Delay	7.6
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	407	62	178	372	117	128	805	241	90	332	43
Future Volume (veh/h)	119	407	62	178	372	117	128	805	241	90	332	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	132	452	69	198	413	130	142	894	268	100	369	48
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	164	560	85	236	590	184	177	1098	328	127	1200	155
Arrive On Green	0.09	0.18	0.18	0.13	0.22	0.22	0.10	0.41	0.41	0.07	0.38	0.38
Sat Flow, veh/h	1757	3052	463	1757	2632	820	1757	2661	796	1757	3123	403
Grp Volume(v), veh/h	132	258	263	198	274	269	142	588	574	100	206	211
Grp Sat Flow(s),veh/h/ln	1757	1752	1763	1757	1752	1700	1757	1752	1704	1757	1752	1773
Q Serve(g_s), s	6.7	12.9	13.0	10.0	13.1	13.3	7.2	27.1	27.2	5.1	7.5	7.6
Cycle Q Clear(g_c), s	6.7	12.9	13.0	10.0	13.1	13.3	7.2	27.1	27.2	5.1	7.5	7.6
Prop In Lane	1.00		0.26	1.00		0.48	1.00		0.47	1.00		0.23
Lane Grp Cap(c), veh/h	164	321	323	236	393	381	177	723	703	127	674	682
V/C Ratio(X)	0.80	0.80	0.81	0.84	0.70	0.71	0.80	0.81	0.82	0.79	0.31	0.31
Avail Cap(c_a), veh/h	260	413	415	375	528	512	352	966	939	206	820	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.5	35.7	35.7	38.5	32.5	32.6	40.1	23.7	23.7	41.6	19.6	19.6
Incr Delay (d2), s/veh	9.3	8.7	9.2	9.1	2.5	2.9	8.2	4.0	4.2	10.2	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	7.0	7.2	5.4	6.6	6.5	3.9	13.9	13.6	2.8	3.7	3.7
LnGrp Delay(d),s/veh	49.8	44.4	44.9	47.6	35.0	35.5	48.4	27.7	27.9	51.8	19.8	19.9
LnGrp LOS	D	D	D	D	D	D	D	C	C	D	B	B
Approach Vol, veh/h		653			741			1304			517	
Approach Delay, s/veh		45.7			38.6			30.1			26.0	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	42.1	16.8	21.2	13.7	39.6	13.0	25.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.5	50.3	19.5	21.5	18.3	42.7	13.5	27.5
Max Q Clear Time (g_c+I1), s	7.1	29.2	12.0	15.0	9.2	9.6	8.7	15.3
Green Ext Time (p_c), s	0.1	8.4	0.3	1.7	0.2	2.7	0.1	2.7

