Project No: 639-03

TRAFFIC STUDY

FASTRIP CONVENIENCE MARKET & GAS STATION
SOUTHEAST CORNER OF MOONEY BOULEVARD & WHITENDALE AVENUE
VISALIA, CALIFORNIA

Prepared for:

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February 2022

(Revised August 2022)

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EXECUTIVE SUMMARY

The proposed commercial development is located on the southeast corner of Whitendale Avenue and Mooney Boulevard in Visalia, CA. Site access is proposed along both Whitendale Avenue and Mooney Boulevard.

Proposed Project

The proposed project includes a 4,940 square foot convenience market with drive through for the purchase of convenience store items, and 24 fueling positions. The project is located in the existing shopping center and will utilize existing driveways and infrastructure.

Project Trip Generation

The following table shows the anticipated project trip generation and peak hour volumes calculated using the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition. It is noted that a pass-by of 50% was used.

Project Trip Generation

General Information			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips		
ITE Code	Development Type	Variable	ADT Rate	ADT	Rate	IN Split Trips	OUT Split Trips	Rate	IN Split Trips	OUT Split Trips
960	Super Convenience Market/Gas Station	4.94 1000 sq ft GFA	837.58	4,138	eq	50% 207	50% 207	69.28	50% 171	50% 171
Pass-by		50%		2,069		104	104		86	86
Total				2,069		103	103		85	85
					Total:	206			170	

Project Study Scope

The project study scope was defined in the letter dated September 8, 2021 to Scott Mommer from Leslie Blair. Based on the number of peak hour trips calculated (between 100-499) trips in the peak hour), the study falls into Category II traffic impact analysis. Category II requires all signalized and major intersections be studied within a 1/2-mile radius of the project.

Following are the intersections included in the study:

Study Intersections:

- Mooney Boulevard and Walnut Avenue (Signalized)
- Mooney Boulevard and Beech Avenue (Signalized)
- County Center Drive and Whitendale Avenue (Signalized)
- Mooney Boulevard and Whitendale Avenue (Signalized)
- Driveway and Whitendale Avenue (Stop Controlled)
- Giddings Street and Whitendale Avenue (Signalized)
- Mooney Boulevard and Driveway (Stop Controlled)
- Mooney Boulevard and Sunnyside Avenue (Signalized)
- Mooney Boulevard and Orchard Avenue (Signalized)
- Mooney Boulevard and Caldwell Avenue (Signalized)
- Fairway Street and Caldwell Avenue (Signalized)

Analysis Scenarios

In accordance with Category II requirements, analysis will be provided for the following scenarios:

- Existing
- 2022 Cumulative (Opening Year)
- 2022 Cumulative + Project
- 2022 Cumulative + Project with Mitigation (if applicable)
- 2026 Cumulative
- 2026 Cumulative + Project
- 2026 Cumulative + Project with Mitigation (if applicable)

Level of Service Analysis

PM Peak Hour Intersection Analysis

#	Intersection	Control Type	2021	2022	2022+ Project	2026	2026+ Project
1	Mooney Blvd & Walnut Ave	Signal	D	D	D	D	D
2	Mooney Blvd & Beech Ave	Signal	B	B	B	B	B
3	County Center Dr & Whitendale Ave	Signal	C	C	C	C	C
4	Mooney Blvd & Whitendale Ave	Signal	C	C	C	C	C
5	Driveway & Whitendale Ave	Stop (NB)	B	B	B	C	C
6	Giddings St & Whitendale Ave	Signal	C	C	C	C	C
7	Mooney Blvd & Driveway	Stop (WB)	C	C	D	C	D
8	Mooney Blvd & Sunnyside Ave	Signal	C	C	C	C	C
9	Mooney Blvd & Orchard Ave	Signal	C	C	C	C	C
10	Mooney Blvd & Caldwell Ave	Signal	D	D	D	D	D
11	Fairway St & Caldwell Ave	Signal	C	C	C	C	C

AM Peak Hour Intersection Analysis

#	Intersection	Control Type	2021	2022	2022+ Project	2026	2026+ Project
1	Mooney Blvd & Walnut Ave	Signal	C	C	C	C	C
2	Mooney Blvd & Beech Ave	Signal	A	A	A	A	A
3	County Center Dr & Whitendale Ave	Signal	C	C	C	C	C
4	Mooney Blvd & Whitendale Ave	Signal	C	C	D	D	D
5	Driveway & Whitendale Ave	Stop (NB)	A	B	B	B	B
6	Giddings St & Whitendale Ave	Signal	C	C	C	D	D
7	Mooney Blvd & Driveway	Stop (WB)	B	B	B	B	B
8	Mooney Blvd & Sunnyside Ave	Signal	B	B	B	B	B
9	Mooney Blvd & Orchard Ave	Signal	A	A	A	A	A
10	Mooney Blvd & Caldwell Ave	Signal	C	C	C	C	C
11	Fairway St & Caldwell Ave	Signal	B	B	B	B	B

Midday Peak Hour Intersection Analysis

#	Intersection	Control Type	2021	2022	2022+ Project	2026	2026+ Project
1	Mooney Blvd & Walnut Ave	Signal	C	C	C	D	D
2	Mooney Blvd & Beech Ave	Signal	B	B	B	B	B
3	County Center Dr & Whitendale Ave	Signal	C	C	C	C	C
4	Mooney Blvd & Whitendale Ave	Signal	C	C	C	C	C
5	Driveway & Whitendale Ave	Stop (NB)	B	B	B	B	B
6	Giddings St & Whitendale Ave	Signal	C	C	C	C	C
7	Mooney Blvd & Driveway	Stop (WB)	C	C	D	C	D
8	Mooney Blvd & Sunnyside Ave	Signal	C	C	C	C	C
9	Mooney Blvd & Orchard Ave	Signal	C	C	C	D	D
10	Mooney Blvd & Caldwell Ave	Signal	D	D	D	D	D
11	Fairway St & Caldwell Ave	Signal	C	C	C	C	C

Mitigation

In accordance with the City of Visalia's traffic study guidelines, the project does not cause any intersection to operate below level of service threshold (D), therefore, no mitigation is required based on LOS deficiencies.

INTRODUCTION

The purpose of this study is to evaluate the potential traffic impacts of a proposed Fastrip Convenience Market and Gas Station located on the southeast corner of Mooney Boulevard & Whitendale Avenue in Visalia, CA. A vicinity map, location map, and a site plan are presented in Figures 1 through 3, respectively.

The proposed project includes a 4,940 square foot convenience market with drive through for the purchase of convenience store items, and 24 fueling positions. The project is located in the existing shopping center and will utilize existing driveways and infrastructure.

A. Land Use, Site and Study Area Boundaries

The existing zoning is Mixed Use Commercial and the general plan is General/Retail Commercial.

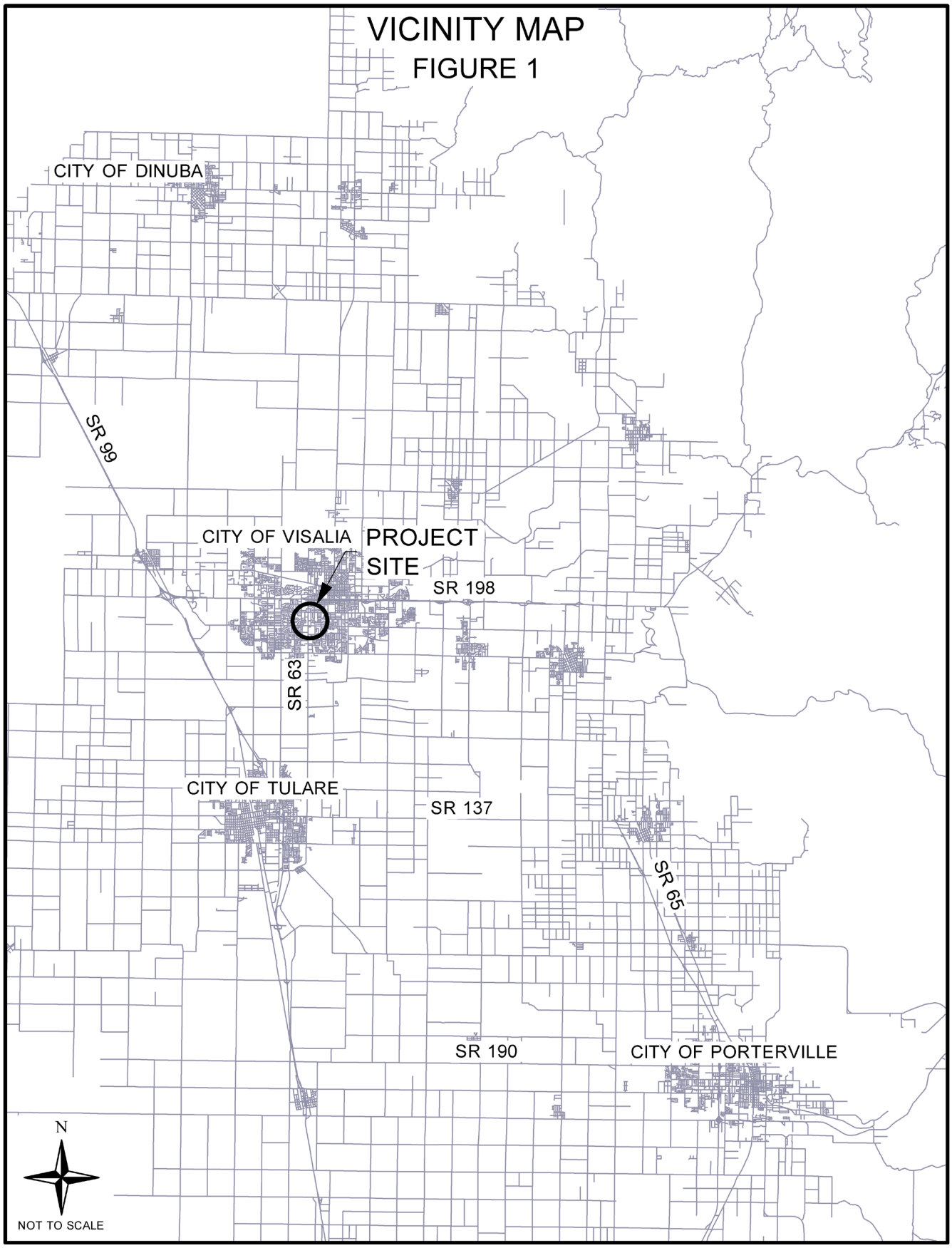
Based on the number of peak hour trips calculated (between 100-499 trips in the peak hour), the study falls into Category II traffic impact analysis. Category II requires all signalized and major intersections be studied within a one-half mile radius of the project. The study area includes a total of nine intersections (seven signalized and two unsignalized). The scope of the study was developed as defined in the letter to Scott Mommer dated September 8, 2021 from Leslie Blair.

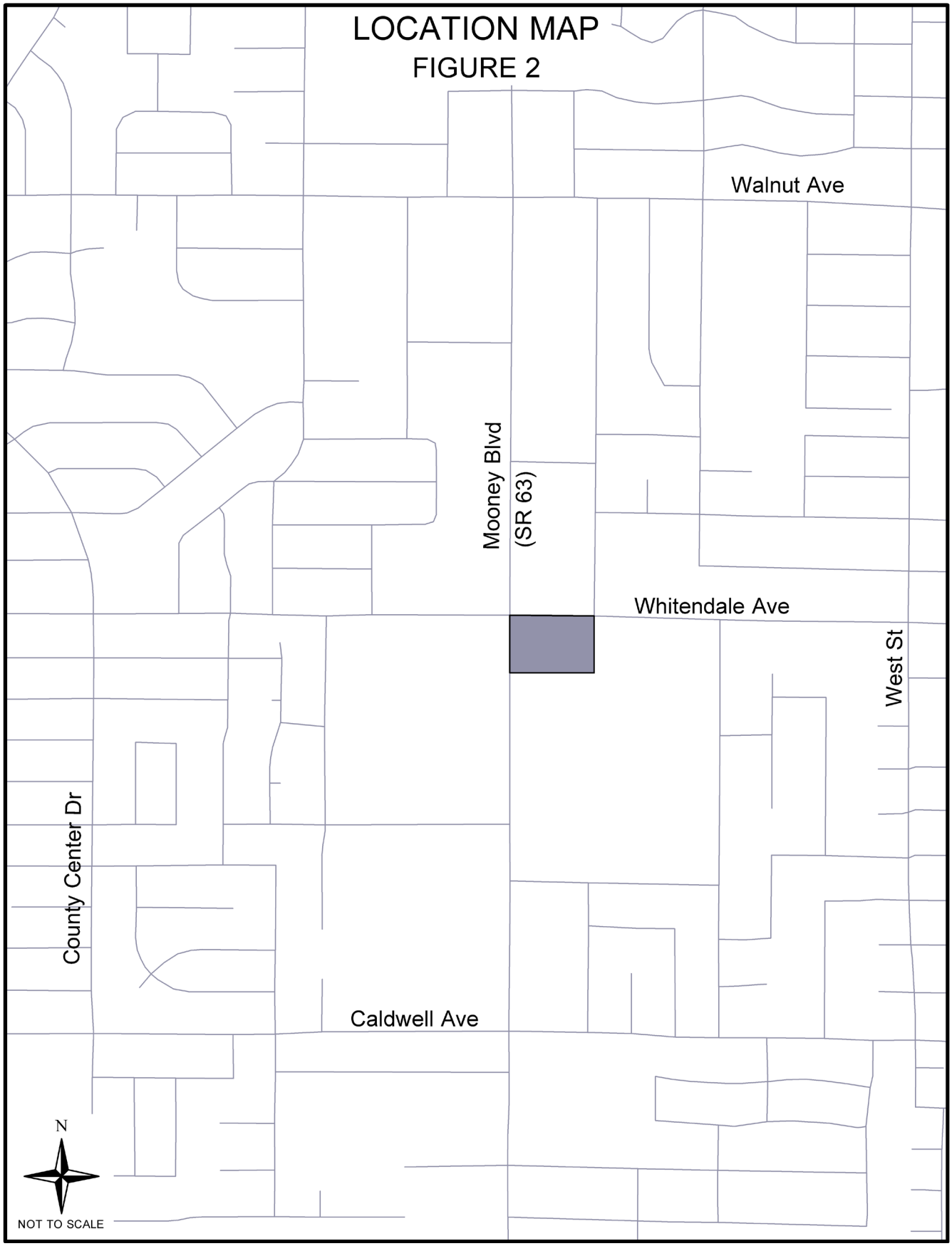
B. Existing Site Uses and Site Access

The project site is currently developed, with an existing building that was previously a Toys R Us but is not currently operational. The project will be built on an existing parking area for the site. The site shares access with a second retail building which includes various retail and service tenants. The existing driveways on Whitendale Avenue and Mooney Boulevard will serve as access to the proposed convenience store.

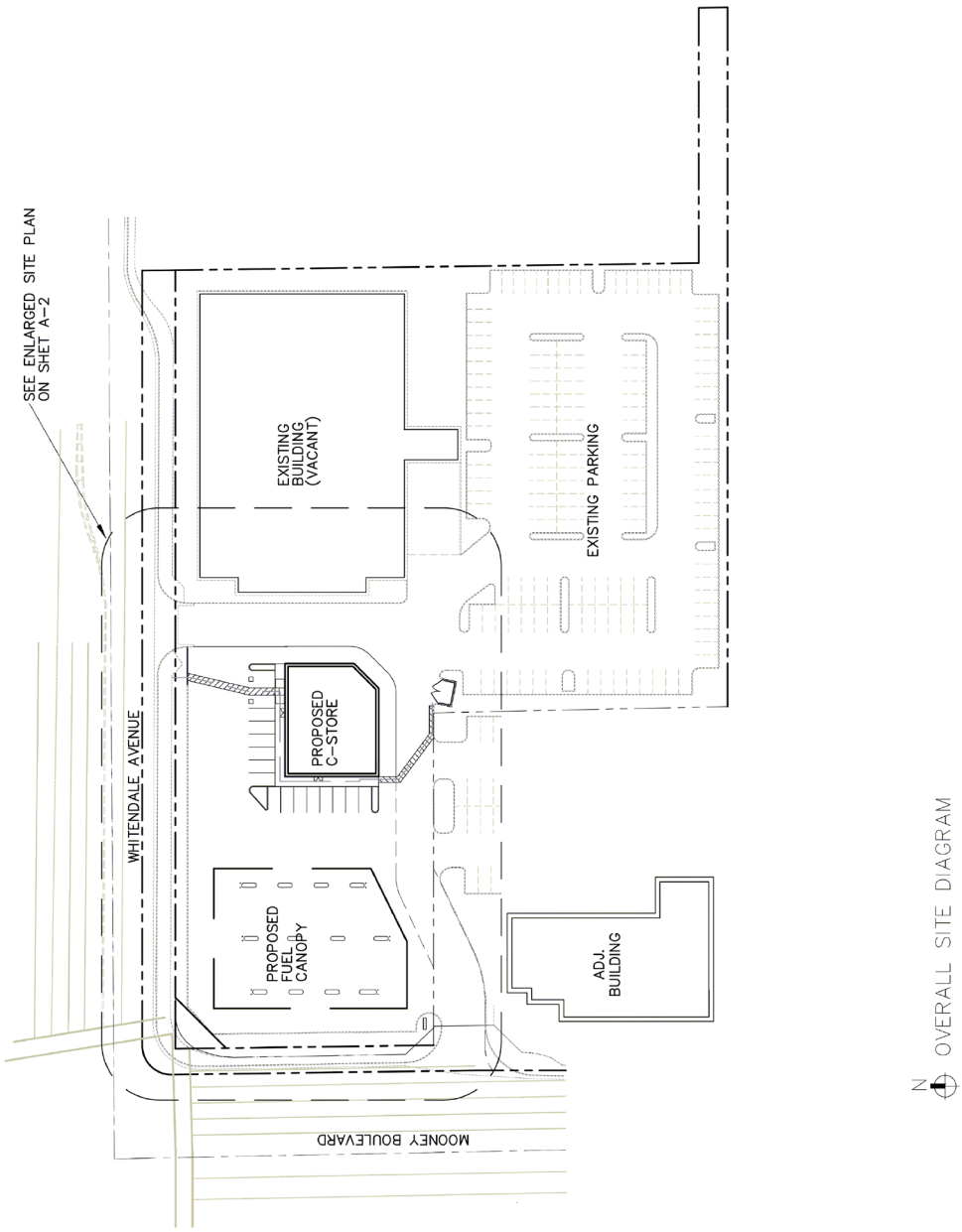
C. Existing Uses in Vicinity of the Site

Existing land uses in the vicinity of the project site include residential to the east and northeast and commercial land uses to the north, west and south.


VICINITY MAP
FIGURE 1
CITY OF DINUBA
SR 99
CITY OF VISALIA
PROJECT SITE
SR 198
SR 63
CITY OF TULARE
SR 137
SR 65
SR 190
CITY OF PORTERVILLE
N
NOT TO SCALE


LOCATION MAP
FIGURE 2
Walnut Ave
Mooney Blvd
(SR 63)
Whitendale Ave
West St
County Center Dr
Caldwell Ave
N
NOT TO SCALE

SITE PLAN
FIGURE 3



D. Roadway Descriptions

Beech Avenue is an east-west local roadway that extends west from Mooney Boulevard to Terrace Street. In the vicinity of the project it exists as a two lane roadway and provides access to commercial and residential land uses.

Caldwell Avenue is an east-west arterial that extends east from State Route 99. In the vicinity of the project it exists as a six-lane roadway with curb and gutter and provides access to retail, commercial, and residential land uses.

County Center Street is a north-south collector that extends south from Pratt Road to Connelly Avenue. In the vicinity of the project it exists as a two-lane roadway with curb and gutter. County Center Street provides access to residential land uses and east-west arterials

Fairway Street is a north-south local roadway that extends from Sunnyside Avenue to Caldwell Avenue. In the vicinity of the project it exists as a two-lane roadway

Giddings Street is an existing north-south collector that extends from Goshen Avenue to Whitendale Avenue. In the vicinity of the project it exists as a two-lane roadway with curb and gutter and provides access to residential land uses.

Mooney Boulevard (SR 63) is a north-south arterial that extends south from Avenue 320 with a disconnect from Goshen Avenue to Main Street. In the vicinity of the project it exists as a six-lane roadway with curb and gutter and provides access to commercial land uses.

Orchard Avenue is a local east-west roadway that extends east from Mooney Boulevard to Fairway Street. In the vicinity of the project it exists as a two-lane roadway and provides access to commercial land uses.

Sunnyside Avenue is an east-west local roadway that extends from Sallee Court to Martin Street. In the vicinity of the project it exists as a two-lane roadway and provides access residential land uses.

PROJECT TRIP GENERATION AND DESIGN HOUR VOLUMES

The trip generation and design hour volumes for the commercial development was calculated using the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition. The ADT, AM and PM peak hour of adjacent street traffic rate and equations, and peak hour directional splits for ITE Land Use Code 960 (Super Convenience Market/Gas Station) were used to estimate the project traffic. The ITE Trip Generation does not provide midday traffic rates or equations, and thus the PM peak hour information was used for analysis. The trip generation is shown in Table 1.

Table 1
Project Trip Generation

General Information			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips		
ITE Code	Development Type	Variable	ADT Rate	ADT	Rate	IN Split Trips	OUT Split Trips	Rate	IN Split Trips	OUT Split Trips
960	Super Convenience Market/Gas Station	4.94 1000 sq ft GFA	837.58	4,138	eq	50% 207	50% 207	69.28	50% 171	50% 171
Pass-by		50%		2,069		104	104		86	86
Total				2,069		103	103		85	85
					Total:	206			170	

The project trip distribution was based on a combination of a TCAG select zone analysis prepared for the project, and a review of the potential draw from population centers within the region as well as the types of land uses involved. These assumptions were used to distribute project traffic as shown in Table 2 and Figure 4 for the roadway system within the study scope.

Table 2
Project Trip Distribution

Direction	Percent
North	35
East	25
South	25
West	15

EXISTING AND FUTURE TRAFFIC

Traffic counts were conducted between the hours of 6:00 to 8:00 AM, 11:00 AM to 1:00 PM and 4:00 to 6:00 PM at the study intersections and are shown in Figure 5. Traffic counts were compared to pre-COVID 19 historical count data collected December 2019 (see Appendix). Upon comparison, an adjustment factor of 15% (increase) was applied to all existing traffic. The empty retail building on the site was assumed to be operational in the 2026 scenario year and traffic from the building was added to project driveways and roadway network.

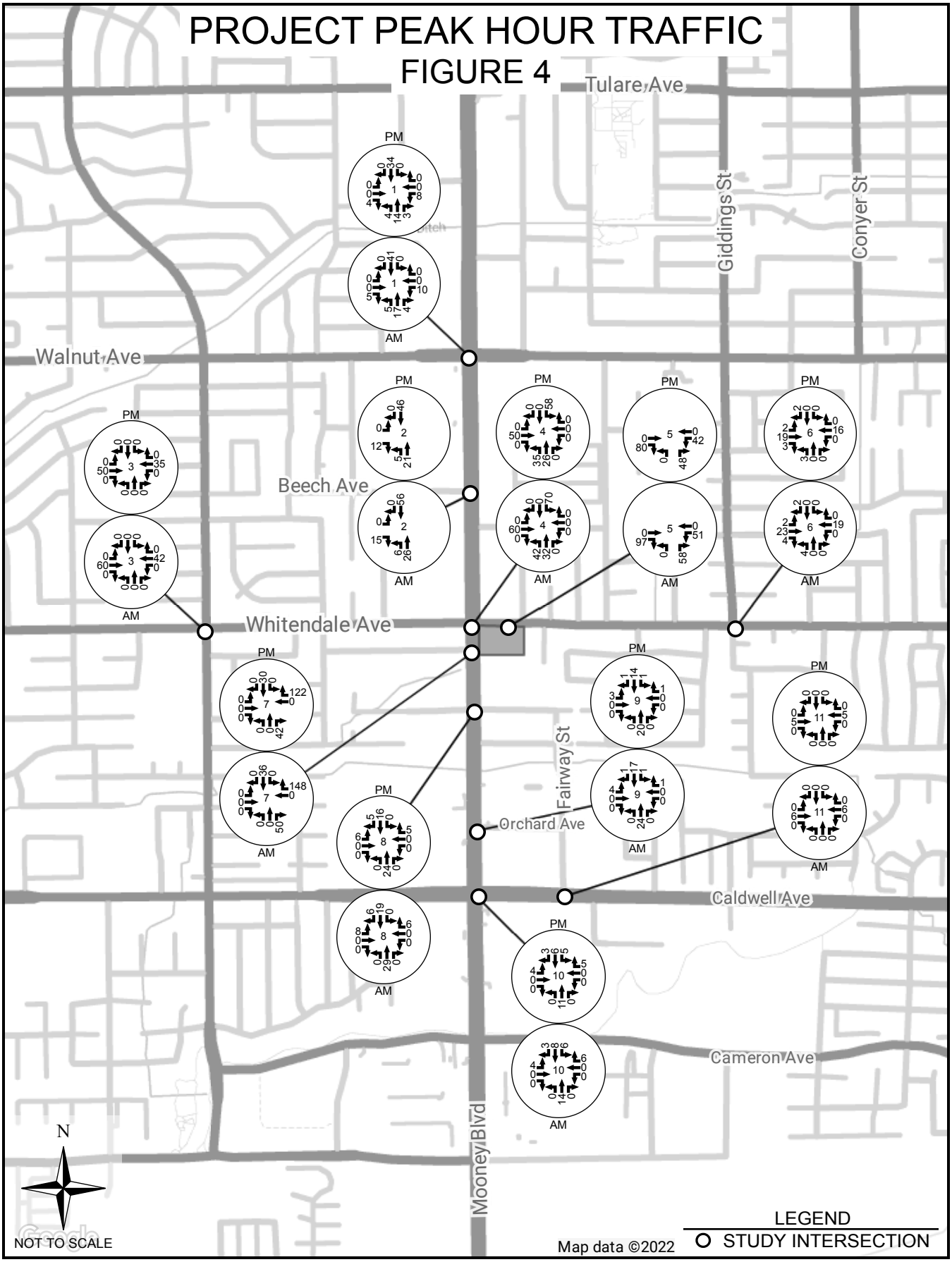
Annual growth rates ranging between 0.50% and 5.62% were applied to existing traffic volumes to estimate future traffic volumes for the project phases. These growth rates were estimated based on future TCAG traffic model data and the addition of proposed developments in the vicinity of the project (cumulative project traffic). For the 2026 scenario, it was assumed that the existing vacant building on the site

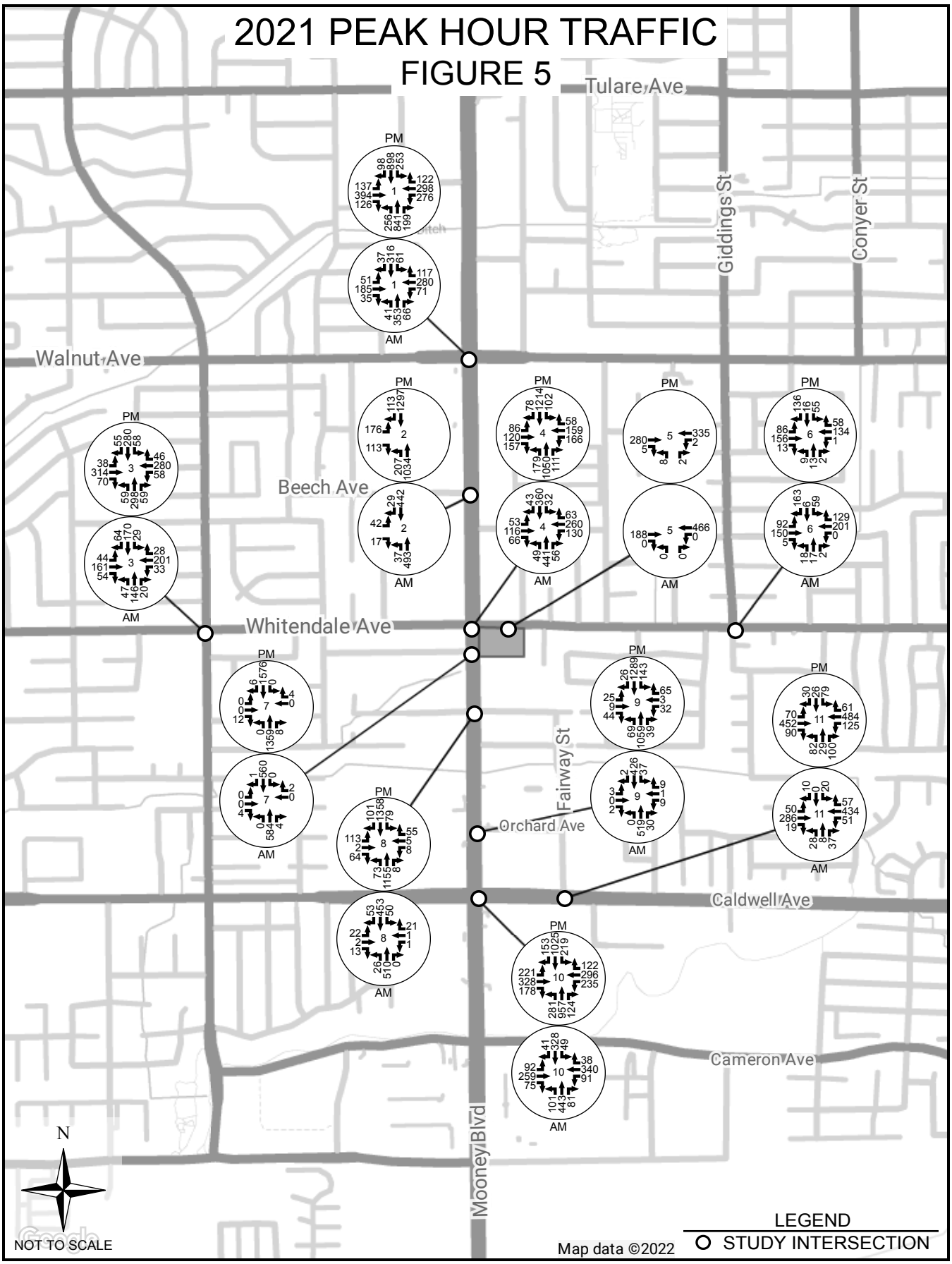
In accordance with Category II requirements, analysis will be provided for the following scenarios:

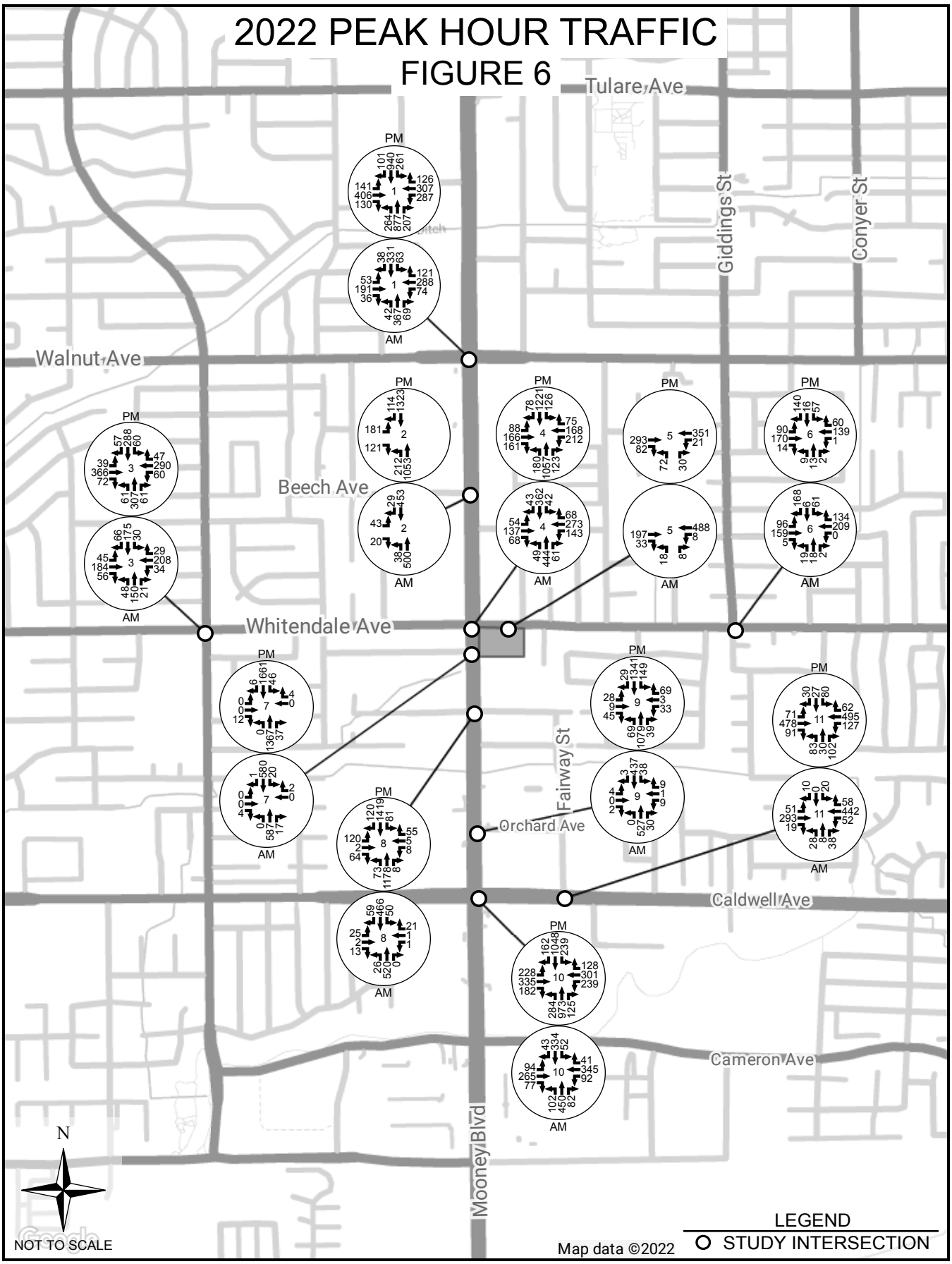
- Existing
- 2022 Cumulative (Opening Year)
- 2022 Cumulative + Project
- 2022 Cumulative + Project with Mitigation (if applicable)
- 2026 Cumulative
- 2026 Cumulative + Project
- 2026 Cumulative + Project with Mitigation (if applicable)

Project and future peak hour volumes are shown in Figures 8 through 14.

PROJECT PEAK HOUR TRAFFIC
FIGURE 4

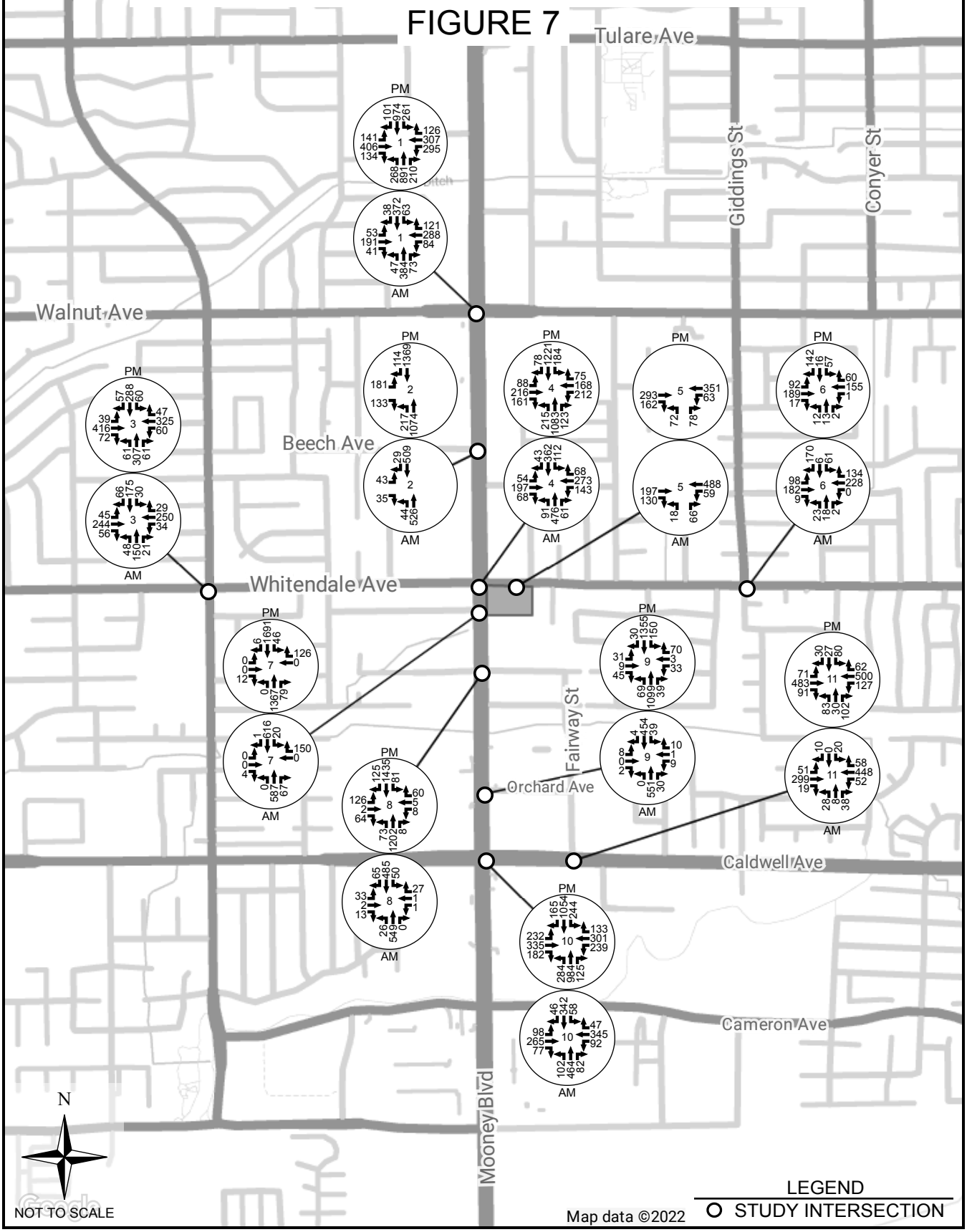



2021 PEAK HOUR TRAFFIC
FIGURE 5
Tulare Ave
Giddings St
Conyer St
Walnut Ave
Beech Ave
Whitendale Ave
Fairway St
Orchard Ave
Caldwell Ave
Cameron Ave
Mooney Blvd
PM
AM
N
NOT TO SCALE
Map data ©2022
LEGEND
STUDY INTERSECTION

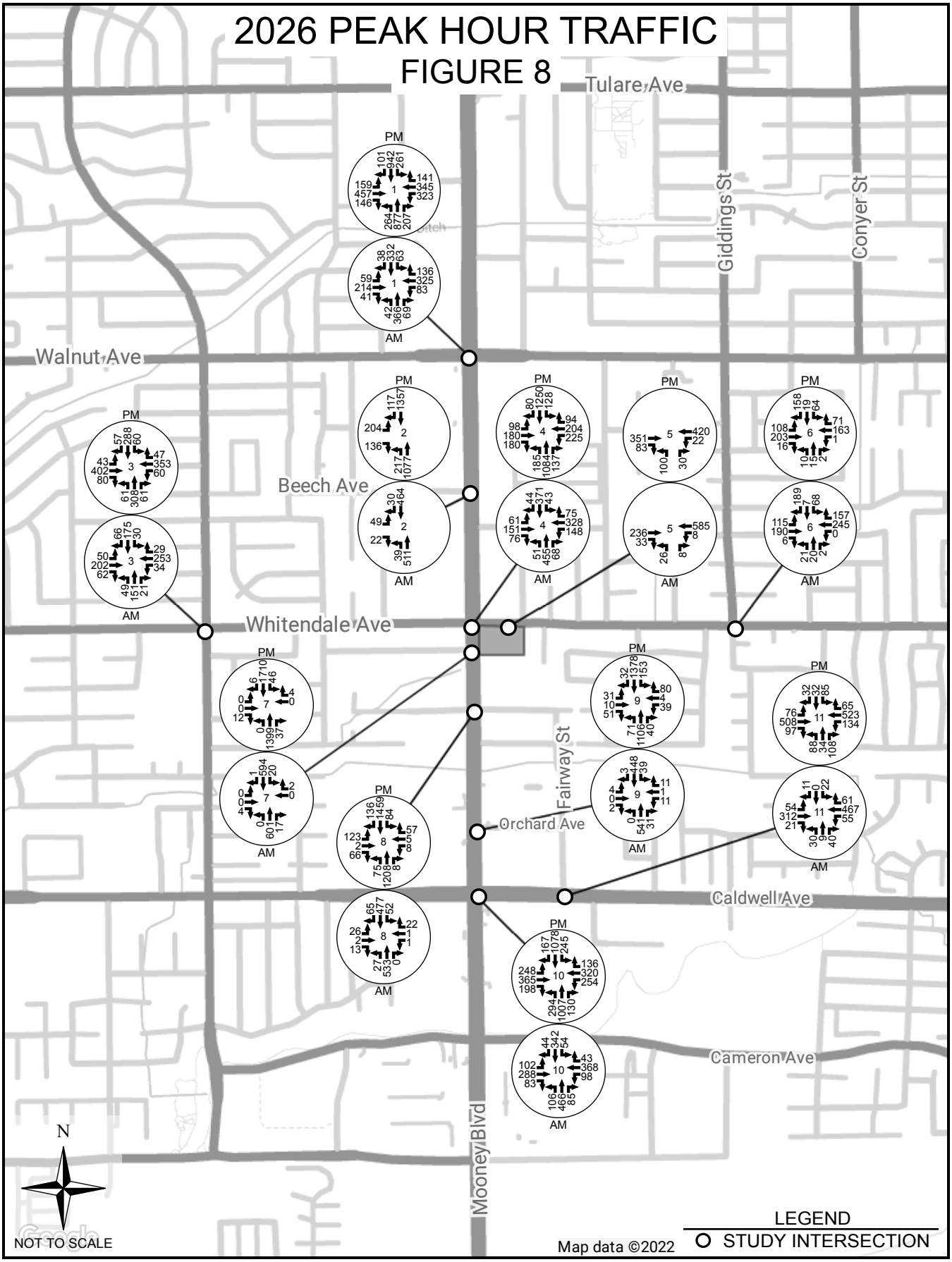

2022 PEAK HOUR TRAFFIC
FIGURE 6
Tulare Ave
Giddings St
Conyer St
Walnut Ave
Beech Ave
Whitendale Ave
Fairway St
Orchard Ave
Caldwell Ave
Cameron Ave
Mooney Blvd
PM
AM
N
NOT TO SCALE
Map data ©2022
LEGEND
STUDY INTERSECTION