Intersection Summary	
HCM 2010 Ctrl Delay	34.6
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	8.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	70	50	43	203	266	39
Future Vol, veh/h	70	50	43	203	266	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	450
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	78	56	48	226	296	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	134	0	428	106
Stage 1	-	-	-	-	106	-
Stage 2	-	-	-	-	322	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1444	-	582	946
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	732	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1444	-	563	946
Mov Cap-2 Maneuver	-	-	-	-	563	-
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	708	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	17
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	563	946	-	-	1444	-
HCM Lane V/C Ratio	0.525	0.046	-	-	0.033	-
HCM Control Delay (s)	18.2	9	-	-	7.6	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	3	0.1	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	40	9	0	22	45	21	25	5	51	4	71
Future Volume (veh/h)	170	40	9	0	22	45	21	25	5	51	4	71
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1900	1845	1900
Adj Flow Rate, veh/h	181	43	10	0	23	48	22	27	5	54	4	76
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	261	667	155	8	63	132	547	229	42	299	14	125
Arrive On Green	0.15	0.46	0.46	0.00	0.12	0.12	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1757	1448	337	1757	534	1114	1300	1515	280	537	93	824
Grp Volume(v), veh/h	181	0	53	0	0	71	22	0	32	134	0	0
Grp Sat Flow(s),veh/h/ln	1757	0	1785	1757	0	1648	1300	0	1795	1453	0	0
Q Serve(g_s), s	2.3	0.0	0.4	0.0	0.0	0.9	0.0	0.0	0.4	1.7	0.0	0.0
Cycle Q Clear(g_c), s	2.3	0.0	0.4	0.0	0.0	0.9	0.2	0.0	0.4	2.0	0.0	0.0
Prop In Lane	1.00		0.19	1.00		0.68	1.00		0.16	0.40		0.57
Lane Grp Cap(c), veh/h	261	0	823	8	0	195	547	0	272	438	0	0
V/C Ratio(X)	0.69	0.00	0.06	0.00	0.00	0.36	0.04	0.00	0.12	0.31	0.00	0.00
Avail Cap(c_a), veh/h	3142	0	4846	379	0	1882	2508	0	2978	2672	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.4	0.0	3.5	0.0	0.0	9.4	8.5	0.0	8.5	9.2	0.0	0.0
Incr Delay (d2), s/veh	3.3	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.2	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.2	0.0	0.0	0.5	0.1	0.0	0.2	0.8	0.0	0.0
LnGrp Delay(d),s/veh	12.7	0.0	3.5	0.0	0.0	10.6	8.5	0.0	8.7	9.6	0.0	0.0
LnGrp LOS	B		A			B	A		A	A		
Approach Vol, veh/h		234			71			54			134	
Approach Delay, s/veh		10.6			10.6			8.6			9.6	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		8.0	0.0	15.2		8.0	7.9	7.3
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		38.5	5.0	63.0		38.5	41.5	26.5
Max Q Clear Time (g_c+I1), s		2.4	0.0	2.4		4.0	4.3	2.9
Green Ext Time (p_c), s		0.2	0.0	0.3		0.8	0.5	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	10.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	872	113	3	487	100	133	532	27	54	206	79
Future Volume (veh/h)	138	872	113	3	487	100	133	532	27	54	206	79
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	145	918	119	3	513	105	140	560	28	57	217	83
Adj No. of Lanes	1	2	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	406	1648	737	275	1365	278	184	838	42	91	484	180
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.10	0.25	0.25	0.05	0.19	0.19
Sat Flow, veh/h	794	3505	1568	537	2902	591	1757	3397	170	1757	2504	929
Grp Volume(v), veh/h	145	918	119	3	309	309	140	288	300	57	150	150
Grp Sat Flow(s),veh/h/ln	794	1752	1568	537	1752	1740	1757	1752	1815	1757	1752	1681
Q Serve(g_s), s	8.4	11.0	2.5	0.2	6.6	6.7	4.5	8.7	8.7	1.9	4.4	4.6
Cycle Q Clear(g_c), s	15.1	11.0	2.5	11.2	6.6	6.7	4.5	8.7	8.7	1.9	4.4	4.6
Prop In Lane	1.00		1.00	1.00		0.34	1.00		0.09	1.00		0.55
Lane Grp Cap(c), veh/h	406	1648	737	275	824	818	184	432	448	91	339	325
V/C Ratio(X)	0.36	0.56	0.16	0.01	0.37	0.38	0.76	0.67	0.67	0.63	0.44	0.46
Avail Cap(c_a), veh/h	842	3574	1599	570	1787	1775	678	1036	1073	376	736	706
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	11.1	8.9	15.1	9.9	10.0	25.4	19.8	19.8	27.1	20.8	20.8
Incr Delay (d2), s/veh	0.5	0.3	0.1	0.0	0.3	0.3	6.3	1.8	1.7	6.9	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	5.3	1.1	0.0	3.2	3.2	2.5	4.4	4.5	1.1	2.2	2.2
LnGrp Delay(d),s/veh	15.3	11.4	9.0	15.1	10.2	10.2	31.7	21.6	21.6	34.1	21.7	21.9
LnGrp LOS	B	B	A	B	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1182			621			728			357	
Approach Delay, s/veh		11.6			10.3			23.5			23.7	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		31.9	10.6	15.8		31.9	7.5	18.9
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		59.5	22.5	24.5		59.5	12.5	34.5
Max Q Clear Time (g_c+I1), s		17.1	6.5	6.6		13.2	3.9	10.7
Green Ext Time (p_c), s		10.4	0.3	1.6		4.4	0.1	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	15.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	683	13	74	646	47	46	54	121	51	23	5
Future Volume (veh/h)	11	683	13	74	646	47	46	54	121	51	23	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1900	1845	1845	1900	1845	1845
Adj Flow Rate, veh/h	12	776	15	84	734	53	52	61	138	58	26	6
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	25	1090	21	106	1179	85	98	85	648	115	34	648
Arrive On Green	0.01	0.31	0.31	0.06	0.36	0.36	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1757	3517	68	1757	3316	239	33	206	1568	41	83	1568
Grp Volume(v), veh/h	12	387	404	84	388	399	113	0	138	84	0	6
Grp Sat Flow(s),veh/h/ln	1757	1752	1833	1757	1752	1802	239	0	1568	124	0	1568
Q Serve(g_s), s	0.4	12.2	12.2	2.9	11.4	11.4	1.2	0.0	3.5	1.2	0.0	0.1
Cycle Q Clear(g_c), s	0.4	12.2	12.2	2.9	11.4	11.4	25.8	0.0	3.5	25.8	0.0	0.1
Prop In Lane	1.00		0.04	1.00		0.13	0.46		1.00	0.69		1.00
Lane Grp Cap(c), veh/h	25	543	568	106	623	641	183	0	648	149	0	648
V/C Ratio(X)	0.48	0.71	0.71	0.80	0.62	0.62	0.62	0.00	0.21	0.56	0.00	0.01
Avail Cap(c_a), veh/h	239	1558	1630	577	1895	1950	302	0	766	248	0	766
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.5	19.1	19.1	28.9	16.6	16.6	15.9	0.0	11.8	23.0	0.0	10.8
Incr Delay (d2), s/veh	13.3	1.7	1.7	12.6	1.0	1.0	3.3	0.0	0.2	3.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	6.2	6.4	1.8	5.7	5.8	1.4	0.0	1.5	1.6	0.0	0.1
LnGrp Delay(d),s/veh	43.8	20.8	20.7	41.5	17.7	17.6	19.3	0.0	11.9	26.4	0.0	10.8
LnGrp LOS	D	C	C	D	B	B	B		B	C		B
Approach Vol, veh/h		803			871			251			90	
Approach Delay, s/veh		21.1			19.9			15.2			25.3	
Approach LOS		C			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		31.4	8.3	24.2		31.4	5.4	27.1
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		30.5	20.5	55.5		30.5	8.5	67.5
Max Q Clear Time (g_c+I1), s		27.8	4.9	14.2		27.8	2.4	13.4
Green Ext Time (p_c), s		0.3	0.2	5.8		0.1	0.0	5.9

Intersection Summary	
HCM 2010 Ctrl Delay	20.1
HCM 2010 LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	898	432	0	443	348
Future Volume (veh/h)	0	898	432	0	443	348
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1845	0	1845	1845
Adj Flow Rate, veh/h	0	987	475	0	487	382
Adj No. of Lanes	0	2	2	0	2	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	1623	1623	0	1144	526
Arrive On Green	0.00	0.46	0.46	0.00	0.34	0.34
Sat Flow, veh/h	0	3689	3689	0	3408	1568
Grp Volume(v), veh/h	0	987	475	0	487	382
Grp Sat Flow(s),veh/h/ln	0	1752	1752	0	1704	1568
Q Serve(g_s), s	0.0	9.4	3.8	0.0	4.9	9.6
Cycle Q Clear(g_c), s	0.0	9.4	3.8	0.0	4.9	9.6
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	1623	1623	0	1144	526
V/C Ratio(X)	0.00	0.61	0.29	0.00	0.43	0.73
Avail Cap(c_a), veh/h	0	5059	5059	0	3547	1632
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.0	7.5	0.0	11.5	13.0
Incr Delay (d2), s/veh	0.0	0.4	0.1	0.0	0.3	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.6	1.8	0.0	2.3	4.3
LnGrp Delay(d),s/veh	0.0	9.3	7.6	0.0	11.8	15.0
LnGrp LOS		A	A		B	B
Approach Vol, veh/h		987	475		869	
Approach Delay, s/veh		9.3	7.6		13.2	
Approach LOS		A	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		25.2		19.5		25.2		
Change Period (Y+Rc), s		4.5		4.5		4.5		
Max Green Setting (Gmax), s		64.5		46.5		64.5		
Max Q Clear Time (g_c+I1), s		11.4		11.6		5.8		
Green Ext Time (p_c), s		9.3		3.4		3.6		