2022+PROJECT PEAK HOUR TRAFFIC

FIGURE 7

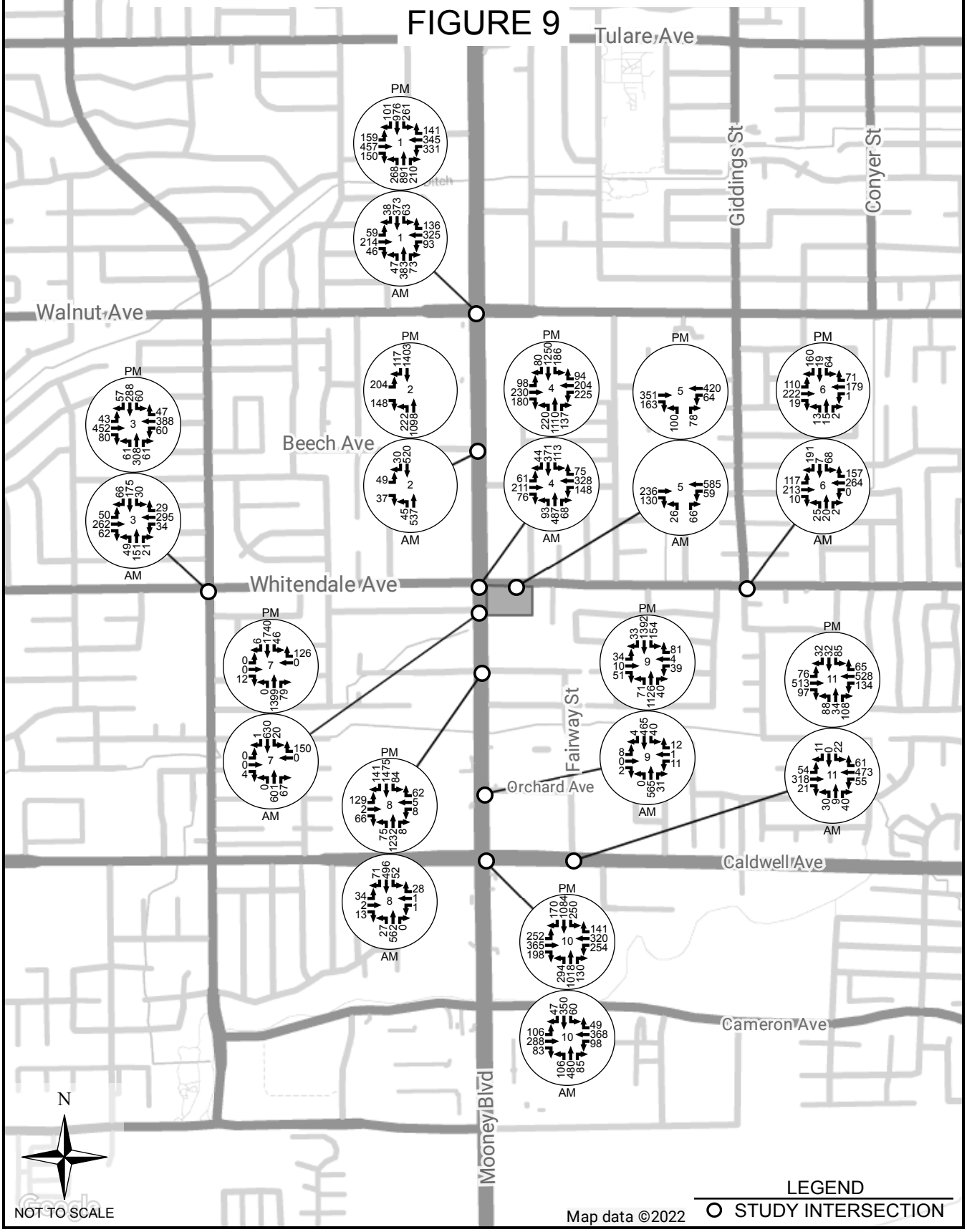


2026 PEAK HOUR TRAFFIC
FIGURE 8

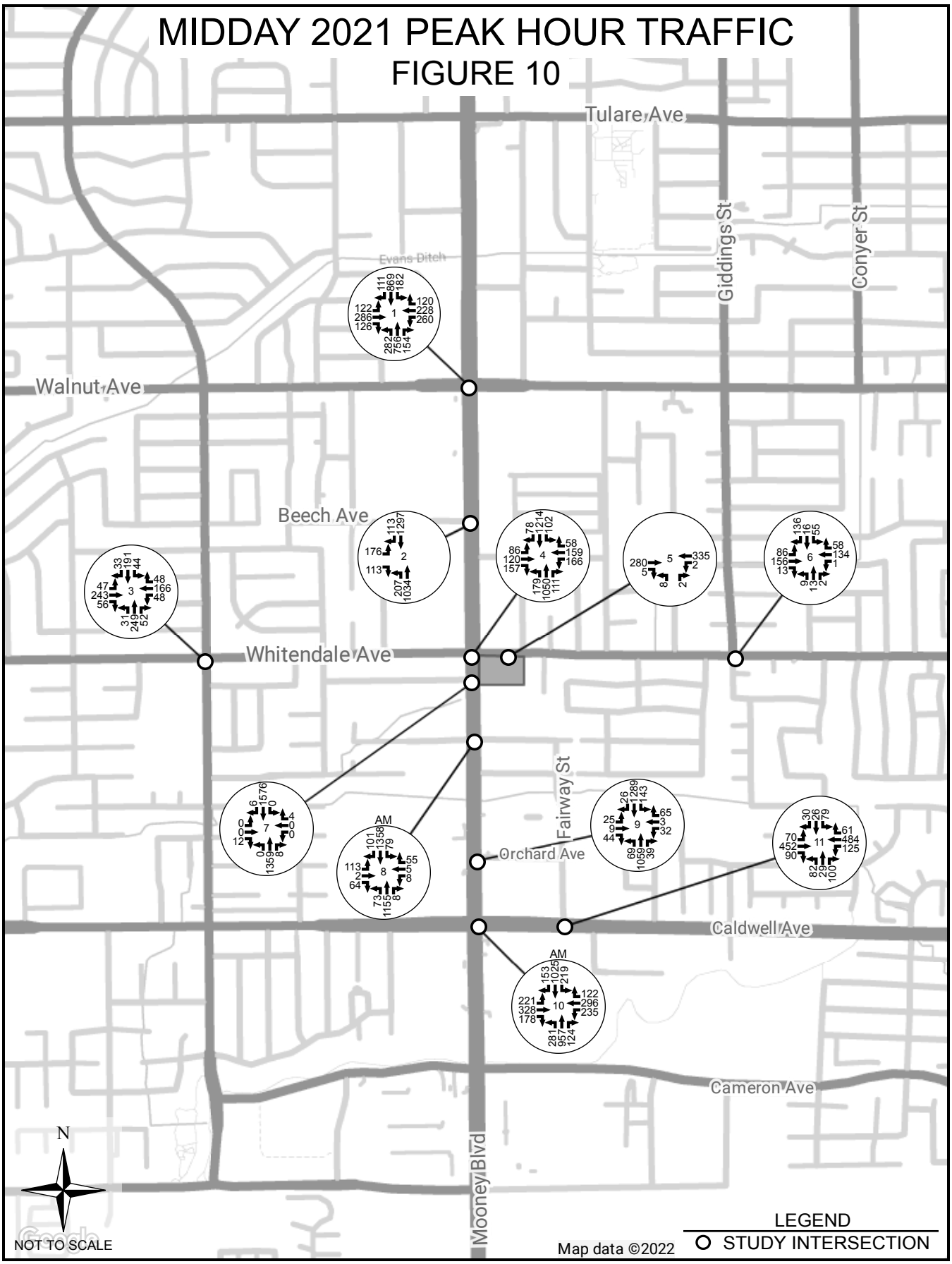


2026+PROJECT PEAK HOUR TRAFFIC

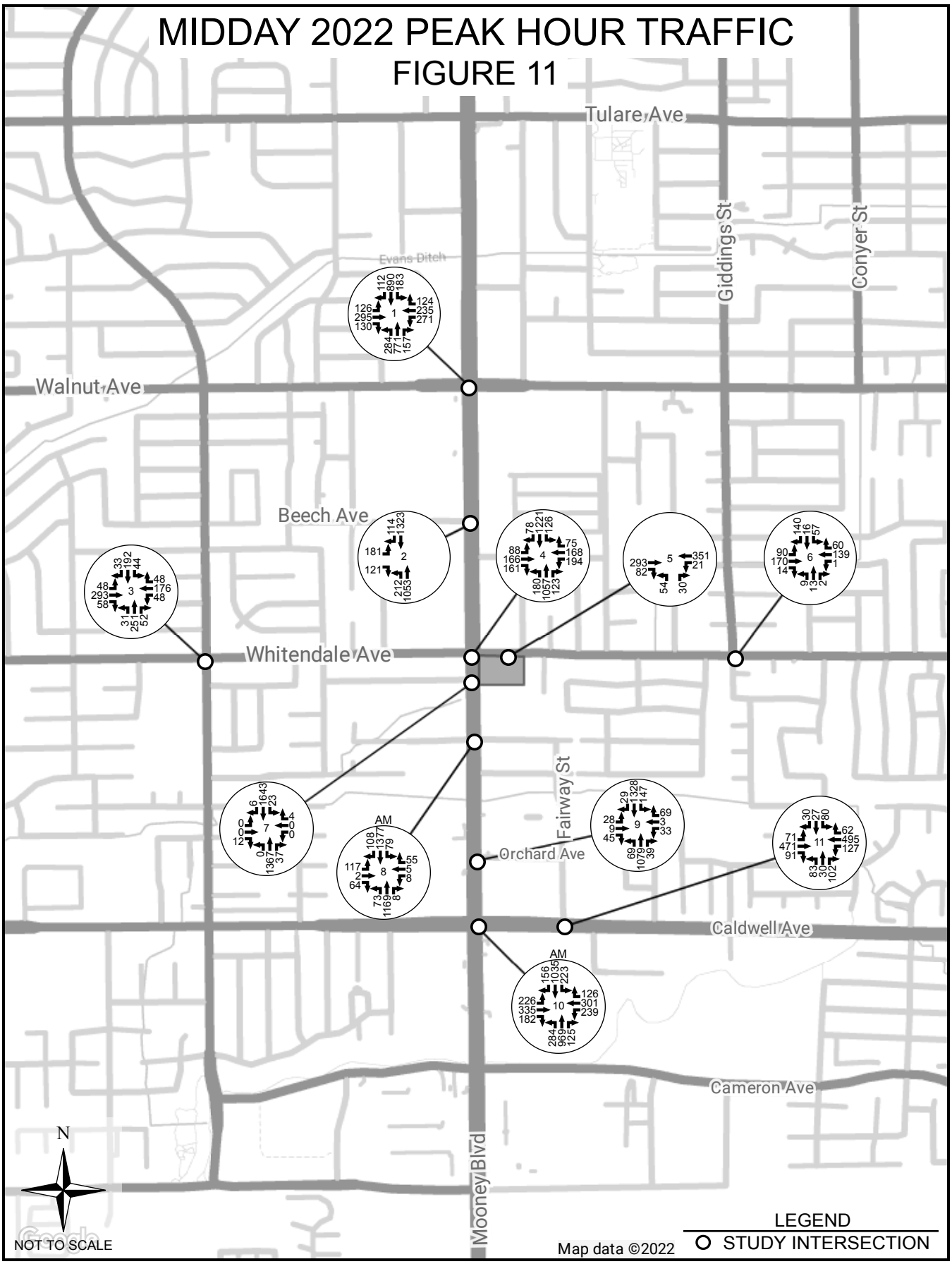
FIGURE 9



MIDDAY 2021 PEAK HOUR TRAFFIC
FIGURE 10

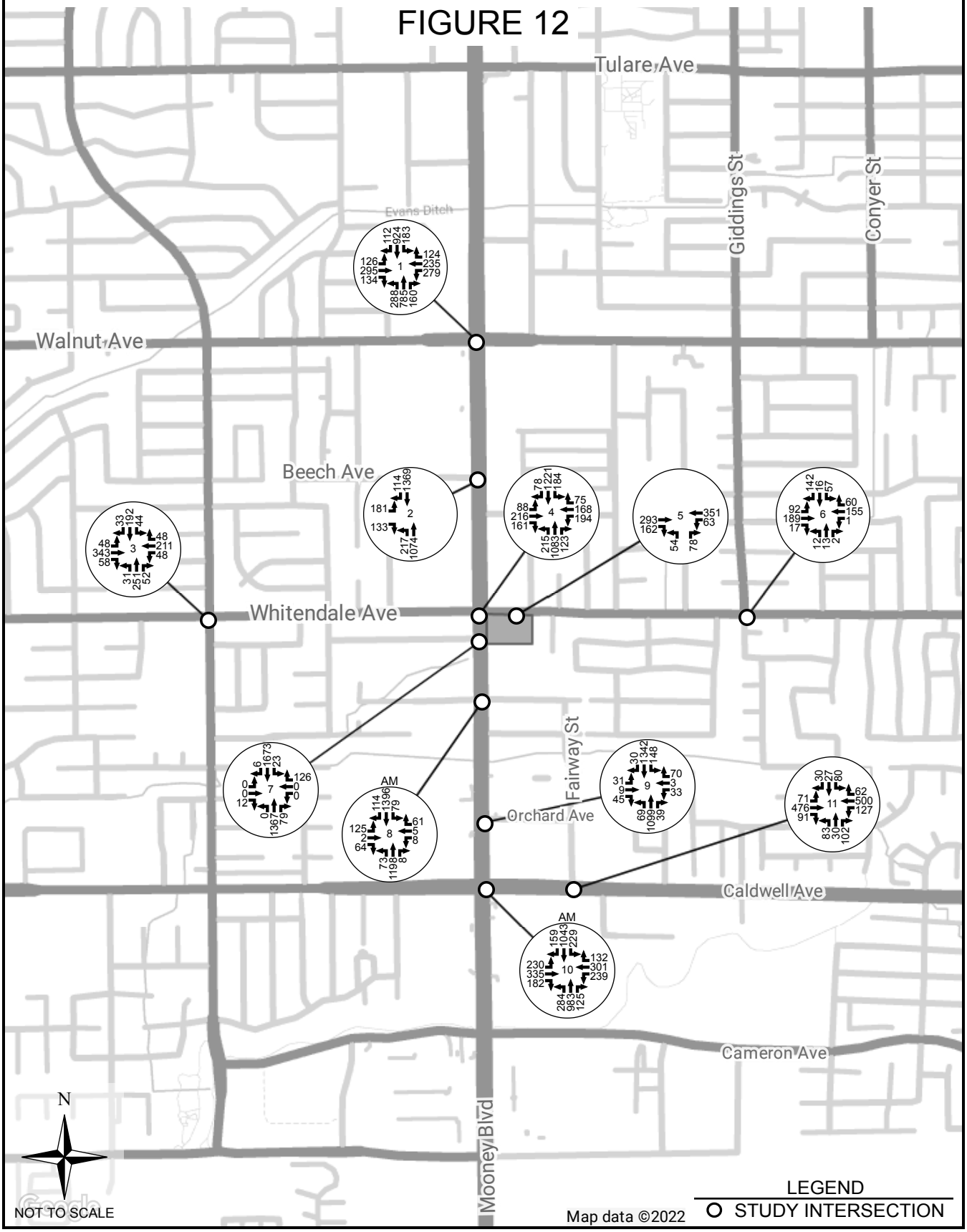


MIDDAY 2022 PEAK HOUR TRAFFIC
FIGURE 11

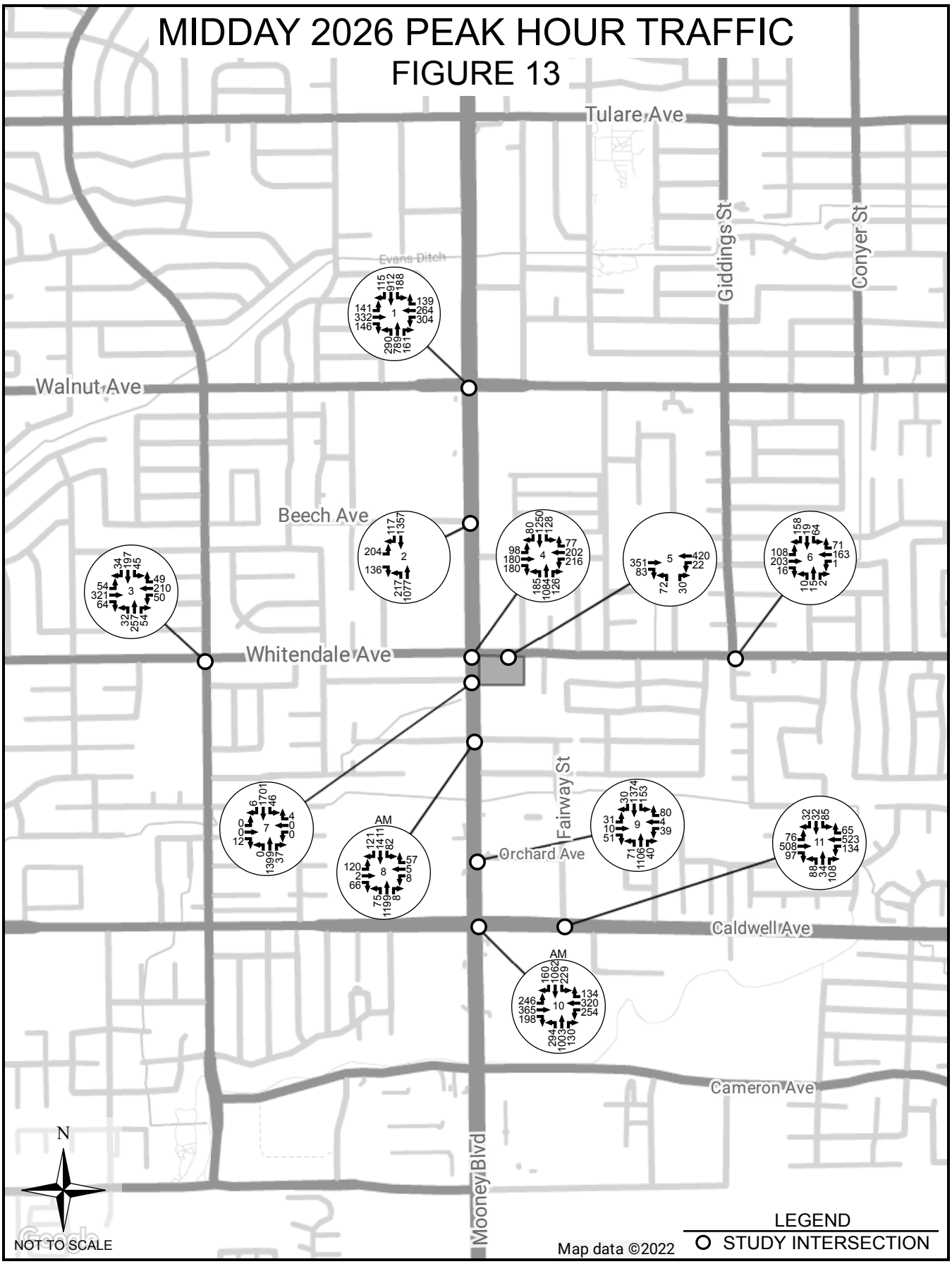


MIDDAY 2022+PROJECT PEAK HOUR TRAFFIC

FIGURE 12

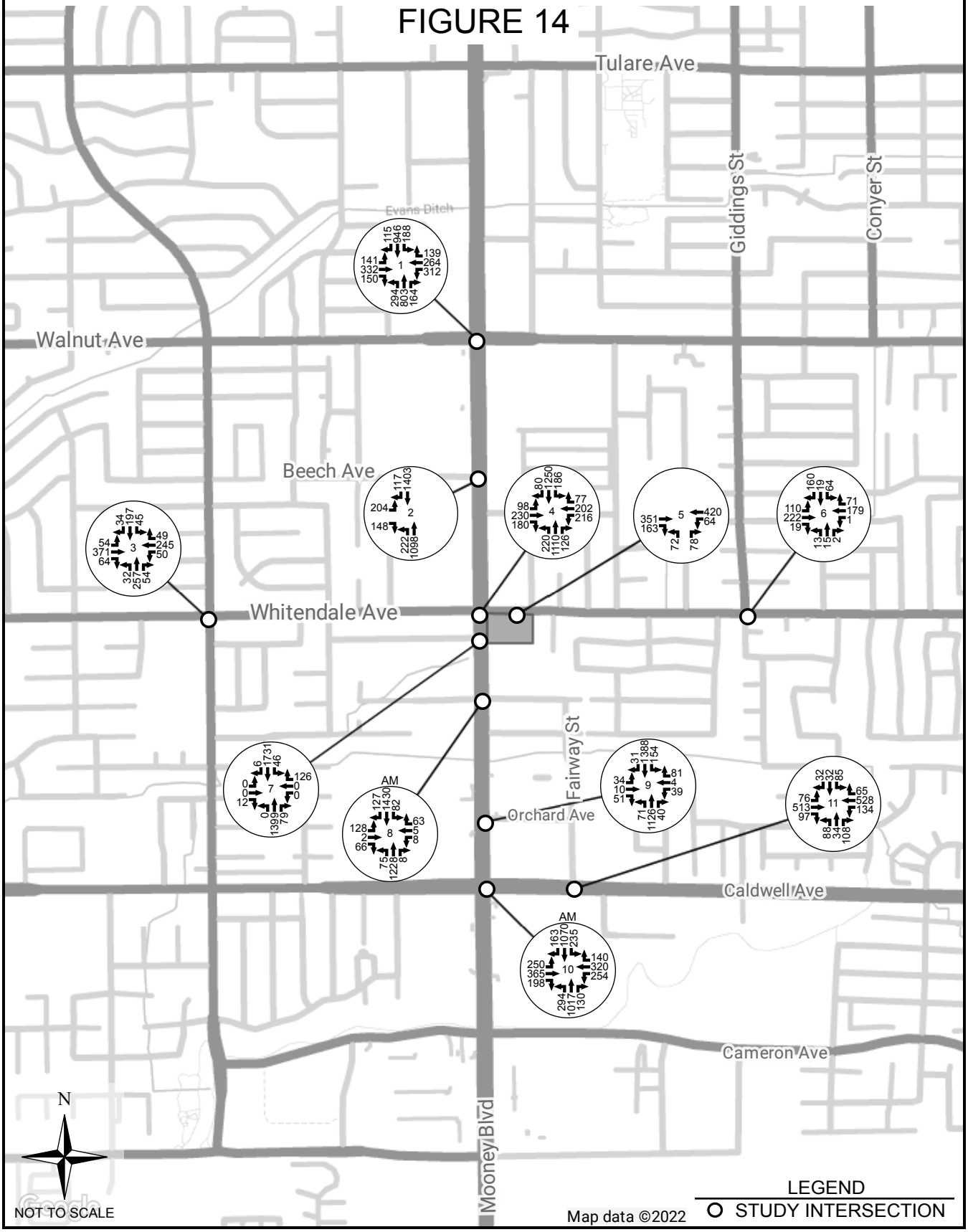


MIDDAY 2026 PEAK HOUR TRAFFIC
FIGURE 13



MIDDAY 2026+PROJECT PEAK HOUR TRAFFIC

FIGURE 14



INTERSECTION ANALYSIS

A capacity analysis of the study intersections was conducted using Synchro software from Trafficware. This software utilizes the 2010 capacity analysis methodology in the Transportation Research Board's Highway Capacity Manual. Level of service for the study intersections is presented in Tables 3a through 3c. The level of service goal for roadway facilities in Visalia is LOS "D".

Criteria for intersection level of service (LOS) are shown in the tables below.