Intersection Summary	
HCM 2010 Ctrl Delay	10.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	247	42	74	282	112	141	459	112	123	338	18
Future Volume (veh/h)	47	247	42	74	282	112	141	459	112	123	338	18
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1845	1900	1845	1900
Adj Flow Rate, veh/h	51	268	46	80	307	122	153	499	122	134	367	20
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	175	483	83	265	396	157	567	595	506	178	519	29
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.32	0.32	0.32	0.20	0.20	0.20
Sat Flow, veh/h	946	1535	263	1051	1257	500	1757	1845	1568	888	2585	146
Grp Volume(v), veh/h	51	0	314	80	0	429	153	499	122	272	0	249
Grp Sat Flow(s),veh/h/ln	946	0	1798	1051	0	1757	1757	1845	1568	1800	0	1819
Q Serve(g_s), s	4.3	0.0	12.1	5.7	0.0	18.5	5.4	21.0	4.8	11.9	0.0	10.6
Cycle Q Clear(g_c), s	22.8	0.0	12.1	17.8	0.0	18.5	5.4	21.0	4.8	11.9	0.0	10.6
Prop In Lane	1.00		0.15	1.00		0.28	1.00		1.00	0.49		0.08
Lane Grp Cap(c), veh/h	175	0	566	265	0	553	567	595	506	361	0	365
V/C Ratio(X)	0.29	0.00	0.55	0.30	0.00	0.78	0.27	0.84	0.24	0.75	0.00	0.68
Avail Cap(c_a), veh/h	268	0	744	369	0	726	874	918	780	658	0	665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.2	0.0	23.7	31.1	0.0	25.9	21.0	26.2	20.8	31.4	0.0	30.9
Incr Delay (d2), s/veh	0.9	0.0	0.9	0.6	0.0	3.9	0.3	4.2	0.2	3.2	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	6.2	1.7	0.0	9.5	2.6	11.4	2.1	6.2	0.0	5.6
LnGrp Delay(d),s/veh	37.2	0.0	24.6	31.7	0.0	29.8	21.2	30.5	21.0	34.6	0.0	33.1
LnGrp LOS	D		C	C		C	C	C	C	C		C
Approach Vol, veh/h		365			509			774			521	
Approach Delay, s/veh		26.3			30.1			27.1			33.9	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		31.4		30.8		21.2		30.8
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		41.5		34.5		30.5		34.5
Max Q Clear Time (g_c+I1), s		23.0		24.8		13.9		20.5
Green Ext Time (p_c), s		4.0		1.5		2.9		2.7

Intersection Summary	
HCM 2010 Ctrl Delay	29.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	100	0	79	0	1865	177	65	504	0
Future Volume (veh/h)	0	0	0	100	0	79	0	1865	177	65	504	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1845	1845	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	0	0	0	104	0	82	0	1943	184	68	525	0
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	0	180	0	208	0	153	2	2324	217	87	2845	0
Arrive On Green	0.00	0.00	0.00	0.10	0.00	0.10	0.00	0.72	0.72	0.05	0.81	0.00
Sat Flow, veh/h	0	1845	0	1392	0	1568	1757	3242	302	1757	3597	0
Grp Volume(v), veh/h	0	0	0	104	0	82	0	1036	1091	68	525	0
Grp Sat Flow(s),veh/h/ln	0	1845	0	1392	0	1568	1757	1752	1791	1757	1752	0
Q Serve(g_s), s	0.0	0.0	0.0	7.2	0.0	4.9	0.0	40.6	43.7	3.8	3.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	7.2	0.0	4.9	0.0	40.6	43.7	3.8	3.3	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.17	1.00		0.00
Lane Grp Cap(c), veh/h	0	180	0	208	0	153	2	1256	1284	87	2845	0
V/C Ratio(X)	0.00	0.00	0.00	0.50	0.00	0.54	0.00	0.82	0.85	0.78	0.18	0.00
Avail Cap(c_a), veh/h	0	341	0	330	0	289	89	1419	1451	140	2941	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	43.6	0.0	42.6	0.0	9.7	10.2	46.6	2.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.8	0.0	2.9	0.0	3.7	4.5	13.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.9	0.0	2.3	0.0	20.6	22.8	2.2	1.5	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	45.5	0.0	45.5	0.0	13.4	14.7	60.4	2.1	0.0
LnGrp LOS				D		D		B	B	E	A	
Approach Vol, veh/h		0			186			2127			593	
Approach Delay, s/veh		0.0			45.5			14.1			8.8	
Approach LOS					D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.4	75.6		14.2	0.0	85.0		14.2
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	7.9	80.3		18.3	5.0	83.2		18.3
Max Q Clear Time (g_c+I1), s	5.8	45.7		0.0	0.0	5.3		9.2
Green Ext Time (p_c), s	0.0	25.4		0.0	0.0	4.1		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	15.0
HCM 2010 LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	115	148	1574	337	94	456
Future Volume (veh/h)	115	148	1574	337	94	456
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1900	1845	1845
Adj Flow Rate, veh/h	121	156	1657	355	99	480
Adj No. of Lanes	2	1	2	0	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	412	190	1962	406	125	2777
Arrive On Green	0.12	0.12	0.68	0.68	0.07	0.79
Sat Flow, veh/h	3408	1568	2985	598	1757	3597
Grp Volume(v), veh/h	121	156	980	1032	99	480
Grp Sat Flow(s),veh/h/ln	1704	1568	1752	1739	1757	1752
Q Serve(g_s), s	3.4	10.1	42.4	48.8	5.8	3.4
Cycle Q Clear(g_c), s	3.4	10.1	42.4	48.8	5.8	3.4
Prop In Lane	1.00	1.00		0.34	1.00	
Lane Grp Cap(c), veh/h	412	190	1188	1179	125	2777
V/C Ratio(X)	0.29	0.82	0.82	0.87	0.79	0.17
Avail Cap(c_a), veh/h	601	276	1308	1298	181	3129
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.6	44.5	12.2	13.2	47.5	2.6
Incr Delay (d2), s/veh	0.4	12.1	4.1	6.5	14.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	5.0	21.5	25.1	3.3	1.6
LnGrp Delay(d),s/veh	42.0	56.6	16.3	19.7	61.5	2.6
LnGrp LOS	D	E	B	B	E	A
Approach Vol, veh/h	277		2012			579
Approach Delay, s/veh	50.2		18.1			12.7
Approach LOS	D		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	11.9	74.9				86.8		17.1
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	10.7	77.5				92.7		18.3
Max Q Clear Time (g_c+I1), s	7.8	50.8				5.4		12.1
Green Ext Time (p_c), s	0.1	19.6				3.7		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	20.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	22	0	2	0	1886	112	5	427	0
Future Volume (veh/h)	0	0	0	22	0	2	0	1886	112	5	427	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	0	0	0	26	0	2	0	2193	130	6	497	0
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	82	52	0	131	0	44	2	2728	160	14	3048	0
Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.81	0.81	0.01	0.87	0.00
Sat Flow, veh/h	1396	1845	0	1757	0	1568	1757	3365	197	1757	3597	0
Grp Volume(v), veh/h	0	0	0	26	0	2	0	1132	1191	6	497	0
Grp Sat Flow(s),veh/h/ln	1396	1845	0	1757	0	1568	1757	1752	1810	1757	1752	0
Q Serve(g_s), s	0.0	0.0	0.0	1.3	0.0	0.1	0.0	30.4	32.1	0.3	1.9	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.3	0.0	0.1	0.0	30.4	32.1	0.3	1.9	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.11	1.00		0.00
Lane Grp Cap(c), veh/h	82	52	0	131	0	44	2	1421	1467	14	3048	0
V/C Ratio(X)	0.00	0.00	0.00	0.20	0.00	0.05	0.00	0.80	0.81	0.44	0.16	0.00
Avail Cap(c_a), veh/h	329	379	0	443	0	322	100	1658	1713	102	3321	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	42.2	0.0	41.6	0.0	4.5	4.6	43.5	0.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.7	0.0	0.4	0.0	2.4	2.7	20.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.6	0.0	0.1	0.0	15.1	16.3	0.2	0.9	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	42.9	0.0	42.0	0.0	6.9	7.3	64.3	0.9	0.0
LnGrp LOS				D		D		A	A	E	A	
Approach Vol, veh/h		0			28			2323			503	
Approach Delay, s/veh		0.0			42.9			7.1			1.7	
Approach LOS					D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.2	75.9		7.0	0.0	81.0		7.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.1	83.3		18.1	5.0	83.4		18.1
Max Q Clear Time (g_c+I1), s	2.3	34.1		0.0	0.0	3.9		3.3
Green Ext Time (p_c), s	0.0	37.3		0.0	0.0	3.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	6.5
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	4	7	54	0	28	8	3339	594	34	975	5
Future Volume (veh/h)	5	4	7	54	0	28	8	3339	594	34	975	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1845	1845	1900	1845	1845	1845	1845	1845	1900
Adj Flow Rate, veh/h	5	4	7	44	19	30	9	3552	632	36	1037	5
Adj No. of Lanes	0	1	0	1	1	0	1	2	1	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	54	25	27	146	31	49	19	2779	1243	54	2907	14
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.01	0.79	0.79	0.03	0.81	0.81
Sat Flow, veh/h	192	518	552	1384	646	1019	1757	3505	1568	1757	3577	17
Grp Volume(v), veh/h	16	0	0	44	0	49	9	3552	632	36	508	534
Grp Sat Flow(s),veh/h/ln	1263	0	0	1384	0	1665	1757	1752	1568	1757	1752	1842
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	3.0	0.5	83.5	14.7	2.1	8.0	8.0
Cycle Q Clear(g_c), s	3.1	0.0	0.0	2.6	0.0	3.0	0.5	83.5	14.7	2.1	8.0	8.0
Prop In Lane	0.31		0.44	1.00		0.61	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	105	0	0	146	0	80	19	2779	1243	54	1424	1497
V/C Ratio(X)	0.15	0.00	0.00	0.30	0.00	0.61	0.47	1.28	0.51	0.66	0.36	0.36
Avail Cap(c_a), veh/h	295	0	0	316	0	285	83	2779	1243	83	1424	1497
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	0.0	0.0	48.9	0.0	49.2	51.8	10.9	3.8	50.5	2.6	2.6
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.2	0.0	7.4	16.5	128.1	0.3	13.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	1.3	0.0	1.6	0.3	88.4	6.4	1.2	3.9	4.1
LnGrp Delay(d),s/veh	48.8	0.0	0.0	50.1	0.0	56.6	68.2	139.0	4.1	63.5	2.7	2.7
LnGrp LOS	D			D		E	E	F	A	E	A	A
Approach Vol, veh/h		16			93			4193			1078	
Approach Delay, s/veh		48.8			53.5			118.5			4.8	
Approach LOS		D			D			F			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.8	88.0		9.6	5.7	90.1		9.6
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	83.5		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	4.1	85.5		5.1	2.5	10.0		5.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	9.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	94.4
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	18	23	86	1	7	10	3066	271	7	839	5
Future Volume (veh/h)	38	18	23	86	1	7	10	3066	271	7	839	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	40	19	24	90	1	7	10	3194	282	7	874	5
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	209	80	101	179	22	151	21	2665	1192	15	2654	1187
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.01	0.76	0.76	0.01	0.76	0.76
Sat Flow, veh/h	1388	742	937	1345	200	1398	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	40	0	43	90	0	8	10	3194	282	7	874	5