LEVEL OF SERVICE CRITERIA
UNSIGNALIZED INTERSECTION

Average Control Delay (sec/veh)	Level of Service	Expected Delay to Minor Street Traffic
≤ 10	A	Little or no delay
> 10 and ≤ 15	B	Short traffic delays
> 15 and ≤ 25	C	Average traffic delays
> 25 and ≤ 35	D	Long traffic delays
> 35 and ≤ 50	E	Very long traffic delays
> 50	F	Extreme delays

LEVEL OF SERVICE CRITERIA
SIGNALIZED INTERSECTIONS

Volume/Capacity	Control Delay (sec/veh)	Level of Service
< 0.60	≤ 10	A
0.61 - 0.70	> 10 and ≤ 20	B
0.71 - 0.80	> 20 and ≤ 35	C
0.81 - 0.90	> 35 and ≤ 55	D
0.91 - 1.00	> 55 and ≤ 80	E
> 1.0	> 80	F

Table 3a
PM Intersection Level of Service

#	Intersection	Control Type	2021	2022	2022+ Project	2026	2026+ Project
1	Mooney Blvd & Walnut Ave	Signal	D	D	D	D	D
2	Mooney Blvd & Beech Ave	Signal	B	B	B	B	B
3	County Center Dr & Whitendale Ave	Signal	C	C	C	C	C
4	Mooney Blvd & Whitendale Ave	Signal	C	C	C	C	C
5	Driveway & Whitendale Ave	NB	B	B	B	C	C
6	Giddings St & Whitendale Ave	Signal	C	C	C	C	C
7	Mooney Blvd & Driveway	WB	C	C	D	C	D
8	Mooney Blvd & Sunnyside Ave	Signal	C	C	C	C	C
9	Mooney Blvd & Orchard Ave	Signal	C	C	C	C	C
10	Mooney Blvd & Caldwell Ave	Signal	D	D	D	D	D
11	Fairway St & Caldwell Ave	Signal	C	C	C	C	C

Table 3b
AM Intersection Level of Service

#	Intersection	Control Type	2021	2022	2022+ Project	2026	2026+ Project
1	Mooney Blvd & Walnut Ave	Signal	C	C	C	C	C
2	Mooney Blvd & Beech Ave	Signal	A	A	A	A	A
3	County Center Dr & Whitendale Ave	Signal	C	C	C	C	C
4	Mooney Blvd & Whitendale Ave	Signal	C	C	D	D	D
5	Driveway & Whitendale Ave	NB	A	B	B	B	B
6	Giddings St & Whitendale Ave	Signal	C	C	C	D	D
7	Mooney Blvd & Driveway	WB	B	B	B	B	B
8	Mooney Blvd & Sunnyside Ave	Signal	B	B	B	B	B
9	Mooney Blvd & Orchard Ave	Signal	A	A	A	A	A
10	Mooney Blvd & Caldwell Ave	Signal	C	C	C	C	C
11	Fairway St & Caldwell Ave	Signal	B	B	B	B	B

Table 3c

Midday Intersection Level of Service

#	Intersection	Control Type	2021	2022	2022+ Project	2026	2026+ Project
1	Mooney Blvd & Walnut Ave	Signal	C	C	C	D	D
2	Mooney Blvd & Beech Ave	Signal	B	B	B	B	B
3	County Center Dr & Whitendale Ave	Signal	C	C	C	C	C
4	Mooney Blvd & Whitendale Ave	Signal	C	C	C	C	C
5	Driveway & Whitendale Ave	NB	B	B	B	B	B
6	Giddings St & Whitendale Ave	Signal	C	C	C	C	C
7	Mooney Blvd & Driveway	WB	C	C	D	C	D
8	Mooney Blvd & Sunnyside Ave	Signal	C	C	C	C	C
9	Mooney Blvd & Orchard Ave	Signal	C	C	C	D	D
10	Mooney Blvd & Caldwell Ave	Signal	D	D	D	D	D
11	Fairway St & Caldwell Ave	Signal	C	C	C	C	C

In accordance with the City of Visalia's traffic study guidelines, the project does not cause any intersection to operate below level of service threshold (D). Therefore, no mitigation was required based on all intersections operating at an acceptable LOS.

ACCIDENT INVESTIGATION

Accident data was requested from SWITRS for the previous two years. Upon review of the data provided, it was determined that no accident data was recorded for the previous two years at the City of Visalia maintained intersections. Intersections along Mooney Boulevard were not reviewed in accordance with Caltrans requirements.

QUEUE LENGTH ANALYSIS

Existing volumes and future volumes, both with and without project traffic were used to analyze turn movements at all intersections. Queue length analysis was conducted using the equations provided in the City of Visalia Traffic Guidelines. The results of the queue length analysis are shown in Tables 5a through 5c below. The length of the queue is shown in feet under the Queue column

A review of the data shows that there are several turn lanes which have longer queues than available storage length (shown in bold). In all cases either existing traffic, or future 2026 background traffic exceed the storage length prior to the addition of project traffic. With the addition of project traffic, some queue lengths are increased from existing or future base traffic, but by ten feet or less. This is less than the average car length. Therefore, project traffic queue length impacts are minor and no mitigation was recommended.

Table 5a
PM Queue Length Analysis

#	Intersection	Turn	Storage	2021			2022			2022+Project			2026			2026+Project		
		Movement	Length	Cycle	VOL	QUEUE	Cycle	VOL	QUEUE	Cycle	VOL	QUEUE	Cycle	VOL	QUEUE	Cycle	VOL	QUEUE
1	Mooney Blvd & Walnut Ave	EBL	305	120	137	114	120	141	118	120	141	118	120	159	133	120	159	133
		EBR	365	120	126	210	120	130	217	120	134	223	120	146	243	120	130	217
		WBL	260	120	276	230	120	287	239	120	295	246	120	323	**269**	120	331	**276**
		WBR	285	120	122	203	120	126	210	120	126	210	120	141	235	120	141	235
		NBL	370	120	256	213	120	264	220	120	268	223	120	264	220	120	268	223
		NBR	175	120	199	332	120	207	345	120	210	**350**	120	207	**345**	120	210	350
		SBL	505	120	253	422	120	261	218	120	261	218	120	261	218	120	261	435
		SBR	130	120	98	**163**	120	101	**168**	120	101	**168**	120	101	**168**	120	101	**168**
2	Mooney Blvd & Beech Ave	EBL	200	105	223	163	105	181	132	105	181	132	105	204	149	105	204	149
		EBR	200	105	105	153	105	121	176	105	133	194	105	136	198	105	148	216
		NBL	440	105	212	155	105	212	155	105	217	158	105	217	158	105	222	162
		SBR	440	105	115	168	105	114	166	105	114	166	105	117	171	105	117	171
3	County Center Dr & Whitendale Ave	EBL	100	120	38	32	120	39	33	120	39	65	120	43	72	120	43	36
		WBL	125	120	58	48	120	72	60	120	60	100	120	60	100	120	60	50
		NBL	100	120	59	49	120	61	51	120	61	**102**	120	61	**102**	120	61	**102**
		NBR	55	120	59	**98**	120	61	**102**	120	61	**102**	120	61	**102**	120	61	**102**
		SBL	100	120	58	48	120	60	50	120	60	100	120	60	100	120	60	50
		SBR	55	120	55	**92**	120	57	**95**	120	57	**95**	120	57	**95**	120	57	**95**
4	Mooney Blvd & Whitendale Ave	EBL	155	120	105	88	120	88	73	120	88	73	120	98	82	120	98	82
		EBR	260	120	170	**283**	120	161	**268**	120	161	**268**	120	180	**300**	120	180	**300**
		WBL	250	120	221	184	120	212	177	120	212	177	120	225	188	120	225	188
		WBR	240	120	82	137	120	75	125	120	75	125	120	94	157	120	94	157
		NBL	290	120	233	194	120	180	150	120	215	179	120	185	154	120	220	183
		NBR	130	120	203	**338**	120	123	**205**	120	123	**205**	120	137	**228**	120	137	**228**
		SBL	450	120	168	140	120	126	105	120	184	153	120	128	107	120	186	155
		SBR	200	120	94	157	120	78	130	120	78	130	120	80	133	120	80	133
5	Driveway & Whitendale Ave	EBR	-	-	17	14	-	82	68	-	162	135	-	83	69	-	163	136
		NBL/R	-	-	15	13	-	102	85	-	150	125	-	130	108	-	178	148

Table 5a Continued
PM Queue Length Analysis

#	Intersection	Turn Movement	Storage Length	2021			2022			2022+Project			2026			2026+Project		
				Cycle	VOL	QUEUE	Cycle	VOL	QUEUE	Cycle	VOL	QUEUE	Cycle	VOL	QUEUE	Cycle	VOL	QUEUE
6	Giddings St & Whitendale Ave	EBL	105	120	185	**308**	120	90	**150**	120	92	**153**	120	108	**180**	120	110	**183**
		EBR	200	120	22	37	120	14	23	120	17	28	120	16	27	120	19	32
		WBL	100	120	2	3	120	1	2	120	1	2	120	1	2	120	1	2
		WBR	100	120	95	**158**	120	60	**100**	120	60	**100**	120	71	**118**	120	71	**118**
		NBL	150	120	11	18	120	9	15	120	12	20	120	10	17	120	13	22
		NBR	50	120	4	7	120	2	3	120	2	3	120	2	3	120	2	3
		SBL	150	120	133	**222**	120	57	**95**	120	57	95	120	64	107	120	64	107
		SBR	50	120	137	**228**	120	140	**233**	120	142	**237**	120	158	**263**	120	160	**267**
7	Mooney Blvd & Driveway	EBR	-	-	7	6	-	12	10	-	12	10	-	12	10	-	12	10
		WBR	-	-	13	11	-	4	3	-	126	105	-	4	3	-	126	105
8	Mooney Blvd & Sunnyside Ave	EBL	170	120	140	**233**	120	120	**200**	120	126	**210**	120	123	**205**	120	129	**215**
		EBR	-	120	68	113	120	64	107	120	64	107	120	66	110	120	66	110
		WBL	100	120	4	7	120	8	13	120	8	13	120	8	13	120	8	13
		WBR	-	120	78	130	120	55	92	120	60	100	120	57	95	120	62	103
		NBL	400	120	85	142	120	73	122	120	73	122	120	75	125	120	75	125
		NBR	-	120	7	12	120	8	13	120	8	13	120	8	13	120	8	13
		SBL	275	120	93	155	120	81	135	120	81	135	120	84	140	120	84	140
		SBR	-	120	87	145	120	120	200	120	125	208	120	136	227	120	141	235
9	Mooney Blvd & Orchard Ave	EBL	125	120	46	77	120	28	47	120	31	52	120	31	52	120	34	57
		EBR	-	120	57	95	120	45	75	120	45	75	120	51	85	120	51	85
		WBL	110	120	45	75	120	33	55	120	33	55	120	39	65	120	39	65
		WBR	-	120	70	117	120	69	115	120	70	117	120	80	133	120	81	135
		NBL	125	120	64	53	120	69	58	120	69	58	120	71	59	120	71	59
		NBR	100	120	34	57	120	39	65	120	39	65	120	40	67	120	40	67
		SBL	250	120	162	270	120	149	248	120	150	**250**	120	153	**255**	120	154	**257**
		SBR	100	120	58	97	120	23	38	120	30	50	120	32	53	120	33	55
10	Mooney Blvd & Caldwell Ave	EBL	200	120	277	**231**	120	228	190	120	232	**193**	120	248	**207**	120	252	**210**
		EBR	-	120	171	285	120	182	303	120	182	303	120	198	330	120	198	330
		WBL	200	120	240	200	120	239	**199**	120	239	199	120	254	**212**	120	254	**212**
		WBR	-	120	130	217	120	128	213	120	133	222	120	136	227	120	141	235
		NBL	200	120	307	**256**	120	284	**237**	120	284	**237**	120	294	**245**	120	294	**245**
		NBR	150	120	181	**302**	120	125	**208**	120	125	**208**	120	130	**217**	120	130	**217**
		SBL	200	120	269	**224**	120	239	199	120	244	**203**	120	245	**204**	120	250	**208**
		SBR	150	120	128	**213**	120	162	**270**	120	165	**275**	120	167	**278**	120	170	**283**
11	Fairway St & Caldwell Ave	EBL	200	120	113	188	120	71	118	120	71	118	120	76	127	120	76	127
		EBR	-	120	102	170	120	91	152	120	91	152	120	97	162	120	97	162
		WBL	290	120	158	263	120	127	212	120	127	212	120	134	223	120	134	223
		WBR	-	120	97	162	120	62	103	120	62	103	120	65	108	120	65	108
		NBL	120	120	106	**177**	120	83	**138**	120	83	**138**	120	88	**147**	120	88	**147**
		NBR	-	120	129	215	120	102	170	120	102	170	120	108	180	120	108	180
		SBL	50	120	143	**238**	120	80	**133**	120	80	**133**	120	85	**142**	120	85	**142**
		SBR	-	120	48	80	120	30	50	120	30	50	120	32	53	120	32	53

Table 5b
AM Queue Length Analysis

#	Intersection	Turn Movement	Storage Length	2021			2022			2022+Project			2026			2026+Project		
				Cycle	VOL	QUEUE	Cycle	VOL	QUEUE	Cycle	VOL	QUEUE	Cycle	VOL	QUEUE	Cycle	VOL	QUEUE
1	Mooney Blvd & Walnut Ave	EBL	305	120	51	43	120	53	44	120	53	44	120	59	49	120	59	49
		EBR	365	120	35	58	120	36	60	120	41	68	120	41	68	120	46	77
		WBL	260	120	71	59	120	73	61	120	84	70	120	83	69	120	93	78
		WBR	285	120	117	195	120	121	202	120	121	202	120	136	227	120	136	227
		NBL	370	120	41	34	120	42	35	120	47	39	120	42	35	120	47	39
		NBR	175	120	66	110	120	69	115	120	73	122	120	69	115	120	73	122
		SBL	505	120	61	51	120	63	53	120	63	53	120	63	53	120	63	53
		SBR	130	120	37	62	120	38	63	120	38	63	120	38	63	120	38	63
2	Mooney Blvd & Beech Ave	EBL	200	105	42	31	105	43	31	105	43	31	105	49	36	105	49	36
		EBR	200	105	17	25	105	20	29	105	35	51	105	22	32	105	37	54
		NBL	440	105	37	27	105	38	28	105	44	32	105	39	28	105	45	33
		SBR	440	105	37	54	105	29	42	105	29	42	105	30	44	105	30	44
3	County Center Dr & Whitendale Ave	EBL	100	120	44	37	120	45	38	120	45	38	120	50	42	120	50	42
		WBL	125	120	33	28	120	34	28	120	34	28	120	34	28	120	34	28
		NBL	100	120	47	39	120	48	40	120	48	40	120	49	41	120	49	41
		NBR	55	120	20	33	120	21	35	120	21	35	120	21	35	120	21	35
		SBL	100	120	29	24	120	30	25	120	30	25	120	30	25	120	30	25
		SBR	55	120	64	107	120	66	110	120	66	110	120	66	110	120	66	110
4	Mooney Blvd & Whitendale Ave	EBL	155	120	53	44	120	54	45	120	54	45	120	61	51	120	61	51
		EBR	260	120	66	110	120	68	113	120	68	113	120	76	127	120	76	127
		WBL	250	120	130	108	120	143	119	120	143	119	120	148	123	120	148	123
		WBR	240	120	63	105	120	68	113	120	68	113	120	75	125	120	75	125
		NBL	290	120	49	41	120	49	41	120	91	76	120	51	43	120	93	78
		NBR	130	120	56	93	120	61	102	120	61	102	120	68	113	120	68	113
		SBL	450	120	32	27	120	42	35	120	112	93	120	43	36	120	113	94
		SBR	200	120	43	72	120	43	72	120	43	72	120	44	73	120	44	73
5	Driveway & Whitendale Ave	WBL	-	-	-	-	-	8	7	-	59	49	-	8	7	-	59	49
		NBL/R	-	-	-	-	-	26	22	-	84	70	-	34	28	-	92	77
6	Giddings St & Whitendale Ave	EBL	105	120	92	**153**	120	96	**160**	120	98	**163**	120	115	**192**	120	117	**195**
		EBR	200	120	5	8	120	5	8	120	9	15	120	6	10	120	10	17
		WBL	100	120	0	0	120	0	0	120	0	0	120	0	0	120	0	0
		WBR	100	120	129	**215**	120	134	**223**	120	134	**223**	120	157	**262**	120	157	**262**
		NBL	150	120	18	30	120	19	32	120	23	38	120	21	35	120	25	42
		NBR	50	120	2	3	120	2	3	120	2	3	120	2	3	120	2	3
		SBL	150	120	59	98	120	61	102	120	61	102	120	68	113	120	68	113
		SBR	50	120	163	**272**	120	168	280	120	170	283	120	189	315	120	191	318
7	Mooney Blvd & Driveway	EBR	-	-	4	3	-	4	3	-	4	3	-	4	3	-	4	3
		WBR	-	-	2	2	-	2	2	-	150	125	-	2	2	-	150	125
8	Mooney Blvd & Sunnyside Ave	EBL	170	120	22	37	120	25	42	120	33	55	120	26	43	120	34	57
		EBR	-	120	13	22	120	13	22	120	13	22	120	13	22	120	13	22
		WBL	100	120	1	2	120	1	2	120	1	2	120	1	2	120	1	2
		WBR	-	120	21	35	120	21	35	120	27	45	120	22	37	120	28	47
		NBL	400	120	26	43	120	26	43	120	26	43	120	27	45	120	27	45
		NBR	-	120	0	0	120	0	0	120	0	0	120	0	0	120	0	0
		SBL	275	120	50	83	120	50	83	120	50	83	120	52	87	120	52	87
		SBR	-	120	53	88	120	59	98	120	65	108	120	65	108	120	71	118
9	Mooney Blvd & Orchard Ave	EBL	125	120	3	5	120	4	7	120	8	13	120	4	7	120	8	13
		EBR	-	120	2	3	120	2	3	120	2	3	120	2	3	120	2	3
		WBL	110	120	9	15	120	9	15	120	9	15	120	11	18	120	11	18
		WBR	-	120	9	15	120	9	15	120	10	17	120	11	18	120	12	20
		NBL	125	120	0	0	120	0	0	120	0	0	120	0	0	120	0	0
		NBR	100	120	30	50	120	30	50	120	30	50	120	31	52	120	31	52
		SBL	250	120	37	62	120	38	63	120	39	65	120	39	65	120	40	67
		SBR	100	120	2	3	120	3	5	120	4	7	120	3	5	120	4	7
10	Mooney Blvd & Caldwell Ave	EBL	200	120	92	77	120	94	78	120	98	82	120	102	85	120	106	88
		EBR	-	120	75	125	120	77	128	120	77	128	120	83	138	120	83	138
		WBL	200	120	91	76	120	92	77	120	92	77	120	98	82	120	98	82
		WBR	-	120	38	63	120	41	68	120	47	78	120	43	72	120	49	82
		NBL	200	120	101	84	120	102	85	120	102	85	120	106	88	120	106	88
		NBR	150	120	81	135	120	82	137	120	82	137	120	85	142	120	85	142
		SBL	200	120	49	41	120	52	43	120	58	48	120	54	45	120	60	50
		SBR	150	120	41	68	120	43	72	120	46	77	120	44	73	120	47	78
11	Fairway St & Caldwell Ave	EBL	200	120	50	83	120	51	85	120	51	85	120	54	90	120	54	90
		EBR	-	120	19	32	120	19	32	120	19	32	120	21	35	120	21	35
		WBL	290	120	51	85	120	52	87	120	52	87	120	55	92	120	55	92
		WBR	-	120	57	95	120	58	97	120	58	97	120	61	102	120	61	102
		NBL	120	120	28	47	120	28	47	120	28	47	120	30	50	120	30	50
		NBR	-	120	37	62	120	38	63	120	38	63	120	40	67	120	40	67
		SBL	50	120	20	33	120	20	33	120	20	33	120	22	37	120	22	37
		SBR	-	120	10	17	120	10	17	120	10	17	120	11	18	120	11	18

Table 5c
Midday Queue Length Analysis

#	Intersection	Turn Movement	Storage Length	2021			2022			2022+Project			2026			2026+Project		
				Cycle	VOL	QUEUE	Cycle	VOL	QUEUE	Cycle	VOL	QUEUE	Cycle	VOL	QUEUE	Cycle	VOL	QUEUE
1	Mooney Blvd & Walnut Ave	EBL	305	120	122	102	120	126	105	120	126	105	120	141	118	120	141	118
		EBR	365	120	126	210	120	130	217	120	134	223	120	146	243	120	150	250
		WBL	260	120	260	217	120	271	226	120	279	233	120	304	253	120	312	**260**
		WBR	285	120	120	200	120	124	207	120	124	207	120	139	232	120	139	232
		NBL	370	120	282	235	120	284	237	120	288	240	120	290	242	120	294	245
		NBR	175	120	154	257	120	157	**262**	120	160	**267**	120	161	**268**	120	164	**273**
		SBL	505	120	182	303	120	183	153	120	183	153	120	188	157	120	188	313
		SBR	130	120	111	**185**	120	112	**187**	120	112	**187**	120	115	**192**	120	115	**192**
2	Mooney Blvd & Beech Ave	EBL	200	105	176	128	105	181	132	105	181	132	105	204	149	105	204	149
		EBR	200	105	113	165	105	121	176	105	133	194	105	136	198	105	148	216
		NBL	440	105	207	151	105	212	155	105	217	158	105	217	158	105	222	162
		SBR	440	105	113	165	105	114	166	105	114	166	105	117	171	105	117	171
3	County Center Dr & Whitendale Ave	EBL	100	120	47	39	120	48	40	120	48	80	120	54	90	120	54	45
		WBL	125	120	48	40	120	48	40	120	48	80	120	50	83	120	49	41
		NBL	100	120	31	26	120	31	26	120	31	52	120	32	53	120	32	53
		NBR	55	120	52	**87**	120	52	**87**	120	52	**87**	120	54	**90**	120	54	**90**
		SBL	100	120	44	37	120	44	37	120	44	73	120	45	75	120	45	38
		SBR	55	120	33	**55**	120	33	**55**	120	33	**55**	120	34	**57**	120	34	**57**
4	Mooney Blvd & Whitendale Ave	EBL	155	120	86	72	120	88	73	120	88	73	120	98	82	120	98	82
		EBR	260	120	157	**262**	120	161	**268**	120	161	**268**	120	180	**300**	120	180	**300**
		WBL	250	120	166	138	120	194	162	120	194	162	120	216	180	120	216	180
		WBR	240	120	58	97	120	75	125	120	75	125	120	77	128	120	77	128
		NBL	290	120	179	149	120	180	150	120	215	179	120	185	154	120	220	183
		NBR	130	120	111	**185**	120	123	**205**	120	123	**205**	120	126	**210**	120	126	**210**
		SBL	450	120	102	85	120	126	105	120	184	153	120	128	107	120	186	155
		SBR	200	120	78	130	120	78	130	120	78	130	120	80	133	120	80	133
5	Driveway & Whitendale Ave	WBL	-	-	5	4	-	82	68	-	162	135	-	83	69	-	163	136
		NBL/R	-	-	10	8	-	84	70	-	132	110	-	102	85	-	150	125
6	Giddings St & Whitendale Ave	EBL	105	120	86	**143**	120	90	**150**	120	92	**153**	120	108	**180**	120	110	**183**
		EBR	200	120	13	22	120	14	23	120	17	28	120	16	27	120	19	32
		WBL	100	120	1	2	120	1	2	120	1	2	120	1	2	120	1	2
		WBR	100	120	58	97	120	60	**100**	120	60	**100**	120	71	**118**	120	71	**118**
		NBL	150	120	9	15	120	9	15	120	12	20	120	10	17	120	13	22
		NBR	50	120	2	3	120	2	3	120	2	3	120	2	3	120	2	3
		SBL	150	120	55	92	120	57	95	120	57	95	120	64	107	120	64	107
		SBR	50	120	136	227	120	140	**233**	120	142	**237**	120	158	**263**	120	160	**267**
7	Mooney Blvd & Driveway	EBR	-	-	12	10	-	12	10	-	12	10	-	12	10	-	12	10
		WBR	-	-	8	7	-	4	3	-	126	105	-	4	3	-	126	105
8	Mooney Blvd & Sunnyside Ave	EBL	170	120	113	**188**	120	120	**200**	120	126	**210**	120	123	**205**	120	129	**215**
		EBR	-	120	64	107	120	64	107	120	64	107	120	66	110	120	66	110
		WBL	100	120	8	13	120	8	13	120	8	13	120	8	13	120	8	13
		WBR	-	120	55	92	120	55	92	120	60	100	120	57	95	120	62	103
		NBL	400	120	73	122	120	73	122	120	73	122	120	75	125	120	75	125
		NBR	-	120	8	13	120	8	13	120	8	13	120	8	13	120	8	13
		SBL	275	120	79	132	120	80	133	120	80	133	120	84	140	120	84	140
		SBR	-	120	101	168	120	116	193	120	121	202	120	133	222	120	138	230
9	Mooney Blvd & Orchard Ave	EBL	125	120	25	42	120	28	47	120	31	52	120	31	52	120	34	57
		EBR	-	120	44	73	120	45	75	120	45	75	120	51	85	120	51	85
		WBL	110	120	32	53	120	33	55	120	33	55	120	39	65	120	39	65
		WBR	-	120	65	108	120	69	115	120	70	117	120	80	133	120	81	135
		NBL	125	120	69	58	120	69	58	120	69	58	120	71	59	120	71	59
		NBR	100	120	39	65	120	39	65	120	39	65	120	40	67	120	40	67
		SBL	250	120	143	238	120	147	**245**	120	148	**247**	120	153	**255**	120	154	**257**
		SBR	100	120	26	43	120	29	48	120	30	50	120	30	50	120	31	52
10	Mooney Blvd & Caldwell Ave	EBL	200	120	221	184	120	228	190	120	232	193	120	248	**207**	120	252	**210**
		EBR	-	120	178	297	120	182	303	120	182	303	120	198	330	120	198	330
		WBL	200	120	235	196	120	239	199	120	239	199	120	254	**212**	120	254	**212**
		WBR	-	120	122	203	120	128	213	120	133	222	120	136	227	120	141	235
		NBL	200	120	281	**234**	120	284	**237**	120	284	**237**	120	294	**245**	120	294	**245**
		NBR	150	120	124	**207**	120	125	**208**	120	125	**208**	120	130	**217**	120	130	**217**
		SBL	200	120	219	183	120	232	193	120	237	198	120	245	**204**	120	250	**208**
		SBR	150	120	153	**255**	120	160	**267**	120	163	**272**	120	166	**277**	120	169	**282**
11	Fairway St & Caldwell Ave	EBL	200	120	70	117	120	71	118	120	71	118	120	76	127	120	76	127
		EBR	-	120	90	150	120	91	152	120	91	152	120	97	162	120	97	162
		WBL	290	120	125	208	120	127	212	120	127	212	120	134	223	120	134	223
		WBR	-	120	61	102	120	62	103	120	62	103	120	65	108	120	65	108
		NBL	120	120	82	**137**	120	83	**138**	120	83	**138**	120	88	**147**	120	88	**147**
		NBR	-	120	100	167	120	102	170	120	102	170	120	108	180	120	108	180
		SBL	50	120	79	**132**	120	80	**133**	120	80	**133**	120	85	**142**	120	85	**142**
		SBR	-	120	30	50	120	30	50	120	30	50	120	32	53	120	32	53

DRIVE-THROUGH ANALYSIS

The project includes a drive-through lane which will offer food and beverage products from the convenience market. The layout of the drive-thru configuration is shown on the site plan (Figure 3). The drive-through lane can accommodate approximately nine total vehicles. The queue analysis was analyzed during the peak hour to determine the average number of vehicles in the drive-through lane. The AM peak was used, as shown in Table 1, with approximately 414 trips, or 207 vehicles that patronize the site. According to investigation conducted by Fastrip of other similar facilities in Texas, it appears that the drive through attracts approximately 10% of the customers to the site. Therefore, the anticipated number of vehicles entering the drive through in the AM peak hour would be approximately 21.

The service rate (time the vehicle reaches the service window to the time that it leaves the window) is estimated to be two minutes per vehicle based on anticipated operations of the drive-thru employees.

The queue analysis was performed using a M/M/c queue theory assuming the queue where arrivals to the server are determined by a Poisson process (random arrival). In order to determine the average queue length for the drive-through, the following assumptions were used:

- **Arrival Rate:** based on ITE trip generation and assumptions above, peak inbound traffic to the drive-through is 21 vehicles per hour:
  - $\lambda = 21$ vehicles/hour

- **Service Rate:** based on operator's provided anticipated processing time of approximately 2 minutes, the average service rate for the drive-thru during peak periods is assumed to be:
  - $\mu = 30$ vehicles/hour

Based on these values, the following results were determined:

- **Average Number in System:** 2.3 vehicles
- **Average Number in Queue:** 1.6

In conclusion, the average number of vehicles (2 to 3 vehicles) in the drive-through is anticipated to be less than the capacity of nine vehicles. Therefore, the drive-through is not anticipated to cause any operational issues for on-site or off-site circulation.

VEHICLE MILES TRAVELED (VMT) ANALYSIS

An evaluation of project vehicle miles traveled (VMT) was conducted based on VMT analysis guidelines adopted by the City of Visalia. The guidelines provide "screening thresholds" for identifying whether a land use project should be expected to result in a less than significant transportation impact under CEQA. Projects meeting one or more of these criteria would not be required to undergo a detailed VMT analysis. The project includes a retail use and is therefore analyzed as a retail development for VMT. One of the screening thresholds pertains to locally serving retail developments. A retail project is considered locally serving if it is less than 50,000 square feet. The proposed project would fall within the local serving retail since the total square footage of the project is 4,940. Therefore, the project would "screen out", and be expected to have less than significant transportation impacts. Therefore, the project would be expected to result in a less than significant transportation impact under CEQA.

REFERENCES

1. Annual Traffic Census, TCAG
2. Highway Capacity Manual, Special Report 209, Transportation Research Board
3. California Manual on Uniform Traffic Control Devices for Streets and Highways, 2012 Edition, Federal Highway Administration (FHA)
4. Trip Generation, 10th Edition, Institute of Transportation Engineers (ITE)
5. Visalia General Plan, October 2014

APPENDIX

LEVEL OF SERVICE ANALYSIS

Intersection 1
Mooney Blvd & Beech Ave

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	223	105	212	1174	1439	115
Future Volume (veh/h)	223	105	212	1174	1439	115
Number	7	14	5	2	6	16
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	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	242	114	230	1276	1564	125
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	511	235	447	3413	2142	171
Arrive On Green	0.16	0.16	0.14	0.67	0.45	0.43
Sat Flow, veh/h	3170	1458	3170	5253	4969	384
Grp Volume(v), veh/h	242	114	230	1276	1104	585
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1795
Q Serve(g_s), s	3.3	3.4	3.2	5.3	12.8	12.8
Cycle Q Clear(g_c), s	3.3	3.4	3.2	5.3	12.8	12.8
Prop In Lane	1.00	1.00	1.00			0.21
Lane Grp Cap(c), veh/h	511	235	447	3413	1512	801
V/C Ratio(X)	0.47	0.49	0.51	0.37	0.73	0.73
Avail Cap(c_a), veh/h	2480	1141	2327	6368	1512	801
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	18.2	18.2	19.0	3.4	10.8	10.9
Incr Delay (d2), s/veh	0.7	1.6	0.9	0.1	1.8	3.4
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	2.9	1.5	2.4	6.2	7.0
LnGrp Delay(d),s/veh	18.8	19.7	19.9	3.5	12.7	14.4
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h	356			1506	1689	
Approach Delay, s/veh	19.1			6.0	13.3	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		36.0		11.7	10.7	25.3		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		7.3		5.4	5.2	14.8		
Green Ext Time (p_c), s		23.8		1.4	0.9	4.4		

Intersection Summary	
HCM 2010 Ctrl Delay	10.8
HCM 2010 LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	230	108	213	1181	1448	116
Future Volume (veh/h)	230	108	213	1181	1448	116
Number	7	14	5	2	6	16
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	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	250	117	232	1284	1574	126
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	518	238	449	3407	2137	171
Arrive On Green	0.16	0.16	0.14	0.67	0.45	0.43
Sat Flow, veh/h	3170	1458	3170	5253	4969	384
Grp Volume(v), veh/h	250	117	232	1284	1111	589
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1795
Q Serve(g_s), s	3.4	3.5	3.3	5.4	13.0	13.0
Cycle Q Clear(g_c), s	3.4	3.5	3.3	5.4	13.0	13.0
Prop In Lane	1.00	1.00	1.00			0.21
Lane Grp Cap(c), veh/h	518	238	449	3407	1509	799
V/C Ratio(X)	0.48	0.49	0.52	0.38	0.74	0.74
Avail Cap(c_a), veh/h	2461	1132	2310	6320	1509	799
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	18.2	18.3	19.1	3.5	11.0	11.1
Incr Delay (d2), s/veh	0.7	1.6	0.9	0.1	1.9	3.6
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	0.1	1.5	2.4	6.4	7.2
LnGrp Delay(d),s/veh	18.9	19.8	20.0	3.6	12.9	14.7
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	367			1516	1700	
Approach Delay, s/veh	19.2			6.1	13.5	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		36.2		11.9	10.8	25.4		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		7.4		5.5	5.3	15.0		
Green Ext Time (p_c), s		23.9		1.5	0.9	4.2		

Intersection Summary	
HCM 2010 Ctrl Delay	11.0
HCM 2010 LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	230	111	218	1198	1457	116
Future Volume (veh/h)	230	111	218	1198	1457	116
Number	7	14	5	2	6	16
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	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	250	121	237	1302	1584	126
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	525	241	454	3406	2133	170
Arrive On Green	0.17	0.17	0.14	0.67	0.44	0.43
Sat Flow, veh/h	3170	1458	3170	5253	4971	382
Grp Volume(v), veh/h	250	121	237	1302	1118	592
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1795
Q Serve(g_s), s	3.5	3.7	3.4	5.5	13.3	13.3
Cycle Q Clear(g_c), s	3.5	3.7	3.4	5.5	13.3	13.3
Prop In Lane	1.00	1.00	1.00			0.21
Lane Grp Cap(c), veh/h	525	241	454	3406	1506	797
V/C Ratio(X)	0.48	0.50	0.52	0.38	0.74	0.74
Avail Cap(c_a), veh/h	2436	1121	2286	6255	1506	797
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	18.3	18.4	19.3	3.6	11.2	11.3
Incr Delay (d2), s/veh	0.7	1.6	0.9	0.1	2.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.1	1.5	2.6	6.5	7.3
LnGrp Delay(d),s/veh	19.0	20.0	20.2	3.6	13.2	15.1
LnGrp LOS	B	C	C	A	B	B
Approach Vol, veh/h	371			1539	1710	
Approach Delay, s/veh	19.4			6.2	13.8	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		36.5		12.0	10.9	25.6		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		7.5		5.7	5.4	15.3		
Green Ext Time (p_c), s		24.1		1.5	0.9	4.0		

Intersection Summary	
HCM 2010 Ctrl Delay	11.1
HCM 2010 LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	230	108	213	1181	1448	116
Future Volume (veh/h)	230	108	213	1181	1448	116
Number	7	14	5	2	6	16
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	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	250	117	232	1284	1574	126
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	518	238	449	3407	2137	171
Arrive On Green	0.16	0.16	0.14	0.67	0.45	0.43
Sat Flow, veh/h	3170	1458	3170	5253	4969	384
Grp Volume(v), veh/h	250	117	232	1284	1111	589
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1795
Q Serve(g_s), s	3.4	3.5	3.3	5.4	13.0	13.0
Cycle Q Clear(g_c), s	3.4	3.5	3.3	5.4	13.0	13.0
Prop In Lane	1.00	1.00	1.00			0.21
Lane Grp Cap(c), veh/h	518	238	449	3407	1509	799
V/C Ratio(X)	0.48	0.49	0.52	0.38	0.74	0.74
Avail Cap(c_a), veh/h	2461	1132	2310	6320	1509	799
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	18.2	18.3	19.1	3.5	11.0	11.1
Incr Delay (d2), s/veh	0.7	1.6	0.9	0.1	1.9	3.6
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	0.1	1.5	2.4	6.4	7.2
LnGrp Delay(d),s/veh	18.9	19.8	20.0	3.6	12.9	14.7
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	367			1516	1700	
Approach Delay, s/veh	19.2			6.1	13.5	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		36.2		11.9	10.8	25.4		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		7.4		5.5	5.3	15.0		
Green Ext Time (p_c), s		23.9		1.5	0.9	4.2		

Intersection Summary	
HCM 2010 Ctrl Delay	11.0
HCM 2010 LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	230	111	218	1198	1457	116
Future Volume (veh/h)	230	111	218	1198	1457	116
Number	7	14	5	2	6	16
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	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	250	121	237	1302	1584	126
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	525	241	454	3406	2133	170
Arrive On Green	0.17	0.17	0.14	0.67	0.44	0.43
Sat Flow, veh/h	3170	1458	3170	5253	4971	382
Grp Volume(v), veh/h	250	121	237	1302	1118	592
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1795
Q Serve(g_s), s	3.5	3.7	3.4	5.5	13.3	13.3
Cycle Q Clear(g_c), s	3.5	3.7	3.4	5.5	13.3	13.3
Prop In Lane	1.00	1.00	1.00			0.21
Lane Grp Cap(c), veh/h	525	241	454	3406	1506	797
V/C Ratio(X)	0.48	0.50	0.52	0.38	0.74	0.74
Avail Cap(c_a), veh/h	2436	1121	2286	6255	1506	797
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	18.3	18.4	19.3	3.6	11.2	11.3
Incr Delay (d2), s/veh	0.7	1.6	0.9	0.1	2.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.1	1.5	2.6	6.5	7.3
LnGrp Delay(d),s/veh	19.0	20.0	20.2	3.6	13.2	15.1
LnGrp LOS	B	C	C	A	B	B
Approach Vol, veh/h	371			1539	1710	
Approach Delay, s/veh	19.4			6.2	13.8	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		36.5		12.0	10.9	25.6		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		7.5		5.7	5.4	15.3		
Green Ext Time (p_c), s		24.1		1.5	0.9	4.0		

Intersection Summary	
HCM 2010 Ctrl Delay	11.1
HCM 2010 LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	192	116	236	1177	1394	118
Future Volume (veh/h)	192	116	236	1177	1394	118
Number	7	14	5	2	6	16
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	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	209	126	257	1279	1515	128
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	525	242	482	3397	2067	175
Arrive On Green	0.17	0.17	0.15	0.67	0.43	0.41
Sat Flow, veh/h	3170	1458	3170	5253	4946	404
Grp Volume(v), veh/h	209	126	257	1279	1075	568
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1792
Q Serve(g_s), s	2.8	3.8	3.6	5.4	12.7	12.7
Cycle Q Clear(g_c), s	2.8	3.8	3.6	5.4	12.7	12.7
Prop In Lane	1.00	1.00	1.00			0.23
Lane Grp Cap(c), veh/h	525	242	482	3397	1467	775
V/C Ratio(X)	0.40	0.52	0.53	0.38	0.73	0.73
Avail Cap(c_a), veh/h	2459	1131	2308	6315	1467	775
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	17.9	18.3	18.8	3.5	11.3	11.4
Incr Delay (d2), s/veh	0.5	1.7	0.9	0.1	1.9	3.6
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	3.2	1.6	2.5	6.2	6.9
LnGrp Delay(d),s/veh	18.4	20.1	19.7	3.6	13.3	15.0
LnGrp LOS	B	C	B	A	B	B
Approach Vol, veh/h	335			1536	1643	
Approach Delay, s/veh	19.0			6.3	13.9	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		36.1		12.0	11.3	24.8		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		7.4		5.8	5.6	14.7		
Green Ext Time (p_c), s		23.8		1.4	1.0	4.4		

Intersection Summary	
HCM 2010 Ctrl Delay	11.1
HCM 2010 LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	198	119	237	1184	1403	119
Future Volume (veh/h)	198	119	237	1184	1403	119
Number	7	14	5	2	6	16
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	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	215	129	258	1287	1525	129
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	532	245	482	3392	2065	175
Arrive On Green	0.17	0.17	0.15	0.67	0.43	0.41
Sat Flow, veh/h	3170	1458	3170	5253	4945	404
Grp Volume(v), veh/h	215	129	258	1287	1082	572
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1791
Q Serve(g_s), s	2.9	3.9	3.6	5.5	12.9	12.9
Cycle Q Clear(g_c), s	2.9	3.9	3.6	5.5	12.9	12.9
Prop In Lane	1.00	1.00	1.00			0.23
Lane Grp Cap(c), veh/h	532	245	482	3392	1465	774
V/C Ratio(X)	0.40	0.53	0.53	0.38	0.74	0.74
Avail Cap(c_a), veh/h	2442	1123	2291	6269	1465	774
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	18.0	18.4	18.9	3.6	11.5	11.6
Incr Delay (d2), s/veh	0.5	1.8	0.9	0.1	2.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.3	1.6	2.5	6.3	7.0
LnGrp Delay(d),s/veh	18.5	20.1	19.9	3.7	13.5	15.3
LnGrp LOS	B	C	B	A	B	B
Approach Vol, veh/h	344			1545	1654	
Approach Delay, s/veh	19.1			6.4	14.1	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		36.3		12.1	11.4	24.9		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		7.5		5.9	5.6	14.9		
Green Ext Time (p_c), s		23.9		1.4	1.0	4.3		

Intersection Summary	
HCM 2010 Ctrl Delay	11.2
HCM 2010 LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	198	122	242	1201	1412	119
Future Volume (veh/h)	198	122	242	1201	1412	119
Number	7	14	5	2	6	16
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	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	215	133	263	1305	1535	129
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	539	248	487	3390	2061	173
Arrive On Green	0.17	0.17	0.15	0.67	0.43	0.41
Sat Flow, veh/h	3170	1458	3170	5253	4948	402
Grp Volume(v), veh/h	215	133	263	1305	1088	576
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1792
Q Serve(g_s), s	3.0	4.1	3.7	5.6	13.2	13.2
Cycle Q Clear(g_c), s	3.0	4.1	3.7	5.6	13.2	13.2
Prop In Lane	1.00	1.00	1.00			0.22
Lane Grp Cap(c), veh/h	539	248	487	3390	1462	773
V/C Ratio(X)	0.40	0.54	0.54	0.38	0.74	0.75
Avail Cap(c_a), veh/h	2416	1112	2267	6204	1462	773
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	18.1	18.5	19.1	3.7	11.7	11.8
Incr Delay (d2), s/veh	0.5	1.8	0.9	0.1	2.1	3.9
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	0.1	1.7	2.6	6.5	7.3
LnGrp Delay(d),s/veh	18.6	20.3	20.0	3.7	13.8	15.7
LnGrp LOS	B	C	C	A	B	B
Approach Vol, veh/h	348			1568	1664	
Approach Delay, s/veh	19.2			6.5	14.4	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		36.6		12.3	11.5	25.1		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		7.6		6.1	5.7	15.2		
Green Ext Time (p_c), s		24.1		1.4	1.1	4.1		

Intersection Summary	
HCM 2010 Ctrl Delay	11.4
HCM 2010 LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	198	119	237	1184	1403	119
Future Volume (veh/h)	198	119	237	1184	1403	119
Number	7	14	5	2	6	16
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	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	215	129	258	1287	1525	129
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	532	245	482	3392	2065	175
Arrive On Green	0.17	0.17	0.15	0.67	0.43	0.41
Sat Flow, veh/h	3170	1458	3170	5253	4945	404
Grp Volume(v), veh/h	215	129	258	1287	1082	572
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1791
Q Serve(g_s), s	2.9	3.9	3.6	5.5	12.9	12.9
Cycle Q Clear(g_c), s	2.9	3.9	3.6	5.5	12.9	12.9
Prop In Lane	1.00	1.00	1.00			0.23
Lane Grp Cap(c), veh/h	532	245	482	3392	1465	774
V/C Ratio(X)	0.40	0.53	0.53	0.38	0.74	0.74
Avail Cap(c_a), veh/h	2442	1123	2291	6269	1465	774
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	18.0	18.4	18.9	3.6	11.5	11.6
Incr Delay (d2), s/veh	0.5	1.8	0.9	0.1	2.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.3	1.6	2.5	6.3	7.0
LnGrp Delay(d),s/veh	18.5	20.1	19.9	3.7	13.5	15.3
LnGrp LOS	B	C	B	A	B	B
Approach Vol, veh/h	344			1545	1654	
Approach Delay, s/veh	19.1			6.4	14.1	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		36.3		12.1	11.4	24.9		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		7.5		5.9	5.6	14.9		
Green Ext Time (p_c), s		23.9		1.4	1.0	4.3		