Grp Sat Flow(s),veh/h/ln	1388	0	1679	1345	0	1598	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	2.9	0.0	2.6	7.2	0.0	0.5	0.6	83.5	5.8	0.4	8.9	0.1
Cycle Q Clear(g_c), s	3.4	0.0	2.6	9.8	0.0	0.5	0.6	83.5	5.8	0.4	8.9	0.1
Prop In Lane	1.00		0.56	1.00		0.88	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	209	0	181	179	0	172	21	2665	1192	15	2654	1187
V/C Ratio(X)	0.19	0.00	0.24	0.50	0.00	0.05	0.48	1.20	0.24	0.46	0.33	0.00
Avail Cap(c_a), veh/h	287	0	275	254	0	262	80	2665	1192	80	2665	1192
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.4	0.0	44.8	49.3	0.0	43.9	53.9	13.2	3.8	54.2	4.3	3.2
Incr Delay (d2), s/veh	0.4	0.0	0.7	2.2	0.0	0.1	15.7	93.2	0.1	19.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.2	2.8	0.0	0.2	0.4	74.1	2.5	0.3	4.3	0.0
LnGrp Delay(d),s/veh	45.9	0.0	45.5	51.5	0.0	44.0	69.6	106.4	3.9	73.7	4.4	3.2
LnGrp LOS	D		D	D		D	E	F	A	E	A	A
Approach Vol, veh/h		83			98			3486			886	
Approach Delay, s/veh		45.7			50.9			98.0			4.9	
Approach LOS		D			D			F			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.5	88.0		16.3	5.8	87.6		16.3
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	83.5		18.0	5.0	83.5		18.0
Max Q Clear Time (g_c+I1), s	2.6	85.5		5.4	2.6	10.9		11.8
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	7.9		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	77.9
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	856	1501	9	132	634	529	36	1186	115	144	314	188
Future Volume (veh/h)	856	1501	9	132	634	529	36	1186	115	144	314	188
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	911	1597	10	140	674	0	38	1262	122	153	334	200
Adj No. of Lanes	2	3	0	2	3	1	1	2	1	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	798	1944	12	197	1008	314	78	1131	506	147	1270	568
Arrive On Green	0.23	0.38	0.38	0.06	0.20	0.00	0.04	0.32	0.32	0.08	0.36	0.36
Sat Flow, veh/h	3408	5164	32	3408	5036	1568	1757	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	911	1038	569	140	674	0	38	1262	122	153	334	200
Grp Sat Flow(s),veh/h/ln	1704	1679	1839	1704	1679	1568	1757	1752	1568	1757	1752	1568
Q Serve(g_s), s	26.5	31.6	31.6	4.6	14.0	0.0	2.4	36.5	6.5	9.5	7.6	10.5
Cycle Q Clear(g_c), s	26.5	31.6	31.6	4.6	14.0	0.0	2.4	36.5	6.5	9.5	7.6	10.5
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	798	1264	692	197	1008	314	78	1131	506	147	1270	568
V/C Ratio(X)	1.14	0.82	0.82	0.71	0.67	0.00	0.49	1.12	0.24	1.04	0.26	0.35
Avail Cap(c_a), veh/h	798	1409	772	256	1313	409	295	1131	506	147	1270	568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	31.8	31.8	52.4	41.8	0.0	52.8	38.3	28.2	51.8	25.4	26.4
Incr Delay (d2), s/veh	78.4	3.7	6.5	6.1	0.8	0.0	4.7	64.7	0.2	84.3	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.1	15.2	17.2	2.3	6.6	0.0	1.3	27.7	2.8	8.0	3.7	4.6
LnGrp Delay(d),s/veh	121.7	35.5	38.3	58.5	42.6	0.0	57.5	103.0	28.4	136.5	25.5	26.7
LnGrp LOS	F	D	D	E	D		E	F	C	F	C	C
Approach Vol, veh/h		2518			814			1422			687	
Approach Delay, s/veh		67.3			45.4			95.4			50.6	
Approach LOS		E			D			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	47.1	9.5	45.5	31.0	27.2	14.0	41.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.5	47.5	19.0	27.0	26.5	29.5	9.5	36.5
Max Q Clear Time (g_c+I1), s	16.6	33.6	4.4	12.5	28.5	16.0	11.5	38.5
Green Ext Time (p_c), s	0.1	9.0	0.0	2.5	0.0	3.9	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	69.3
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	1494	162	289	423	366	203	123	760	119	201	697
Future Volume (veh/h)	220	1494	162	289	423	366	203	123	760	119	201	697
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	227	1540	167	298	436	0	209	127	784	123	207	719
Adj No. of Lanes	1	3	1	2	1	1	1	1	2	1	1	2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	260	1932	602	366	633	538	242	472	706	151	377	564
Arrive On Green	0.15	0.38	0.38	0.11	0.34	0.00	0.14	0.26	0.26	0.09	0.20	0.20
Sat Flow, veh/h	1757	5036	1568	3408	1845	1568	1757	1845	2760	1757	1845	2760
Grp Volume(v), veh/h	227	1540	167	298	436	0	209	127	784	123	207	719
Grp Sat Flow(s),veh/h/ln	1757	1679	1568	1704	1845	1568	1757	1845	1380	1757	1845	1380
Q Serve(g_s), s	13.6	29.2	7.9	9.2	21.9	0.0	12.5	5.9	27.5	7.4	10.8	22.0
Cycle Q Clear(g_c), s	13.6	29.2	7.9	9.2	21.9	0.0	12.5	5.9	27.5	7.4	10.8	22.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	260	1932	602	366	633	538	242	472	706	151	377	564
V/C Ratio(X)	0.87	0.80	0.28	0.82	0.69	0.00	0.87	0.27	1.11	0.81	0.55	1.28
Avail Cap(c_a), veh/h	351	2177	678	459	677	576	335	472	706	220	377	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	29.4	22.9	47.0	30.4	0.0	45.4	32.0	40.0	48.3	38.4	42.8
Incr Delay (d2), s/veh	16.6	1.9	0.2	8.8	2.7	0.0	15.6	0.3	68.6	13.7	1.7	137.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	13.9	3.4	4.8	11.6	0.0	7.1	3.0	17.2	4.2	5.7	19.1
LnGrp Delay(d),s/veh	61.4	31.4	23.1	55.8	33.1	0.0	61.1	32.3	108.7	62.0	40.1	180.1
LnGrp LOS	E	C	C	E	C		E	C	F	E	D	F
Approach Vol, veh/h		1934			734			1120			1049	
Approach Delay, s/veh		34.2			42.3			91.1			138.6	
Approach LOS		C			D			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	45.8	19.3	26.5	20.4	41.4	13.8	32.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	14.5	46.5	20.5	20.5	21.5	39.5	13.5	27.5
Max Q Clear Time (g_c+I1), s	11.2	31.2	14.5	24.0	15.6	23.9	9.4	29.5
Green Ext Time (p_c), s	0.3	10.1	0.3	0.0	0.3	2.4	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	71.3
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1533	0	0	839	0	133	0	323	0	0	0
Future Volume (veh/h)	0	1533	0	0	839	0	133	0	323	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1845	0	0	1845	0	1845	0	1845			
Adj Flow Rate, veh/h	0	1631	0	0	893	0	141	0	344			
Adj No. of Lanes	0	2	0	0	2	0	2	0	1			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	3	0	0	3	0	3	0	3			
Cap, veh/h	0	2169	0	0	2169	0	842	0	387			
Arrive On Green	0.00	0.62	0.00	0.00	0.62	0.00	0.25	0.00	0.25			
Sat Flow, veh/h	0	3689	0	0	3689	0	3408	0	1568			
Grp Volume(v), veh/h	0	1631	0	0	893	0	141	0	344			
Grp Sat Flow(s),veh/h/ln	0	1752	0	0	1752	0	1704	0	1568			
Q Serve(g_s), s	0.0	22.3	0.0	0.0	8.7	0.0	2.2	0.0	14.2			
Cycle Q Clear(g_c), s	0.0	22.3	0.0	0.0	8.7	0.0	2.2	0.0	14.2			
Prop In Lane	0.00		0.00	0.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2169	0	0	2169	0	842	0	387			
V/C Ratio(X)	0.00	0.75	0.00	0.00	0.41	0.00	0.17	0.00	0.89			
Avail Cap(c_a), veh/h	0	2972	0	0	2169	0	914	0	421			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	9.1	0.0	0.0	6.5	0.0	19.8	0.0	24.4			
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.1	0.0	0.1	0.0	19.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	10.9	0.0	0.0	4.3	0.0	1.0	0.0	8.2			
LnGrp Delay(d),s/veh	0.0	9.8	0.0	0.0	6.7	0.0	19.9	0.0	43.5			
LnGrp LOS		A			A		B		D			
Approach Vol, veh/h		1631			893			485				
Approach Delay, s/veh		9.8			6.7			36.7				
Approach LOS		A			A			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		46.0				46.0		21.1
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		56.9				31.6		18.0
Max Q Clear Time (g_c+I1), s		24.3				10.7		16.2
Green Ext Time (p_c), s		17.3				6.5		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	13.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	31	35	46	27	60	53	1647	88	55	420	115
Future Volume (veh/h)	175	31	35	46	27	60	53	1647	88	55	420	115
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1900	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	186	33	0	49	29	64	56	1752	94	59	447	122
Adj No. of Lanes	1	1	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	223	234	0	76	45	100	72	1967	105	75	1591	431
Arrive On Green	0.13	0.13	0.00	0.07	0.07	0.07	0.04	0.58	0.58	0.04	0.58	0.58
Sat Flow, veh/h	1757	1845	0	1158	685	1520	1757	3385	180	1757	2728	739