Intersection Summary	
HCM 2010 Ctrl Delay	11.2
HCM 2010 LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	198	122	242	1201	1412	119
Future Volume (veh/h)	198	122	242	1201	1412	119
Number	7	14	5	2	6	16
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	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	215	133	263	1305	1535	129
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	539	248	487	3390	2061	173
Arrive On Green	0.17	0.17	0.15	0.67	0.43	0.41
Sat Flow, veh/h	3170	1458	3170	5253	4948	402
Grp Volume(v), veh/h	215	133	263	1305	1088	576
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1792
Q Serve(g_s), s	3.0	4.1	3.7	5.6	13.2	13.2
Cycle Q Clear(g_c), s	3.0	4.1	3.7	5.6	13.2	13.2
Prop In Lane	1.00	1.00	1.00			0.22
Lane Grp Cap(c), veh/h	539	248	487	3390	1462	773
V/C Ratio(X)	0.40	0.54	0.54	0.38	0.74	0.75
Avail Cap(c_a), veh/h	2416	1112	2267	6204	1462	773
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	18.1	18.5	19.1	3.7	11.7	11.8
Incr Delay (d2), s/veh	0.5	1.8	0.9	0.1	2.1	3.9
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	0.1	1.7	2.6	6.5	7.3
LnGrp Delay(d),s/veh	18.6	20.3	20.0	3.7	13.8	15.7
LnGrp LOS	B	C	C	A	B	B
Approach Vol, veh/h	348			1568	1664	
Approach Delay, s/veh	19.2			6.5	14.4	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		36.6		12.3	11.5	25.1		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		7.6		6.1	5.7	15.2		
Green Ext Time (p_c), s		24.1		1.4	1.1	4.1		

Intersection Summary	
HCM 2010 Ctrl Delay	11.4
HCM 2010 LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	42	17	37	493	442	29
Future Volume (veh/h)	42	17	37	493	442	29
Number	7	14	5	2	6	16
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	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	46	18	40	536	480	32
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	297	136	238	2976	1705	113
Arrive On Green	0.09	0.09	0.07	0.59	0.35	0.31
Sat Flow, veh/h	3170	1458	3170	5253	5042	322
Grp Volume(v), veh/h	46	18	40	536	333	179
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1806
Q Serve(g_s), s	0.3	0.3	0.3	1.2	1.8	1.8
Cycle Q Clear(g_c), s	0.3	0.3	0.3	1.2	1.8	1.8
Prop In Lane	1.00	1.00	1.00			0.18
Lane Grp Cap(c), veh/h	297	136	238	2976	1186	632
V/C Ratio(X)	0.16	0.13	0.17	0.18	0.28	0.28
Avail Cap(c_a), veh/h	4746	2184	4454	12187	2817	1501
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	10.4	10.4	10.8	2.4	5.8	5.9
Incr Delay (d2), s/veh	0.2	0.4	0.3	0.0	0.1	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	0.2	0.0	0.1	0.6	0.8	0.9
LnGrp Delay(d),s/veh	10.6	10.8	11.1	2.4	6.0	6.2
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	64			576	512	
Approach Delay, s/veh	10.7			3.0	6.0	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		18.6		6.3	5.9	12.7		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		3.2		2.3	2.3	3.8		
Green Ext Time (p_c), s		4.8		0.2	0.1	4.0		

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	43	18	37	496	445	29
Future Volume (veh/h)	43	18	37	496	445	29
Number	7	14	5	2	6	16
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	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	47	20	40	539	484	32
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	303	139	237	2974	1708	112
Arrive On Green	0.10	0.10	0.07	0.58	0.35	0.31
Sat Flow, veh/h	3170	1458	3170	5253	5045	320
Grp Volume(v), veh/h	47	20	40	539	335	181
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1806
Q Serve(g_s), s	0.3	0.3	0.3	1.2	1.8	1.8
Cycle Q Clear(g_c), s	0.3	0.3	0.3	1.2	1.8	1.8
Prop In Lane	1.00	1.00	1.00			0.18
Lane Grp Cap(c), veh/h	303	139	237	2974	1187	633
V/C Ratio(X)	0.16	0.14	0.17	0.18	0.28	0.29
Avail Cap(c_a), veh/h	4725	2174	4434	12133	2805	1494
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	10.4	10.4	10.8	2.4	5.9	5.9
Incr Delay (d2), s/veh	0.2	0.5	0.3	0.0	0.1	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	0.2	0.0	0.1	0.6	0.8	1.0
LnGrp Delay(d),s/veh	10.6	10.8	11.2	2.4	6.0	6.2
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	67			579	516	
Approach Delay, s/veh	10.7			3.0	6.1	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		18.6		6.4	5.9	12.8		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		3.2		2.3	2.3	3.8		
Green Ext Time (p_c), s		4.8		0.2	0.1	4.0		

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	43	22	43	517	456	29
Future Volume (veh/h)	43	22	43	517	456	29
Number	7	14	5	2	6	16
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	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	47	24	47	562	496	32
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	308	142	253	2995	1721	110
Arrive On Green	0.10	0.10	0.08	0.59	0.35	0.32
Sat Flow, veh/h	3170	1458	3170	5253	5053	313
Grp Volume(v), veh/h	47	24	47	562	343	185
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1808
Q Serve(g_s), s	0.3	0.4	0.4	1.3	1.9	1.9
Cycle Q Clear(g_c), s	0.3	0.4	0.4	1.3	1.9	1.9
Prop In Lane	1.00	1.00	1.00			0.17
Lane Grp Cap(c), veh/h	308	142	253	2995	1194	637
V/C Ratio(X)	0.15	0.17	0.19	0.19	0.29	0.29
Avail Cap(c_a), veh/h	4638	2134	4352	11908	2753	1468
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	10.5	10.6	11.0	2.4	5.9	6.0
Incr Delay (d2), s/veh	0.2	0.6	0.4	0.0	0.1	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	0.2	0.3	0.2	0.6	0.9	1.0
LnGrp Delay(d),s/veh	10.8	11.1	11.3	2.5	6.1	6.3
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	71			609	528	
Approach Delay, s/veh	10.9			3.1	6.1	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		19.0		6.5	6.0	13.0		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		3.3		2.4	2.4	3.9		
Green Ext Time (p_c), s		5.0		0.2	0.1	4.2		

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	43	18	37	496	445	29
Future Volume (veh/h)	43	18	37	496	445	29
Number	7	14	5	2	6	16
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	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	47	20	40	539	484	32
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	303	139	237	2974	1708	112
Arrive On Green	0.10	0.10	0.07	0.58	0.35	0.31
Sat Flow, veh/h	3170	1458	3170	5253	5045	320
Grp Volume(v), veh/h	47	20	40	539	335	181
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1806
Q Serve(g_s), s	0.3	0.3	0.3	1.2	1.8	1.8
Cycle Q Clear(g_c), s	0.3	0.3	0.3	1.2	1.8	1.8
Prop In Lane	1.00	1.00	1.00			0.18
Lane Grp Cap(c), veh/h	303	139	237	2974	1187	633
V/C Ratio(X)	0.16	0.14	0.17	0.18	0.28	0.29
Avail Cap(c_a), veh/h	4725	2174	4434	12133	2805	1494
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	10.4	10.4	10.8	2.4	5.9	5.9
Incr Delay (d2), s/veh	0.2	0.5	0.3	0.0	0.1	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	0.2	0.0	0.1	0.6	0.8	1.0
LnGrp Delay(d),s/veh	10.6	10.8	11.2	2.4	6.0	6.2
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	67			579	516	
Approach Delay, s/veh	10.7			3.0	6.1	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		18.6		6.4	5.9	12.8		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		3.2		2.3	2.3	3.8		
Green Ext Time (p_c), s		4.8		0.2	0.1	4.0		

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	43	22	43	517	456	29
Future Volume (veh/h)	43	22	43	517	456	29
Number	7	14	5	2	6	16
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	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	47	24	47	562	496	32
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	308	142	253	2995	1721	110
Arrive On Green	0.10	0.10	0.08	0.59	0.35	0.32
Sat Flow, veh/h	3170	1458	3170	5253	5053	313
Grp Volume(v), veh/h	47	24	47	562	343	185
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1808
Q Serve(g_s), s	0.3	0.4	0.4	1.3	1.9	1.9
Cycle Q Clear(g_c), s	0.3	0.4	0.4	1.3	1.9	1.9
Prop In Lane	1.00	1.00	1.00			0.17
Lane Grp Cap(c), veh/h	308	142	253	2995	1194	637
V/C Ratio(X)	0.15	0.17	0.19	0.19	0.29	0.29
Avail Cap(c_a), veh/h	4638	2134	4352	11908	2753	1468
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	10.5	10.6	11.0	2.4	5.9	6.0
Incr Delay (d2), s/veh	0.2	0.6	0.4	0.0	0.1	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	0.2	0.3	0.2	0.6	0.9	1.0
LnGrp Delay(d),s/veh	10.8	11.1	11.3	2.5	6.1	6.3
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	71			609	528	
Approach Delay, s/veh	10.9			3.1	6.1	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		19.0		6.5	6.0	13.0		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		3.3		2.4	2.4	3.9		
Green Ext Time (p_c), s		5.0		0.2	0.1	4.2		

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	42	17	37	493	442	29
Future Volume (veh/h)	42	17	37	493	442	29
Number	7	14	5	2	6	16
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	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	46	18	40	536	480	32
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	297	136	238	2976	1705	113
Arrive On Green	0.09	0.09	0.07	0.59	0.35	0.31
Sat Flow, veh/h	3170	1458	3170	5253	5042	322
Grp Volume(v), veh/h	46	18	40	536	333	179
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1806
Q Serve(g_s), s	0.3	0.3	0.3	1.2	1.8	1.8
Cycle Q Clear(g_c), s	0.3	0.3	0.3	1.2	1.8	1.8
Prop In Lane	1.00	1.00	1.00			0.18
Lane Grp Cap(c), veh/h	297	136	238	2976	1186	632
V/C Ratio(X)	0.16	0.13	0.17	0.18	0.28	0.28
Avail Cap(c_a), veh/h	4746	2184	4454	12187	2817	1501
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	10.4	10.4	10.8	2.4	5.8	5.9
Incr Delay (d2), s/veh	0.2	0.4	0.3	0.0	0.1	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	0.2	0.0	0.1	0.6	0.8	0.9
LnGrp Delay(d),s/veh	10.6	10.8	11.1	2.4	6.0	6.2
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	64			576	512	
Approach Delay, s/veh	10.7			3.0	6.0	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		18.6		6.3	5.9	12.7		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		3.2		2.3	2.3	3.8		
Green Ext Time (p_c), s		4.8		0.2	0.1	4.0		

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	76	31	42	553	502	33
Future Volume (veh/h)	76	31	42	553	502	33
Number	7	14	5	2	6	16
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	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	83	34	46	601	546	36
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	380	175	243	2966	1748	114
Arrive On Green	0.12	0.12	0.08	0.58	0.36	0.32
Sat Flow, veh/h	3170	1458	3170	5253	5045	319
Grp Volume(v), veh/h	83	34	46	601	378	204
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1806
Q Serve(g_s), s	0.6	0.6	0.4	1.5	2.2	2.2
Cycle Q Clear(g_c), s	0.6	0.6	0.4	1.5	2.2	2.2
Prop In Lane	1.00	1.00	1.00			0.18
Lane Grp Cap(c), veh/h	380	175	243	2966	1215	647
V/C Ratio(X)	0.22	0.19	0.19	0.20	0.31	0.31
Avail Cap(c_a), veh/h	4385	2018	4115	11260	2603	1387
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	10.7	10.7	11.7	2.7	6.2	6.3
Incr Delay (d2), s/veh	0.3	0.5	0.4	0.0	0.1	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	0.3	0.5	0.2	0.7	1.0	1.1
LnGrp Delay(d),s/veh	11.0	11.2	12.0	2.7	6.4	6.6
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	117			647	582	
Approach Delay, s/veh	11.1			3.4	6.5	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		19.7		7.2	6.1	13.7		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		3.5		2.6	2.4	4.2		
Green Ext Time (p_c), s		5.6		0.4	0.1	4.5		

Intersection Summary	
HCM 2010 Ctrl Delay	5.4
HCM 2010 LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	76	35	48	574	513	33
Future Volume (veh/h)	76	35	48	574	513	33
Number	7	14	5	2	6	16
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	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	83	38	52	624	558	36
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	383	176	255	2986	1762	113
Arrive On Green	0.12	0.12	0.08	0.59	0.36	0.33
Sat Flow, veh/h	3170	1458	3170	5253	5053	313
Grp Volume(v), veh/h	83	38	52	624	386	208
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1808
Q Serve(g_s), s	0.6	0.6	0.4	1.6	2.3	2.3
Cycle Q Clear(g_c), s	0.6	0.6	0.4	1.6	2.3	2.3
Prop In Lane	1.00	1.00	1.00			0.17
Lane Grp Cap(c), veh/h	383	176	255	2986	1223	652
V/C Ratio(X)	0.22	0.22	0.20	0.21	0.32	0.32
Avail Cap(c_a), veh/h	4316	1986	4050	11082	2562	1366
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	10.9	10.9	11.8	2.7	6.3	6.4
Incr Delay (d2), s/veh	0.3	0.6	0.4	0.0	0.1	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	0.3	0.6	0.2	0.7	1.0	1.2
LnGrp Delay(d),s/veh	11.2	11.5	12.2	2.7	6.5	6.7
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	121			676	594	
Approach Delay, s/veh	11.3			3.4	6.5	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		20.1		7.3	6.2	13.9		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		3.6		2.6	2.4	4.3		
Green Ext Time (p_c), s		5.8		0.4	0.2	4.7		

Intersection Summary	
HCM 2010 Ctrl Delay	5.4
HCM 2010 LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	76	31	42	553	502	33
Future Volume (veh/h)	76	31	42	553	502	33
Number	7	14	5	2	6	16
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	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	83	34	46	601	546	36
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	380	175	243	2966	1748	114
Arrive On Green	0.12	0.12	0.08	0.58	0.36	0.32
Sat Flow, veh/h	3170	1458	3170	5253	5045	319
Grp Volume(v), veh/h	83	34	46	601	378	204
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1806
Q Serve(g_s), s	0.6	0.6	0.4	1.5	2.2	2.2
Cycle Q Clear(g_c), s	0.6	0.6	0.4	1.5	2.2	2.2
Prop In Lane	1.00	1.00	1.00			0.18
Lane Grp Cap(c), veh/h	380	175	243	2966	1215	647
V/C Ratio(X)	0.22	0.19	0.19	0.20	0.31	0.31
Avail Cap(c_a), veh/h	4385	2018	4115	11260	2603	1387
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	10.7	10.7	11.7	2.7	6.2	6.3
Incr Delay (d2), s/veh	0.3	0.5	0.4	0.0	0.1	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	0.3	0.5	0.2	0.7	1.0	1.1
LnGrp Delay(d),s/veh	11.0	11.2	12.0	2.7	6.4	6.6
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	117			647	582	
Approach Delay, s/veh	11.1			3.4	6.5	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		19.7		7.2	6.1	13.7		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		3.5		2.6	2.4	4.2		
Green Ext Time (p_c), s		5.6		0.4	0.1	4.5		

Intersection Summary	
HCM 2010 Ctrl Delay	5.4
HCM 2010 LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	76	35	48	574	513	33
Future Volume (veh/h)	76	35	48	574	513	33
Number	7	14	5	2	6	16
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	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	83	38	52	624	558	36
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	383	176	255	2986	1762	113
Arrive On Green	0.12	0.12	0.08	0.59	0.36	0.33
Sat Flow, veh/h	3170	1458	3170	5253	5053	313
Grp Volume(v), veh/h	83	38	52	624	386	208
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1808
Q Serve(g_s), s	0.6	0.6	0.4	1.6	2.3	2.3
Cycle Q Clear(g_c), s	0.6	0.6	0.4	1.6	2.3	2.3
Prop In Lane	1.00	1.00	1.00			0.17
Lane Grp Cap(c), veh/h	383	176	255	2986	1223	652
V/C Ratio(X)	0.22	0.22	0.20	0.21	0.32	0.32
Avail Cap(c_a), veh/h	4316	1986	4050	11082	2562	1366
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	10.9	10.9	11.8	2.7	6.3	6.4
Incr Delay (d2), s/veh	0.3	0.6	0.4	0.0	0.1	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	0.3	0.6	0.2	0.7	1.0	1.2
LnGrp Delay(d),s/veh	11.2	11.5	12.2	2.7	6.5	6.7
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	121			676	594	
Approach Delay, s/veh	11.3			3.4	6.5	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		20.1		7.3	6.2	13.9		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		3.6		2.6	2.4	4.3		
Green Ext Time (p_c), s		5.8		0.4	0.2	4.7		

Intersection Summary	
HCM 2010 Ctrl Delay	5.4
HCM 2010 LOS	A

Intersection 2
Mooney Blvd & Whitendale Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	271	170	221	239	82	233	1114	203	168	1366	94
Future Volume (veh/h)	105	271	170	221	239	82	233	1114	203	168	1366	94
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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	114	295	185	240	260	89	253	1211	221	183	1485	102
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	195	781	315	338	940	380	320	2084	588	265	1997	563
Arrive On Green	0.06	0.22	0.22	0.11	0.27	0.27	0.10	0.41	0.41	0.08	0.39	0.39
Sat Flow, veh/h	3170	3539	1428	3170	3539	1430	3170	5085	1434	3170	5085	1434
Grp Volume(v), veh/h	114	295	185	240	260	89	253	1211	221	183	1485	102
Grp Sat Flow(s),veh/h/ln	1585	1770	1428	1585	1770	1430	1585	1695	1434	1585	1695	1434
Q Serve(g_s), s	3.1	6.3	10.4	6.5	5.2	4.3	7.0	16.5	9.6	5.0	22.4	4.2
Cycle Q Clear(g_c), s	3.1	6.3	10.4	6.5	5.2	4.3	7.0	16.5	9.6	5.0	22.4	4.2
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	195	781	315	338	940	380	320	2084	588	265	1997	563
V/C Ratio(X)	0.58	0.38	0.59	0.71	0.28	0.23	0.79	0.58	0.38	0.69	0.74	0.18
Avail Cap(c_a), veh/h	469	1649	666	568	1760	711	320	2188	617	284	2131	601
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	40.8	29.6	31.1	38.5	26.0	25.7	39.2	20.4	18.4	39.8	23.2	17.7
Incr Delay (d2), s/veh	2.7	0.3	1.7	2.8	0.2	0.3	12.7	0.4	0.4	6.4	1.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.1	4.2	3.0	2.5	1.8	3.6	7.7	3.9	2.4	10.7	1.7
LnGrp Delay(d),s/veh	43.5	29.9	32.9	41.3	26.1	26.0	51.9	20.8	18.8	46.2	24.6	17.9
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h		594			589			1685			1770	
Approach Delay, s/veh		33.4			32.3			25.2			26.4	
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	11.5	40.6	13.5	23.7	13.0	39.1	9.5	27.7
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	7.0	18.5	8.5	12.4	9.0	24.4	5.1	7.2
Green Ext Time (p_c), s	0.0	14.0	0.5	3.5	0.0	9.8	0.2	3.6

Intersection Summary	
HCM 2010 Ctrl Delay	27.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	278	175	222	250	82	234	1121	204	169	1374	95
Future Volume (veh/h)	108	278	175	222	250	82	234	1121	204	169	1374	95
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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	117	302	190	241	272	89	254	1218	222	184	1493	103
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	199	792	320	338	948	383	317	2074	585	266	1991	561
Arrive On Green	0.06	0.22	0.22	0.11	0.27	0.27	0.10	0.41	0.41	0.08	0.39	0.39
Sat Flow, veh/h	3170	3539	1428	3170	3539	1430	3170	5085	1434	3170	5085	1434
Grp Volume(v), veh/h	117	302	190	241	272	89	254	1218	222	184	1493	103
Grp Sat Flow(s),veh/h/ln	1585	1770	1428	1585	1770	1430	1585	1695	1434	1585	1695	1434
Q Serve(g_s), s	3.2	6.5	10.7	6.6	5.5	4.4	7.0	16.8	9.8	5.1	22.7	4.2
Cycle Q Clear(g_c), s	3.2	6.5	10.7	6.6	5.5	4.4	7.0	16.8	9.8	5.1	22.7	4.2
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	199	792	320	338	948	383	317	2074	585	266	1991	561
V/C Ratio(X)	0.59	0.38	0.59	0.71	0.29	0.23	0.80	0.59	0.38	0.69	0.75	0.18
Avail Cap(c_a), veh/h	465	1637	661	564	1747	706	317	2171	612	282	2115	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	29.6	31.2	38.8	26.1	25.7	39.6	20.7	18.7	40.1	23.6	17.9
Incr Delay (d2), s/veh	2.8	0.3	1.8	2.8	0.2	0.3	13.6	0.4	0.4	6.6	1.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.2	4.4	3.0	2.7	1.8	3.7	7.9	3.9	2.5	10.9	1.7
LnGrp Delay(d),s/veh	43.8	29.9	33.0	41.6	26.3	26.0	53.2	21.1	19.1	46.7	25.0	18.1
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h		609			602			1694			1780	
Approach Delay, s/veh		33.5			32.4			25.7			26.9	
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	11.5	40.7	13.6	24.1	13.0	39.2	9.6	28.1
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	7.1	18.8	8.6	12.7	9.0	24.7	5.2	7.5
Green Ext Time (p_c), s	0.0	13.9	0.5	3.6	0.0	9.6	0.2	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	28.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	283	175	222	250	82	269	1147	204	223	1374	95
Future Volume (veh/h)	108	283	175	222	250	82	269	1147	204	223	1374	95
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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	117	308	190	241	272	89	292	1247	222	242	1493	103
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	199	793	320	338	948	383	317	2049	578	282	1992	562
Arrive On Green	0.06	0.22	0.22	0.11	0.27	0.27	0.10	0.40	0.40	0.09	0.39	0.39
Sat Flow, veh/h	3170	3539	1428	3170	3539	1430	3170	5085	1434	3170	5085	1434
Grp Volume(v), veh/h	117	308	190	241	272	89	292	1247	222	242	1493	103
Grp Sat Flow(s),veh/h/ln	1585	1770	1428	1585	1770	1430	1585	1695	1434	1585	1695	1434
Q Serve(g_s), s	3.2	6.7	10.7	6.6	5.5	4.4	8.2	17.5	9.8	6.8	22.8	4.2
Cycle Q Clear(g_c), s	3.2	6.7	10.7	6.6	5.5	4.4	8.2	17.5	9.8	6.8	22.8	4.2
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	199	793	320	338	948	383	317	2049	578	282	1992	562
V/C Ratio(X)	0.59	0.39	0.59	0.71	0.29	0.23	0.92	0.61	0.38	0.86	0.75	0.18
Avail Cap(c_a), veh/h	465	1635	660	563	1745	705	317	2169	612	282	2112	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.1	29.7	31.3	38.9	26.1	25.7	40.2	21.3	19.0	40.5	23.6	17.9
Incr Delay (d2), s/veh	2.8	0.3	1.8	2.8	0.2	0.3	31.1	0.5	0.4	22.4	1.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.3	4.4	3.0	2.7	1.8	5.0	8.2	3.9	3.8	10.9	1.7
LnGrp Delay(d),s/veh	43.8	30.0	33.0	41.7	26.3	26.0	71.3	21.7	19.4	62.9	25.0	18.1
LnGrp LOS	D	C	C	D	C	C	E	C	B	E	C	B
Approach Vol, veh/h		615			602			1761			1838	
Approach Delay, s/veh		33.6			32.4			29.6			29.6	
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	12.0	40.3	13.6	24.2	13.0	39.3	9.6	28.1
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	8.8	19.5	8.6	12.7	10.2	24.8	5.2	7.5
Green Ext Time (p_c), s	0.0	13.6	0.5	3.6	0.0	9.6	0.2	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	30.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	278	175	222	250	82	234	1121	204	169	1374	95
Future Volume (veh/h)	108	278	175	222	250	82	234	1121	204	169	1374	95
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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	117	302	190	241	272	89	254	1218	222	184	1493	103
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	199	792	320	338	948	383	317	2074	585	266	1991	561
Arrive On Green	0.06	0.22	0.22	0.11	0.27	0.27	0.10	0.41	0.41	0.08	0.39	0.39
Sat Flow, veh/h	3170	3539	1428	3170	3539	1430	3170	5085	1434	3170	5085	1434
Grp Volume(v), veh/h	117	302	190	241	272	89	254	1218	222	184	1493	103
Grp Sat Flow(s),veh/h/ln	1585	1770	1428	1585	1770	1430	1585	1695	1434	1585	1695	1434
Q Serve(g_s), s	3.2	6.5	10.7	6.6	5.5	4.4	7.0	16.8	9.8	5.1	22.7	4.2
Cycle Q Clear(g_c), s	3.2	6.5	10.7	6.6	5.5	4.4	7.0	16.8	9.8	5.1	22.7	4.2
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	199	792	320	338	948	383	317	2074	585	266	1991	561
V/C Ratio(X)	0.59	0.38	0.59	0.71	0.29	0.23	0.80	0.59	0.38	0.69	0.75	0.18
Avail Cap(c_a), veh/h	465	1637	661	564	1747	706	317	2171	612	282	2115	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	29.6	31.2	38.8	26.1	25.7	39.6	20.7	18.7	40.1	23.6	17.9
Incr Delay (d2), s/veh	2.8	0.3	1.8	2.8	0.2	0.3	13.6	0.4	0.4	6.6	1.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.2	4.4	3.0	2.7	1.8	3.7	7.9	3.9	2.5	10.9	1.7
LnGrp Delay(d),s/veh	43.8	29.9	33.0	41.6	26.3	26.0	53.2	21.1	19.1	46.7	25.0	18.1
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h		609			602			1694			1780	
Approach Delay, s/veh		33.5			32.4			25.7			26.9	
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	11.5	40.7	13.6	24.1	13.0	39.2	9.6	28.1
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	7.1	18.8	8.6	12.7	9.0	24.7	5.2	7.5
Green Ext Time (p_c), s	0.0	13.9	0.5	3.6	0.0	9.6	0.2	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	28.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	283	175	222	250	82	269	1147	204	223	1374	95
Future Volume (veh/h)	108	283	175	222	250	82	269	1147	204	223	1374	95
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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	117	308	190	241	272	89	292	1247	222	242	1493	103
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	199	793	320	338	948	383	317	2049	578	282	1992	562
Arrive On Green	0.06	0.22	0.22	0.11	0.27	0.27	0.10	0.40	0.40	0.09	0.39	0.39
Sat Flow, veh/h	3170	3539	1428	3170	3539	1430	3170	5085	1434	3170	5085	1434
Grp Volume(v), veh/h	117	308	190	241	272	89	292	1247	222	242	1493	103
Grp Sat Flow(s),veh/h/ln	1585	1770	1428	1585	1770	1430	1585	1695	1434	1585	1695	1434
Q Serve(g_s), s	3.2	6.7	10.7	6.6	5.5	4.4	8.2	17.5	9.8	6.8	22.8	4.2
Cycle Q Clear(g_c), s	3.2	6.7	10.7	6.6	5.5	4.4	8.2	17.5	9.8	6.8	22.8	4.2
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	199	793	320	338	948	383	317	2049	578	282	1992	562
V/C Ratio(X)	0.59	0.39	0.59	0.71	0.29	0.23	0.92	0.61	0.38	0.86	0.75	0.18
Avail Cap(c_a), veh/h	465	1635	660	563	1745	705	317	2169	612	282	2112	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.1	29.7	31.3	38.9	26.1	25.7	40.2	21.3	19.0	40.5	23.6	17.9
Incr Delay (d2), s/veh	2.8	0.3	1.8	2.8	0.2	0.3	31.1	0.5	0.4	22.4	1.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.3	4.4	3.0	2.7	1.8	5.0	8.2	3.9	3.8	10.9	1.7
LnGrp Delay(d),s/veh	43.8	30.0	33.0	41.7	26.3	26.0	71.3	21.7	19.4	62.9	25.0	18.1
LnGrp LOS	D	C	C	D	C	C	E	C	B	E	C	B
Approach Vol, veh/h		615			602			1761			1838	
Approach Delay, s/veh		33.6			32.4			29.6			29.6	
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	12.0	40.3	13.6	24.2	13.0	39.3	9.6	28.1
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	8.8	19.5	8.6	12.7	10.2	24.8	5.2	7.5
Green Ext Time (p_c), s	0.0	13.6	0.5	3.6	0.0	9.6	0.2	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	30.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	170	169	196	201	69	214	1125	188	137	1307	79
Future Volume (veh/h)	106	170	169	196	201	69	214	1125	188	137	1307	79
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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	115	185	184	213	218	75	233	1223	204	149	1421	86
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	199	765	309	314	894	361	319	2157	608	234	2020	570
Arrive On Green	0.06	0.22	0.22	0.10	0.25	0.25	0.10	0.42	0.42	0.07	0.40	0.40
Sat Flow, veh/h	3170	3539	1428	3170	3539	1430	3170	5085	1434	3170	5085	1434
Grp Volume(v), veh/h	115	185	184	213	218	75	233	1223	204	149	1421	86
Grp Sat Flow(s),veh/h/ln	1585	1770	1428	1585	1770	1430	1585	1695	1434	1585	1695	1434
Q Serve(g_s), s	3.0	3.7	9.9	5.6	4.2	3.5	6.1	15.6	8.2	3.9	20.0	3.3
Cycle Q Clear(g_c), s	3.0	3.7	9.9	5.6	4.2	3.5	6.1	15.6	8.2	3.9	20.0	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	765	309	314	894	361	319	2157	608	234	2020	570
V/C Ratio(X)	0.58	0.24	0.60	0.68	0.24	0.21	0.73	0.57	0.34	0.64	0.70	0.15
Avail Cap(c_a), veh/h	489	1719	694	592	1835	741	333	2280	643	296	2221	626
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	39.0	27.8	30.2	37.3	25.5	25.3	37.4	18.7	16.6	38.6	21.6	16.5
Incr Delay (d2), s/veh	2.6	0.2	1.8	2.6	0.1	0.3	7.6	0.3	0.3	2.9	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.8	4.0	2.5	2.1	1.4	3.0	7.3	3.3	1.8	9.5	1.3
LnGrp Delay(d),s/veh	41.7	27.9	32.0	39.8	25.6	25.5	45.0	19.0	16.9	41.5	22.5	16.7
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	C	B
Approach Vol, veh/h		484			506			1660			1656	
Approach Delay, s/veh		32.7			31.6			22.4			23.9	
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	10.3	40.3	12.5	22.5	12.6	38.0	9.4	25.6
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	5.9	17.6	7.6	11.9	8.1	22.0	5.0	6.2
Green Ext Time (p_c), s	0.1	14.2	0.5	2.7	0.0	11.1	0.2	2.8

Intersection Summary	
HCM 2010 Ctrl Delay	25.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	175	174	197	210	69	215	1132	189	138	1315	79
Future Volume (veh/h)	109	175	174	197	210	69	215	1132	189	138	1315	79
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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	118	190	189	214	228	75	234	1230	205	150	1429	86
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	776	313	314	901	364	319	2150	606	234	2014	568
Arrive On Green	0.06	0.22	0.22	0.10	0.25	0.25	0.10	0.42	0.42	0.07	0.40	0.40
Sat Flow, veh/h	3170	3539	1428	3170	3539	1430	3170	5085	1434	3170	5085	1434
Grp Volume(v), veh/h	118	190	189	214	228	75	234	1230	205	150	1429	86
Grp Sat Flow(s),veh/h/ln	1585	1770	1428	1585	1770	1430	1585	1695	1434	1585	1695	1434
Q Serve(g_s), s	3.1	3.8	10.3	5.6	4.4	3.6	6.2	15.9	8.3	4.0	20.4	3.3
Cycle Q Clear(g_c), s	3.1	3.8	10.3	5.6	4.4	3.6	6.2	15.9	8.3	4.0	20.4	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	202	776	313	314	901	364	319	2150	606	234	2014	568
V/C Ratio(X)	0.58	0.24	0.60	0.68	0.25	0.21	0.73	0.57	0.34	0.64	0.71	0.15
Avail Cap(c_a), veh/h	484	1704	687	587	1818	735	330	2260	637	293	2201	621
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	39.3	27.8	30.4	37.6	25.7	25.3	37.7	19.0	16.8	38.9	21.9	16.8
Incr Delay (d2), s/veh	2.7	0.2	1.9	2.6	0.1	0.3	7.9	0.3	0.3	3.1	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.9	4.2	2.6	2.2	1.4	3.0	7.5	3.4	1.9	9.7	1.3
LnGrp Delay(d),s/veh	42.0	28.0	32.2	40.2	25.8	25.6	45.7	19.3	17.1	42.0	22.9	16.9
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	C	B
Approach Vol, veh/h		497			517			1669			1665	
Approach Delay, s/veh		32.9			31.7			22.7			24.3	
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	10.4	40.5	12.6	22.9	12.7	38.2	9.5	26.0
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	6.0	17.9	7.6	12.3	8.2	22.4	5.1	6.4
Green Ext Time (p_c), s	0.1	14.1	0.5	2.8	0.0	10.9	0.2	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	25.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	180	174	197	210	69	250	1158	189	192	1315	79
Future Volume (veh/h)	109	180	174	197	210	69	250	1158	189	192	1315	79
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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	118	196	189	214	228	75	272	1259	205	209	1429	86
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	775	313	313	899	363	328	2066	583	291	2008	566
Arrive On Green	0.06	0.22	0.22	0.10	0.25	0.25	0.10	0.41	0.41	0.09	0.39	0.39
Sat Flow, veh/h	3170	3539	1428	3170	3539	1430	3170	5085	1434	3170	5085	1434
Grp Volume(v), veh/h	118	196	189	214	228	75	272	1259	205	209	1429	86
Grp Sat Flow(s),veh/h/ln	1585	1770	1428	1585	1770	1430	1585	1695	1434	1585	1695	1434
Q Serve(g_s), s	3.1	4.0	10.4	5.7	4.5	3.6	7.3	17.0	8.6	5.6	20.6	3.4
Cycle Q Clear(g_c), s	3.1	4.0	10.4	5.7	4.5	3.6	7.3	17.0	8.6	5.6	20.6	3.4
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	202	775	313	313	899	363	328	2066	583	291	2008	566
V/C Ratio(X)	0.58	0.25	0.60	0.68	0.25	0.21	0.83	0.61	0.35	0.72	0.71	0.15
Avail Cap(c_a), veh/h	481	1692	683	583	1806	730	328	2244	633	291	2186	616
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	39.6	28.1	30.6	37.9	25.9	25.5	38.3	20.4	17.9	38.4	22.2	16.9
Incr Delay (d2), s/veh	2.7	0.2	1.9	2.6	0.1	0.3	16.2	0.4	0.4	8.2	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.0	4.3	2.6	2.2	1.4	3.9	8.0	3.5	2.8	9.7	1.3
LnGrp Delay(d),s/veh	42.3	28.3	32.5	40.5	26.0	25.8	54.4	20.8	18.3	46.6	23.2	17.1
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h		503			517			1736			1724	
Approach Delay, s/veh		33.1			32.0			25.8			25.7	
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	12.0	39.4	12.6	23.1	13.0	38.4	9.5	26.1
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	7.6	19.0	7.7	12.4	9.3	22.6	5.1	6.5
Green Ext Time (p_c), s	0.0	13.6	0.5	2.8	0.0	10.9	0.2	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	27.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	175	174	197	210	69	215	1132	189	138	1315	79
Future Volume (veh/h)	109	175	174	197	210	69	215	1132	189	138	1315	79
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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	118	190	189	214	228	75	234	1230	205	150	1429	86
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	776	313	314	901	364	319	2150	606	234	2014	568
Arrive On Green	0.06	0.22	0.22	0.10	0.25	0.25	0.10	0.42	0.42	0.07	0.40	0.40
Sat Flow, veh/h	3170	3539	1428	3170	3539	1430	3170	5085	1434	3170	5085	1434
Grp Volume(v), veh/h	118	190	189	214	228	75	234	1230	205	150	1429	86
Grp Sat Flow(s),veh/h/ln	1585	1770	1428	1585	1770	1430	1585	1695	1434	1585	1695	1434
Q Serve(g_s), s	3.1	3.8	10.3	5.6	4.4	3.6	6.2	15.9	8.3	4.0	20.4	3.3
Cycle Q Clear(g_c), s	3.1	3.8	10.3	5.6	4.4	3.6	6.2	15.9	8.3	4.0	20.4	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	202	776	313	314	901	364	319	2150	606	234	2014	568
V/C Ratio(X)	0.58	0.24	0.60	0.68	0.25	0.21	0.73	0.57	0.34	0.64	0.71	0.15
Avail Cap(c_a), veh/h	484	1704	687	587	1818	735	330	2260	637	293	2201	621
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	39.3	27.8	30.4	37.6	25.7	25.3	37.7	19.0	16.8	38.9	21.9	16.8
Incr Delay (d2), s/veh	2.7	0.2	1.9	2.6	0.1	0.3	7.9	0.3	0.3	3.1	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.9	4.2	2.6	2.2	1.4	3.0	7.5	3.4	1.9	9.7	1.3
LnGrp Delay(d),s/veh	42.0	28.0	32.2	40.2	25.8	25.6	45.7	19.3	17.1	42.0	22.9	16.9
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	C	B
Approach Vol, veh/h		497			517			1669			1665	
Approach Delay, s/veh		32.9			31.7			22.7			24.3	
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	10.4	40.5	12.6	22.9	12.7	38.2	9.5	26.0
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	6.0	17.9	7.6	12.3	8.2	22.4	5.1	6.4
Green Ext Time (p_c), s	0.1	14.1	0.5	2.8	0.0	10.9	0.2	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	25.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	180	174	197	210	69	250	1158	189	192	1315	79
Future Volume (veh/h)	109	180	174	197	210	69	250	1158	189	192	1315	79
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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	118	196	189	214	228	75	272	1259	205	209	1429	86
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	775	313	313	899	363	328	2066	583	291	2008	566
Arrive On Green	0.06	0.22	0.22	0.10	0.25	0.25	0.10	0.41	0.41	0.09	0.39	0.39
Sat Flow, veh/h	3170	3539	1428	3170	3539	1430	3170	5085	1434	3170	5085	1434
Grp Volume(v), veh/h	118	196	189	214	228	75	272	1259	205	209	1429	86
Grp Sat Flow(s),veh/h/ln	1585	1770	1428	1585	1770	1430	1585	1695	1434	1585	1695	1434
Q Serve(g_s), s	3.1	4.0	10.4	5.7	4.5	3.6	7.3	17.0	8.6	5.6	20.6	3.4
Cycle Q Clear(g_c), s	3.1	4.0	10.4	5.7	4.5	3.6	7.3	17.0	8.6	5.6	20.6	3.4
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	202	775	313	313	899	363	328	2066	583	291	2008	566
V/C Ratio(X)	0.58	0.25	0.60	0.68	0.25	0.21	0.83	0.61	0.35	0.72	0.71	0.15
Avail Cap(c_a), veh/h	481	1692	683	583	1806	730	328	2244	633	291	2186	616
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	39.6	28.1	30.6	37.9	25.9	25.5	38.3	20.4	17.9	38.4	22.2	16.9
Incr Delay (d2), s/veh	2.7	0.2	1.9	2.6	0.1	0.3	16.2	0.4	0.4	8.2	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.0	4.3	2.6	2.2	1.4	3.9	8.0	3.5	2.8	9.7	1.3
LnGrp Delay(d),s/veh	42.3	28.3	32.5	40.5	26.0	25.8	54.4	20.8	18.3	46.6	23.2	17.1
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h		503			517			1736			1724	
Approach Delay, s/veh		33.1			32.0			25.8			25.7	
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	12.0	39.4	12.6	23.1	13.0	38.4	9.5	26.1
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	7.6	19.0	7.7	12.4	9.3	22.6	5.1	6.5
Green Ext Time (p_c), s	0.0	13.6	0.5	2.8	0.0	10.9	0.2	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	27.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	116	66	130	260	63	49	441	56	32	360	43
Future Volume (veh/h)	53	116	66	130	260	63	49	441	56	32	360	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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	58	126	72	141	283	68	53	479	61	35	391	47
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	185	742	299	288	857	346	176	1434	404	138	1374	387
Arrive On Green	0.06	0.21	0.21	0.09	0.24	0.24	0.06	0.28	0.28	0.04	0.27	0.27
Sat Flow, veh/h	3170	3539	1428	3170	3539	1429	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	58	126	72	141	283	68	53	479	61	35	391	47
Grp Sat Flow(s),veh/h/ln	1585	1770	1428	1585	1770	1429	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	0.8	1.2	1.8	1.8	2.8	1.6	0.7	3.2	1.4	0.5	2.6	1.1
Cycle Q Clear(g_c), s	0.8	1.2	1.8	1.8	2.8	1.6	0.7	3.2	1.4	0.5	2.6	1.1
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	185	742	299	288	857	346	176	1434	404	138	1374	387
V/C Ratio(X)	0.31	0.17	0.24	0.49	0.33	0.20	0.30	0.33	0.15	0.25	0.28	0.12
Avail Cap(c_a), veh/h	978	3441	1388	1185	3672	1483	667	4564	1284	593	4445	1250
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	19.3	13.9	14.1	18.5	13.4	12.9	19.4	12.2	11.5	19.8	12.3	11.8
Incr Delay (d2), s/veh	1.0	0.1	0.4	1.3	0.2	0.3	1.0	0.1	0.2	1.0	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	0.4	0.6	0.7	0.8	1.4	0.7	0.3	1.5	0.6	0.2	1.2	0.4
LnGrp Delay(d),s/veh	20.3	14.0	14.5	19.8	13.6	13.2	20.4	12.3	11.7	20.7	12.5	11.9
LnGrp LOS	C	B	B	B	B	B	C	B	B	C	B	B
Approach Vol, veh/h		256			492			593			473	
Approach Delay, s/veh		15.5			15.3			13.0			13.0	
Approach LOS		B			B			B			B	

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	5.9	16.1	7.9	13.0	6.4	15.6	6.5	14.4
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	2.5	5.2	3.8	3.8	2.7	4.6	2.8	4.8
Green Ext Time (p_c), s	0.0	4.5	0.3	2.2	0.0	4.5	0.1	2.3

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)	54	119	68	131	272	63	49	444	56	32	362	43
Future Volume (veh/h)	54	119	68	131	272	63	49	444	56	32	362	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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	59	129	74	142	296	68	53	483	61	35	393	47
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	750	302	289	864	349	175	1435	404	138	1375	387
Arrive On Green	0.06	0.21	0.21	0.09	0.24	0.24	0.06	0.28	0.28	0.04	0.27	0.27
Sat Flow, veh/h	3170	3539	1428	3170	3539	1429	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	59	129	74	142	296	68	53	483	61	35	393	47
Grp Sat Flow(s),veh/h/ln	1585	1770	1428	1585	1770	1429	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	0.8	1.3	1.9	1.8	3.0	1.6	0.7	3.2	1.4	0.5	2.6	1.1
Cycle Q Clear(g_c), s	0.8	1.3	1.9	1.8	3.0	1.6	0.7	3.2	1.4	0.5	2.6	1.1
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	186	750	302	289	864	349	175	1435	404	138	1375	387
V/C Ratio(X)	0.32	0.17	0.24	0.49	0.34	0.19	0.30	0.34	0.15	0.25	0.29	0.12
Avail Cap(c_a), veh/h	972	3418	1379	1178	3648	1474	662	4534	1276	589	4416	1242
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	19.4	13.9	14.1	18.6	13.4	12.9	19.5	12.3	11.6	19.9	12.4	11.9
Incr Delay (d2), s/veh	1.0	0.1	0.4	1.3	0.2	0.3	1.0	0.1	0.2	1.0	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	0.4	0.6	0.8	0.8	1.5	0.7	0.3	1.5	0.6	0.2	1.3	0.4
LnGrp Delay(d),s/veh	20.4	14.0	14.5	19.9	13.7	13.2	20.5	12.4	11.8	20.9	12.5	12.0
LnGrp LOS	C	B	B	B	B	B	C	B	B	C	B	B
Approach Vol, veh/h		262			506			597			475	
Approach Delay, s/veh		15.6			15.4			13.1			13.1	
Approach LOS		B			B			B			B	