Grp Volume(v), veh/h	186	33	0	76	0	66	56	901	945	59	286	283
Grp Sat Flow(s),veh/h/ln	1757	1845	0	1787	0	1576	1757	1752	1813	1757	1752	1714
Q Serve(g_s), s	10.2	1.6	0.0	4.1	0.0	4.0	3.1	43.5	44.8	3.3	8.0	8.1
Cycle Q Clear(g_c), s	10.2	1.6	0.0	4.1	0.0	4.0	3.1	43.5	44.8	3.3	8.0	8.1
Prop In Lane	1.00		0.00	0.65		0.96	1.00		0.10	1.00		0.43
Lane Grp Cap(c), veh/h	223	234	0	117	0	104	72	1018	1054	75	1022	1000
V/C Ratio(X)	0.83	0.14	0.00	0.64	0.00	0.64	0.78	0.88	0.90	0.78	0.28	0.28
Avail Cap(c_a), veh/h	331	347	0	329	0	291	170	1072	1109	95	1022	1000
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	38.1	0.0	44.8	0.0	44.8	46.7	17.7	18.0	46.5	10.2	10.2
Incr Delay (d2), s/veh	11.0	0.3	0.0	5.8	0.0	6.5	16.4	8.7	9.5	27.4	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.8	0.0	2.2	0.0	1.9	1.8	23.2	24.8	2.2	3.9	3.8
LnGrp Delay(d),s/veh	52.9	38.4	0.0	50.6	0.0	51.2	63.0	26.4	27.5	74.0	10.3	10.4
LnGrp LOS	D	D		D		D	E	C	C	E	B	B
Approach Vol, veh/h		219			142			1902			628	
Approach Delay, s/veh		50.7			50.9			28.0			16.3	
Approach LOS		D			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.7	61.6		17.0	8.5	61.8		10.9
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.3	60.1		18.5	9.5	55.9		18.1
Max Q Clear Time (g_c+I1), s	5.3	46.8		12.2	5.1	10.1		6.1
Green Ext Time (p_c), s	0.0	10.3		0.4	0.0	4.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	28.3
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	19.8
Intersection LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	572	456	3	8	0
Future Vol, veh/h	2	572	456	3	8	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	2	636	507	3	9	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	22.9	16	9.7
HCM LOS	C	C	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%
Vol Thru, %	100%	99%	0%
Vol Right, %	0%	1%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	574	459	8
LT Vol	2	0	8
Through Vol	572	456	0
RT Vol	0	3	0
Lane Flow Rate	638	510	9
Geometry Grp	1	1	1
Degree of Util (X)	0.799	0.655	0.016
Departure Headway (Hd)	4.509	4.623	6.558
Convergence, Y/N	Yes	Yes	Yes
Cap	804	780	542
Service Time	2.533	2.649	4.639
HCM Lane V/C Ratio	0.794	0.654	0.017
HCM Control Delay	22.9	16	9.7
HCM Lane LOS	C	C	A
HCM 95th-tile Q	8.4	5	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	4	14	45	4	8	12	2855	114	14	904	3
Future Volume (veh/h)	5	4	14	45	4	8	12	2855	114	14	904	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	5	4	14	45	4	8	12	2884	115	14	913	3
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	53	22	52	123	5	11	25	2760	109	28	2884	9
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.01	0.80	0.80	0.02	0.80	0.80
Sat Flow, veh/h	222	437	1025	1197	106	213	1757	3437	136	1757	3583	12
Grp Volume(v), veh/h	23	0	0	57	0	0	12	1461	1538	14	447	469
Grp Sat Flow(s),veh/h/ln	1685	0	0	1516	0	0	1757	1752	1821	1757	1752	1843
Q Serve(g_s), s	0.0	0.0	0.0	2.4	0.0	0.0	0.7	83.5	83.5	0.8	6.9	6.9
Cycle Q Clear(g_c), s	1.4	0.0	0.0	3.8	0.0	0.0	0.7	83.5	83.5	0.8	6.9	6.9
Prop In Lane	0.22		0.61	0.79		0.14	1.00		0.07	1.00		0.01
Lane Grp Cap(c), veh/h	128	0	0	139	0	0	25	1407	1462	28	1411	1483
V/C Ratio(X)	0.18	0.00	0.00	0.41	0.00	0.00	0.48	1.04	1.05	0.50	0.32	0.32
Avail Cap(c_a), veh/h	319	0	0	313	0	0	86	1407	1462	84	1411	1483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.5	0.0	0.0	48.5	0.0	0.0	50.9	10.2	10.2	50.7	2.7	2.7
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.9	0.0	0.0	14.0	34.5	38.5	13.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	1.7	0.0	0.0	0.4	52.6	56.2	0.5	3.3	3.4
LnGrp Delay(d),s/veh	48.1	0.0	0.0	50.4	0.0	0.0	64.8	44.7	48.7	63.7	2.8	2.8
LnGrp LOS	D			D			E	F	F	E	A	A
Approach Vol, veh/h		23			57			3011			930	
Approach Delay, s/veh		48.1			50.4			46.9			3.7	
Approach LOS		D			D			D			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.2	88.0		9.8	6.0	88.2		9.8
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	83.5		18.0	5.1	83.4		18.0
Max Q Clear Time (g_c+I1), s	2.8	85.5		3.4	2.7	8.9		5.8
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	7.3		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	36.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	3050	3	38	842	4	9	2	380	4	2	3
Future Volume (veh/h)	3	3050	3	38	842	4	9	2	380	4	2	3
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1900	1845	1900	1900	1845	1900
Adj Flow Rate, veh/h	3	3177	3	40	877	4	9	2	396	4	2	3
Adj No. of Lanes	1	2	1	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	7	2363	1057	54	2457	1099	34	5	277	91	48	47
Arrive On Green	0.00	0.67	0.67	0.03	0.70	0.70	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1757	3505	1568	1757	3505	1568	15	28	1528	259	265	262
Grp Volume(v), veh/h	3	3177	3	40	877	4	407	0	0	9	0	0
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1752	1568	1570	0	0	786	0	0
Q Serve(g_s), s	0.2	80.0	0.1	2.7	11.8	0.1	9.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	80.0	0.1	2.7	11.8	0.1	21.5	0.0	0.0	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.02		0.97	0.44		0.33
Lane Grp Cap(c), veh/h	7	2363	1057	54	2457	1099	316	0	0	186	0	0
V/C Ratio(X)	0.43	1.34	0.00	0.74	0.36	0.00	1.29	0.00	0.00	0.05	0.00	0.00
Avail Cap(c_a), veh/h	74	2363	1057	74	2457	1099	316	0	0	186	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	59.0	19.3	6.3	57.0	7.1	5.3	49.6	0.0	0.0	40.0	0.0	0.0
Incr Delay (d2), s/veh	36.9	158.0	0.0	22.0	0.1	0.0	152.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	89.9	0.0	1.6	5.8	0.0	23.6	0.0	0.0	0.2	0.0	0.0
LnGrp Delay(d),s/veh	95.8	177.3	6.3	79.0	7.2	5.3	201.8	0.0	0.0	40.1	0.0	0.0
LnGrp LOS	F	F	A	E	A	A	F			D		
Approach Vol, veh/h		3183			921			407			9	
Approach Delay, s/veh		177.0			10.3			201.8			40.1	
Approach LOS		F			B			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.2	84.5		26.0	5.0	87.7		26.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.0	80.0		21.5	5.0	80.0		21.5
Max Q Clear Time (g_c+I1), s	4.7	82.0		2.5	2.2	13.8		23.5
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	7.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	145.0
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1624	107	0	0	0	0	0	128	0	273	123
Future Volume (veh/h)	0	1624	107	0	0	0	0	0	128	0	273	123
Number	5	2	12				3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1845	1845				0	1845	1845	0	1845	1845
Adj Flow Rate, veh/h	0	1804	119				0	0	0	0	303	0
Adj No. of Lanes	0	1	1				0	1	1	0	2	1
Peak Hour Factor	0.90	0.90	0.90				0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	3	3				0	3	3	0	3	3
Cap, veh/h	0	0	0				0	595	505	0	1130	505
Arrive On Green	0.00	0.00	0.00				0.00	0.00	0.00	0.00	0.32	0.00
Sat Flow, veh/h		0					0	1845	1568	0	3597	1568
Grp Volume(v), veh/h		0.0					0	0	0	0	303	0
Grp Sat Flow(s),veh/h/ln							0	1845	1568	0	1752	1568
Q Serve(g_s), s							0.0	0.0	0.0	0.0	0.4	0.0
Cycle Q Clear(g_c), s							0.0	0.0	0.0	0.0	0.4	0.0
Prop In Lane							0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h							0	595	505	0	1130	505
V/C Ratio(X)							0.00	0.00	0.00	0.00	0.27	0.00
Avail Cap(c_a), veh/h							0	5000	4250	0	9500	4250
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	0.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh							0.0	0.0	0.0	0.0	1.7	0.0
Incr Delay (d2), s/veh							0.0	0.0	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	0.0	0.0	0.0	0.2	0.0
LnGrp Delay(d),s/veh							0.0	0.0	0.0	0.0	1.8	0.0
LnGrp LOS											A	
Approach Vol, veh/h								0			303	
Approach Delay, s/veh								0.0			1.8	
Approach LOS											A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4				8
Phs Duration (G+Y+Rc), s				6.6				6.6
Change Period (Y+Rc), s				4.5				4.5
Max Green Setting (Gmax), s				18.0				18.0
Max Q Clear Time (g_c+I1), s				2.4				0.0
Green Ext Time (p_c), s				1.7				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	1.8
HCM 2010 LOS	A

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	13	71	0	17	0	4	0	0	0	0
Future Vol, veh/h	0	1	13	71	0	17	0	4	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	1	14	77	0	18	0	4	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	6.5	7.5	7.3	0
HCM LOS	A	A	A	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	81%	0%	0%
Vol Thru, %	100%	7%	0%	100%	100%
Vol Right, %	0%	93%	19%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	14	88	0	0
LT Vol	0	0	71	0	0
Through Vol	4	1	0	0	0
RT Vol	0	13	17	0	0
Lane Flow Rate	4	15	96	0	0
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.005	0.015	0.107	0	0
Departure Headway (Hd)	4.244	3.472	4.016	4.748	4.748
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	840	1031	897	0	0
Service Time	2.288	1.492	2.019	2.493	2.493
HCM Lane V/C Ratio	0.005	0.015	0.107	0	0
HCM Control Delay	7.3	6.5	7.5	7.5	7.5
HCM Lane LOS	A	A	A	N	N
HCM 95th-tile Q	0	0	0.4	0	0

Intersection	
Int Delay, s/veh	9.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	0	0	0	0	77
Future Vol, veh/h	0	0	0	0	0	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	0	0	0	86

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.93
Pot Cap-1 Maneuver	0	-	-	0	0	915
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	915
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	915
HCM Lane V/C Ratio	-	-	0.094
HCM Control Delay (s)	-	-	9.3
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.3

TDM PLAN

Draft Transportation Demand Management Program

Point Molate Development

City of Richmond

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February 17, 2020

Point Molate Development

City of Richmond

DRAFT TRANSPORTATION DEMAND MANAGEMENT PLAN

1) INTRODUCTION

In September 2010, the California Air Resources Board (ARB or Board) set passenger vehicle greenhouse gas emission reduction targets for 2020 and 2035 for each of the 18 Metropolitan Planning Organization (MPO) regions in California under the Sustainable Communities and Climate Protection Act of 2008 (SB 375). Richmond supports these goals by implementing policies that require new projects achieve a reduction in the number of peak hour drive-alone commute vehicle trips. The project transportation demand management (TDM) program requested by the City is intended to reduce the total VMT by motorists in the project area.

Please note that reductions in VMT are generally considered to translate directly into reduced GHG's. Please note the project is required to prepare a Transportation Demand Management Plan based on Section 15.04.612 of the City's Municipal Code, which states that certain projects "*shall incorporate measures to reduce to the extent feasible single-occupant vehicle trip generation rates 15 percent below the standard rates as established in the most recent edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual*".

2) PROJECT DESCRIPTION

The proposed project would consist of the components listed below. In this case the apartments, townhomes and condominiums have been separated into the land use categories required for project trip generation forecasting:

1) *Retail and Restaurants* – 40,000 square feet
2) *Office Space* – 584,574 square feet
3) *Single Family Homes* – 274 units
4) *Low-Rise Apartments and Townhomes* (1 to 2 floors) – 636 units
5) *Mid-Rise Apartments and Condominiums* (3 to 10 floors) – 350 units
6) *Public Ferry Parking* – 100 parking spaces

Please note there may be some final refinements to the project description but the above listed quantities represent the maximum development assumptions for the project and the worst case assumption with respect to trip generation for the site. The majority of the existing buildings on the site are currently vacant so no reductions in traffic were taken to account for the removal of any existing land uses.

3) TRANSPORTATION DEMAND MANAGEMENT PLAN

Proposed TDM Strategies – The Project could achieve the 15% reduction to the trip generation by implementing the following strategies for Option 2 (the Commercial-Heavy Option), as specified by the City of Richmond Municipal Code. The following is a summary of the primary strategies that would be incorporated into the project:

Bicycle Parking - Free covered and secure bicycle parking facilities would be provided on-site for bicycle commuters or residents within seventy-five feet of a building entrance in at least nine locations. Secure short-term bicycle parking would be located within fifty feet of the main entrances to each commercial building.

Changing Rooms with Showers for Bicyclists – Two of the commercial buildings will also include changing rooms with showers for employees using alternative transportation.

BART Shuttle – Frequent (approximately 20 minute headways) direct weekday shuttle or bus service would be provided between the project site and the Richmond BART station for two hours during both the peak morning and evening commute periods. This service could be operated by a private contractor or by AC Transit. Shuttles or buses shall be fully accessible to passengers using wheelchairs and other mobility services and should have the capacity to transport bicycles. It is also recommended that if the project relies on a private shuttle it explore providing a real-time smart-phone app that tracks real-time arrivals to make shuttle use more reliable and convenient. This Draft TDM Plan assumes operations of standard buses with a 36-passenger capacity operating on 20 minute headways during the peak periods.

Guaranteed Ride Home – A guaranteed ride home program shall be offered to employees of commercial tenants. The effects of the availability of a guaranteed ride home program will be evaluated as part of the twice yearly employee transportation survey. One peak hour trip will be credited for each 10% of site commuters who reported using non-auto or high-occupancy vehicle (HOV) modes of transportation as their "*primary mode of transportation*" to/from work on the most recent employee transportation survey. The effects of the availability of a guaranteed ride home program will be evaluated as part of the twice yearly, required employee transportation survey.

Preferential Parking for Carpoolers – The building management shall offer free or discounted preferential carpool parking for eligible commuters. To be eligible for carpool parking, the carpool shall consist of three or more people. The building management shall monitor and provide adequate carpool spaces to meet and exceed potential demand.

Preferential Parking for Vanrpools – The building management shall offer free or discounted preferential vanpool parking for eligible commuters. The building management shall monitor and provide adequate carpool spaces to meet and exceed potential demand.

Commute Center – The project will provide one or more commute information centers that may include an information board or kiosk located in a common gathering area. The kiosk will contain transportation information, such as Emergency Ride Home (ERH), transit schedules, bike maps, and 511 ride-matching.

Bi-Annual Employee Transportation Surveys – The project will conduct surveys to determine the transportation and travel characteristics of the employee working on the site. The goal of the survey would be to identify the best practices for shifting employees to alternative transportation or high occupancy vehicle (HOV) modes.

On-Site Amenities – Five peak hour trips will be credited for each trip-reducing feature added to the project site. Typical features could include: banks, grocery stores, clothes cleaners, exercise facilities, child care center, etc. For the purposes of the TDM plan it was conservatively assumed a minimum of three of these kinds of on-site amenities would be provided on the site. However, it is important to note this just a minimum assumption for the purposes of the trip reduction calculations and it is our understanding the goal of the project would be to provide as many more of these amenities as is feasible.

Effects of the Transportation Demand Management Plan on Trip Generation - The quantification of potential reductions in trip generation from the TDM mitigation measures listed above are presented for each development Option in the attached **Tables 1, and 2**, respectively. The project is proposing to exceed the 15 percent goal established by the City's municipal code. It is forecast that the implementation of the TDM strategies described above for Option 2 (the Commercial-Heavy Option) would result in a 23 percent reduction to the unadjusted project trip generation. For Option 1 (the Residential-Heavy Option) the only difference would be the two changing rooms with showers would not be proposed since the office space would be replaced with residential uses. However, because Option 1 has lower trip generation than Option 2 the proposed TDM plan would result in a slightly higher (26 percent) reduction to the unadjusted trip generation for Option 1.

Table 1
Point Molate TDM Trip Reduction Calculations for Option 1 (Residential-Heavy Option)

Per Appendix A of Article XV of the Richmond Municipal Code

TDM Measure #	*Amount*	*Transportation Demand Management Measure*	*Trip Factor*	*Total Total*
1	**9**	**Secure Bike Racks/Bike Lockers**	1.25	11
2	**108**	**Shuttle to BART (per peak hour round-trip seat)**	2	216
3	**2**	**Guaranteed Ride Home (per 10% non-auto trips)**	1	2
4	**10**	**Preferential Parking For Carpoolers (per spot)**	1	10
5	**10**	**Preferential Parking For Vanpoolers (per spot)**	2	20
6	**2**	**Commute Center (per feature + 10 trips)**	1	12
7	**1**	**Survey Employees Twice Yearly**	2	2
8	**3**	**On-Site Amenities (per feature)**	5	15
Total of All TDM Trip Reductions				**288 trips**
Reduction Required by the Municipal Code (15% of the peak hour trip generation)				*168 trips*

Table 2
Point Molate TDM Trip Reduction Calculations for Option 2 (Commercial-Heavy Option)

Per Appendix A of Article XV of the Richmond Municipal Code

TDM Measure #	*Amount*	*Transportation Demand Management Measure*	*Trip Factor*	*Total Total*
1	**9**	**Secure Bike Racks/Bike Lockers**	1.25	11
2	**2**	**Changing Room with 5 Bike Lockers**	10	20
3	**108**	**Shuttle to BART (per peak hour round-trip seat)**	2	216
4	**2**	**Guaranteed Ride Home (per 10% non-auto trips)**	1	2
5	**10**	**Preferential Parking For Carpoolers (per spot)**	1	10
6	**10**	**Preferential Parking For Vanpoolers (per spot)**	2	20
7	**2**	**Commute Center (per feature + 10 trips)**	1	12
8	**1**	**Survey Employees Twice Yearly**	2	2
9	**3**	**On-Site Amenities (per feature)**	5	15
Total of All TDM Trip Reductions				**308 trips**
Reduction Required by the Municipal Code (15% of the peak hour trip generation)				*204 trips*