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	5.9	16.2	7.9	13.1	6.4	15.6	6.5	14.5
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	2.5	5.2	3.8	3.9	2.7	4.6	2.8	5.0
Green Ext Time (p_c), s	0.0	4.5	0.4	2.3	0.0	4.5	0.1	2.3

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)	54	125	68	131	272	63	91	476	56	98	362	43
Future Volume (veh/h)	54	125	68	131	272	63	91	476	56	98	362	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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	59	136	74	142	296	68	99	517	61	107	393	47
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	181	726	293	284	841	340	233	1428	402	240	1440	405
Arrive On Green	0.06	0.21	0.21	0.09	0.24	0.24	0.07	0.28	0.28	0.08	0.28	0.28
Sat Flow, veh/h	3170	3539	1427	3170	3539	1429	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	59	136	74	142	296	68	99	517	61	107	393	47
Grp Sat Flow(s),veh/h/ln	1585	1770	1427	1585	1770	1429	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	0.8	1.5	2.0	2.0	3.2	1.7	1.4	3.7	1.5	1.5	2.8	1.1
Cycle Q Clear(g_c), s	0.8	1.5	2.0	2.0	3.2	1.7	1.4	3.7	1.5	1.5	2.8	1.1
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	181	726	293	284	841	340	233	1428	402	240	1440	405
V/C Ratio(X)	0.33	0.19	0.25	0.50	0.35	0.20	0.43	0.36	0.15	0.45	0.27	0.12
Avail Cap(c_a), veh/h	912	3210	1294	1106	3426	1383	622	4257	1198	553	4146	1167
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	20.8	15.1	15.3	19.9	14.5	14.0	20.3	13.2	12.4	20.3	12.8	12.2
Incr Delay (d2), s/veh	1.0	0.1	0.4	1.4	0.3	0.3	1.2	0.2	0.2	1.3	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	0.7	0.8	0.9	1.6	0.7	0.6	1.7	0.6	0.7	1.3	0.5
LnGrp Delay(d),s/veh	21.8	15.2	15.7	21.3	14.8	14.3	21.6	13.4	12.6	21.6	12.9	12.3
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		269			506			677			547	
Approach Delay, s/veh		16.8			16.5			14.5			14.5	
Approach LOS		B			B			B			B	

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	7.5	16.9	8.1	13.4	7.4	17.0	6.6	14.9
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	3.5	5.7	4.0	4.0	3.4	4.8	2.8	5.2
Green Ext Time (p_c), s	0.1	4.7	0.3	2.4	0.1	4.7	0.1	2.4

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)	54	119	68	131	272	63	49	444	56	32	362	43
Future Volume (veh/h)	54	119	68	131	272	63	49	444	56	32	362	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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	59	129	74	142	296	68	53	483	61	35	393	47
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	750	302	289	864	349	175	1435	404	138	1375	387
Arrive On Green	0.06	0.21	0.21	0.09	0.24	0.24	0.06	0.28	0.28	0.04	0.27	0.27
Sat Flow, veh/h	3170	3539	1428	3170	3539	1429	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	59	129	74	142	296	68	53	483	61	35	393	47
Grp Sat Flow(s),veh/h/ln	1585	1770	1428	1585	1770	1429	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	0.8	1.3	1.9	1.8	3.0	1.6	0.7	3.2	1.4	0.5	2.6	1.1
Cycle Q Clear(g_c), s	0.8	1.3	1.9	1.8	3.0	1.6	0.7	3.2	1.4	0.5	2.6	1.1
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	186	750	302	289	864	349	175	1435	404	138	1375	387
V/C Ratio(X)	0.32	0.17	0.24	0.49	0.34	0.19	0.30	0.34	0.15	0.25	0.29	0.12
Avail Cap(c_a), veh/h	972	3418	1379	1178	3648	1474	662	4534	1276	589	4416	1242
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	19.4	13.9	14.1	18.6	13.4	12.9	19.5	12.3	11.6	19.9	12.4	11.9
Incr Delay (d2), s/veh	1.0	0.1	0.4	1.3	0.2	0.3	1.0	0.1	0.2	1.0	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	0.4	0.6	0.8	0.8	1.5	0.7	0.3	1.5	0.6	0.2	1.3	0.4
LnGrp Delay(d),s/veh	20.4	14.0	14.5	19.9	13.7	13.2	20.5	12.4	11.8	20.9	12.5	12.0
LnGrp LOS	C	B	B	B	B	B	C	B	B	C	B	B
Approach Vol, veh/h		262			506			597			475	
Approach Delay, s/veh		15.6			15.4			13.1			13.1	
Approach LOS		B			B			B			B	

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	5.9	16.2	7.9	13.1	6.4	15.6	6.5	14.5
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	2.5	5.2	3.8	3.9	2.7	4.6	2.8	5.0
Green Ext Time (p_c), s	0.0	4.5	0.4	2.3	0.0	4.5	0.1	2.3

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)	54	125	68	131	272	63	91	476	56	98	362	43
Future Volume (veh/h)	54	125	68	131	272	63	91	476	56	98	362	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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	59	136	74	142	296	68	99	517	61	107	393	47
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	181	726	293	284	841	340	233	1428	402	240	1440	405
Arrive On Green	0.06	0.21	0.21	0.09	0.24	0.24	0.07	0.28	0.28	0.08	0.28	0.28
Sat Flow, veh/h	3170	3539	1427	3170	3539	1429	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	59	136	74	142	296	68	99	517	61	107	393	47
Grp Sat Flow(s),veh/h/ln	1585	1770	1427	1585	1770	1429	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	0.8	1.5	2.0	2.0	3.2	1.7	1.4	3.7	1.5	1.5	2.8	1.1
Cycle Q Clear(g_c), s	0.8	1.5	2.0	2.0	3.2	1.7	1.4	3.7	1.5	1.5	2.8	1.1
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	181	726	293	284	841	340	233	1428	402	240	1440	405
V/C Ratio(X)	0.33	0.19	0.25	0.50	0.35	0.20	0.43	0.36	0.15	0.45	0.27	0.12
Avail Cap(c_a), veh/h	912	3210	1294	1106	3426	1383	622	4257	1198	553	4146	1167
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	20.8	15.1	15.3	19.9	14.5	14.0	20.3	13.2	12.4	20.3	12.8	12.2
Incr Delay (d2), s/veh	1.0	0.1	0.4	1.4	0.3	0.3	1.2	0.2	0.2	1.3	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	0.7	0.8	0.9	1.6	0.7	0.6	1.7	0.6	0.7	1.3	0.5
LnGrp Delay(d),s/veh	21.8	15.2	15.7	21.3	14.8	14.3	21.6	13.4	12.6	21.6	12.9	12.3
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		269			506			677			547	
Approach Delay, s/veh		16.8			16.5			14.5			14.5	
Approach LOS		B			B			B			B	

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	7.5	16.9	8.1	13.4	7.4	17.0	6.6	14.9
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	3.5	5.7	4.0	4.0	3.4	4.8	2.8	5.2
Green Ext Time (p_c), s	0.1	4.7	0.3	2.4	0.1	4.7	0.1	2.4

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)	53	116	66	130	260	63	49	441	56	32	360	43
Future Volume (veh/h)	53	116	66	130	260	63	49	441	56	32	360	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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	58	126	72	141	283	68	53	479	61	35	391	47
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	185	742	299	288	857	346	176	1434	404	138	1374	387
Arrive On Green	0.06	0.21	0.21	0.09	0.24	0.24	0.06	0.28	0.28	0.04	0.27	0.27
Sat Flow, veh/h	3170	3539	1428	3170	3539	1429	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	58	126	72	141	283	68	53	479	61	35	391	47
Grp Sat Flow(s),veh/h/ln	1585	1770	1428	1585	1770	1429	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	0.8	1.2	1.8	1.8	2.8	1.6	0.7	3.2	1.4	0.5	2.6	1.1
Cycle Q Clear(g_c), s	0.8	1.2	1.8	1.8	2.8	1.6	0.7	3.2	1.4	0.5	2.6	1.1
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	185	742	299	288	857	346	176	1434	404	138	1374	387
V/C Ratio(X)	0.31	0.17	0.24	0.49	0.33	0.20	0.30	0.33	0.15	0.25	0.28	0.12
Avail Cap(c_a), veh/h	978	3441	1388	1185	3672	1483	667	4564	1284	593	4445	1250
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	19.3	13.9	14.1	18.5	13.4	12.9	19.4	12.2	11.5	19.8	12.3	11.8
Incr Delay (d2), s/veh	1.0	0.1	0.4	1.3	0.2	0.3	1.0	0.1	0.2	1.0	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	0.4	0.6	0.7	0.8	1.4	0.7	0.3	1.5	0.6	0.2	1.2	0.4
LnGrp Delay(d),s/veh	20.3	14.0	14.5	19.8	13.6	13.2	20.4	12.3	11.7	20.7	12.5	11.9
LnGrp LOS	C	B	B	B	B	B	C	B	B	C	B	B
Approach Vol, veh/h		256			492			593			473	
Approach Delay, s/veh		15.5			15.3			13.0			13.0	
Approach LOS		B			B			B			B	

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	5.9	16.1	7.9	13.0	6.4	15.6	6.5	14.4
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	2.5	5.2	3.8	3.8	2.7	4.6	2.8	4.8
Green Ext Time (p_c), s	0.0	4.5	0.3	2.2	0.0	4.5	0.1	2.3

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)	91	199	113	148	645	71	56	501	64	36	404	48
Future Volume (veh/h)	91	199	113	148	645	71	56	501	64	36	404	48
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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	99	216	123	161	701	77	61	545	70	39	439	52
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	1099	445	295	1197	485	168	1349	380	132	1291	363
Arrive On Green	0.07	0.31	0.31	0.09	0.34	0.34	0.05	0.27	0.27	0.04	0.25	0.25
Sat Flow, veh/h	3170	3539	1432	3170	3539	1433	3170	5085	1430	3170	5085	1430
Grp Volume(v), veh/h	99	216	123	161	701	77	61	545	70	39	439	52
Grp Sat Flow(s),veh/h/ln	1585	1770	1432	1585	1770	1433	1585	1695	1430	1585	1695	1430
Q Serve(g_s), s	1.7	2.5	3.6	2.7	9.0	2.1	1.0	4.9	2.1	0.7	3.9	1.6
Cycle Q Clear(g_c), s	1.7	2.5	3.6	2.7	9.0	2.1	1.0	4.9	2.1	0.7	3.9	1.6
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	208	1099	445	295	1197	485	168	1349	380	132	1291	363
V/C Ratio(X)	0.48	0.20	0.28	0.55	0.59	0.16	0.36	0.40	0.18	0.30	0.34	0.14
Avail Cap(c_a), veh/h	756	2661	1077	917	2841	1150	516	3530	993	458	3438	967
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	24.9	14.0	14.4	24.0	15.1	12.8	25.3	16.7	15.7	25.7	16.8	16.0
Incr Delay (d2), s/veh	1.7	0.1	0.3	1.6	0.5	0.2	1.3	0.2	0.2	1.2	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	0.8	1.2	1.4	1.2	4.5	0.8	0.5	2.3	0.9	0.3	1.8	0.6
LnGrp Delay(d),s/veh	26.6	14.1	14.7	25.5	15.6	13.0	26.6	16.9	15.9	27.0	17.0	16.2
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		438			939			676			530	
Approach Delay, s/veh		17.1			17.1			17.7			17.7	
Approach LOS		B			B			B			B	

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	6.3	18.7	9.2	21.2	6.9	18.0	7.6	22.7
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	2.7	6.9	4.7	5.6	3.0	5.9	3.7	11.0
Green Ext Time (p_c), s	0.0	5.2	0.4	5.2	0.1	5.2	0.2	5.1

Intersection Summary	
HCM 2010 Ctrl Delay	17.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	205	113	148	645	71	98	533	64	102	404	48
Future Volume (veh/h)	91	205	113	148	645	71	98	533	64	102	404	48
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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	99	223	123	161	701	77	107	579	70	111	439	52
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	200	1073	434	290	1173	475	207	1350	380	212	1357	382
Arrive On Green	0.06	0.30	0.30	0.09	0.33	0.33	0.07	0.27	0.27	0.07	0.27	0.27
Sat Flow, veh/h	3170	3539	1432	3170	3539	1432	3170	5085	1430	3170	5085	1430
Grp Volume(v), veh/h	99	223	123	161	701	77	107	579	70	111	439	52
Grp Sat Flow(s),veh/h/ln	1585	1770	1432	1585	1770	1432	1585	1695	1430	1585	1695	1430
Q Serve(g_s), s	1.8	2.7	3.8	2.8	9.7	2.2	1.9	5.5	2.2	2.0	4.1	1.6
Cycle Q Clear(g_c), s	1.8	2.7	3.8	2.8	9.7	2.2	1.9	5.5	2.2	2.0	4.1	1.6
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	200	1073	434	290	1173	475	207	1350	380	212	1357	382
V/C Ratio(X)	0.49	0.21	0.28	0.56	0.60	0.16	0.52	0.43	0.18	0.52	0.32	0.14
Avail Cap(c_a), veh/h	715	2514	1017	866	2683	1086	487	3335	938	433	3248	914
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	26.5	15.2	15.6	25.5	16.3	13.8	26.5	17.8	16.6	26.4	17.2	16.3
Incr Delay (d2), s/veh	1.9	0.1	0.4	1.7	0.5	0.2	2.0	0.2	0.2	2.0	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	0.8	1.3	1.5	1.3	4.8	0.9	0.9	2.6	0.9	0.9	1.9	0.7
LnGrp Delay(d),s/veh	28.4	15.3	15.9	27.1	16.8	14.0	28.5	18.0	16.8	28.4	17.4	16.5
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		445			939			756			602	
Approach Delay, s/veh		18.4			18.3			19.4			19.3	
Approach LOS		B			B			B			B	

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	7.9	19.5	9.4	21.7	7.8	19.6	7.7	23.4
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	4.0	7.5	4.8	5.8	3.9	6.1	3.8	11.7
Green Ext Time (p_c), s	0.1	5.4	0.4	5.2	0.1	5.4	0.2	5.2

Intersection Summary	
HCM 2010 Ctrl Delay	18.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	199	113	148	645	71	56	501	64	36	404	48
Future Volume (veh/h)	91	199	113	148	645	71	56	501	64	36	404	48
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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	99	216	123	161	701	77	61	545	70	39	439	52
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	1099	445	295	1197	485	168	1349	380	132	1291	363
Arrive On Green	0.07	0.31	0.31	0.09	0.34	0.34	0.05	0.27	0.27	0.04	0.25	0.25
Sat Flow, veh/h	3170	3539	1432	3170	3539	1433	3170	5085	1430	3170	5085	1430
Grp Volume(v), veh/h	99	216	123	161	701	77	61	545	70	39	439	52
Grp Sat Flow(s),veh/h/ln	1585	1770	1432	1585	1770	1433	1585	1695	1430	1585	1695	1430
Q Serve(g_s), s	1.7	2.5	3.6	2.7	9.0	2.1	1.0	4.9	2.1	0.7	3.9	1.6
Cycle Q Clear(g_c), s	1.7	2.5	3.6	2.7	9.0	2.1	1.0	4.9	2.1	0.7	3.9	1.6
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	208	1099	445	295	1197	485	168	1349	380	132	1291	363
V/C Ratio(X)	0.48	0.20	0.28	0.55	0.59	0.16	0.36	0.40	0.18	0.30	0.34	0.14
Avail Cap(c_a), veh/h	756	2661	1077	917	2841	1150	516	3530	993	458	3438	967
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	24.9	14.0	14.4	24.0	15.1	12.8	25.3	16.7	15.7	25.7	16.8	16.0
Incr Delay (d2), s/veh	1.7	0.1	0.3	1.6	0.5	0.2	1.3	0.2	0.2	1.2	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	0.8	1.2	1.4	1.2	4.5	0.8	0.5	2.3	0.9	0.3	1.8	0.6
LnGrp Delay(d),s/veh	26.6	14.1	14.7	25.5	15.6	13.0	26.6	16.9	15.9	27.0	17.0	16.2
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		438			939			676			530	
Approach Delay, s/veh		17.1			17.1			17.7			17.7	
Approach LOS		B			B			B			B	

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	6.3	18.7	9.2	21.2	6.9	18.0	7.6	22.7
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	2.7	6.9	4.7	5.6	3.0	5.9	3.7	11.0
Green Ext Time (p_c), s	0.0	5.2	0.4	5.2	0.1	5.2	0.2	5.1

Intersection Summary	
HCM 2010 Ctrl Delay	17.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	205	113	148	645	71	98	533	64	102	404	48
Future Volume (veh/h)	91	205	113	148	645	71	98	533	64	102	404	48
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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	99	223	123	161	701	77	107	579	70	111	439	52
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	200	1073	434	290	1173	475	207	1350	380	212	1357	382
Arrive On Green	0.06	0.30	0.30	0.09	0.33	0.33	0.07	0.27	0.27	0.07	0.27	0.27
Sat Flow, veh/h	3170	3539	1432	3170	3539	1432	3170	5085	1430	3170	5085	1430
Grp Volume(v), veh/h	99	223	123	161	701	77	107	579	70	111	439	52
Grp Sat Flow(s),veh/h/ln	1585	1770	1432	1585	1770	1432	1585	1695	1430	1585	1695	1430
Q Serve(g_s), s	1.8	2.7	3.8	2.8	9.7	2.2	1.9	5.5	2.2	2.0	4.1	1.6
Cycle Q Clear(g_c), s	1.8	2.7	3.8	2.8	9.7	2.2	1.9	5.5	2.2	2.0	4.1	1.6
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	200	1073	434	290	1173	475	207	1350	380	212	1357	382
V/C Ratio(X)	0.49	0.21	0.28	0.56	0.60	0.16	0.52	0.43	0.18	0.52	0.32	0.14
Avail Cap(c_a), veh/h	715	2514	1017	866	2683	1086	487	3335	938	433	3248	914
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	26.5	15.2	15.6	25.5	16.3	13.8	26.5	17.8	16.6	26.4	17.2	16.3
Incr Delay (d2), s/veh	1.9	0.1	0.4	1.7	0.5	0.2	2.0	0.2	0.2	2.0	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	0.8	1.3	1.5	1.3	4.8	0.9	0.9	2.6	0.9	0.9	1.9	0.7
LnGrp Delay(d),s/veh	28.4	15.3	15.9	27.1	16.8	14.0	28.5	18.0	16.8	28.4	17.4	16.5
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		445			939			756			602	
Approach Delay, s/veh		18.4			18.3			19.4			19.3	
Approach LOS		B			B			B			B	

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	7.9	19.5	9.4	21.7	7.8	19.6	7.7	23.4
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	4.0	7.5	4.8	5.8	3.9	6.1	3.8	11.7
Green Ext Time (p_c), s	0.1	5.4	0.4	5.2	0.1	5.4	0.2	5.2

Intersection Summary	
HCM 2010 Ctrl Delay	18.9
HCM 2010 LOS	B

Intersection 3
Driveway 1 & Whitendale Ave

Lanes and Geometrics
3: Driveway 1 & Whitendale Ave

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1750	1750	1900	1750	1750
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	55			55	55	
Link Distance (ft)	363			2230	125	
Travel Time (s)	4.5			27.6	1.5	

Intersection Summary	
Area Type:	Other

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	569	17	5	518	5	10
Future Vol, veh/h	569	17	5	518	5	10
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	618	18	5	563	5	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	618	0	910	309
Stage 1	-	-	-	-	618	-
Stage 2	-	-	-	-	292	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	958	-	274	687
Stage 1	-	-	-	-	500	-
Stage 2	-	-	-	-	732	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	958	-	272	687
Mov Cap-2 Maneuver	-	-	-	-	272	-
Stage 1	-	-	-	-	500	-
Stage 2	-	-	-	-	726	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	455	-	-	958	-
HCM Lane V/C Ratio	0.036	-	-	0.006	-
HCM Control Delay (s)	13.2	-	-	8.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	595	18	5	542	5	10
Future Vol, veh/h	595	18	5	542	5	10
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	647	20	5	589	5	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	647	0	952	323
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	305	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	934	-	257	673
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	721	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	934	-	255	673
Mov Cap-2 Maneuver	-	-	-	-	255	-
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	715	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	435	-	-	934	-
HCM Lane V/C Ratio	0.037	-	-	0.006	-
HCM Control Delay (s)	13.6	-	-	8.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	595	98	47	542	5	58
Future Vol, veh/h	595	98	47	542	5	58
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	647	107	51	589	5	63

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	647	0	1044	323
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	397	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	934	-	225	673
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	648	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	934	-	207	673
Mov Cap-2 Maneuver	-	-	-	-	207	-
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	596	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	571	-	-	934	-
HCM Lane V/C Ratio	0.12	-	-	0.055	-
HCM Control Delay (s)	12.2	-	-	9.1	0.3
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	595	18	5	542	5	10
Future Vol, veh/h	595	18	5	542	5	10
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	647	20	5	589	5	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	647	0	952	323
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	305	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	934	-	257	673
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	721	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	934	-	255	673
Mov Cap-2 Maneuver	-	-	-	-	255	-
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	715	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	435	-	-	934	-
HCM Lane V/C Ratio	0.037	-	-	0.006	-
HCM Control Delay (s)	13.6	-	-	8.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	595	98	47	542	5	58
Future Vol, veh/h	595	98	47	542	5	58
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	647	107	51	589	5	63

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	647	0	1044	323
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	397	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	934	-	225	673
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	648	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	934	-	207	673
Mov Cap-2 Maneuver	-	-	-	-	207	-
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	596	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	571	-	-	934	-
HCM Lane V/C Ratio	0.12	-	-	0.055	-
HCM Control Delay (s)	12.2	-	-	9.1	0.3
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	379	6	2	419	11	4
Future Vol, veh/h	379	6	2	419	11	4
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	412	7	2	455	12	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	412	0	644	206
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	232	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1143	-	405	800
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	785	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1143	-	404	800
Mov Cap-2 Maneuver	-	-	-	-	404	-
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	783	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	465	-	-	1143	-
HCM Lane V/C Ratio	0.035	-	-	0.002	-
HCM Control Delay (s)	13	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	397	6	2	438	11	4
Future Vol, veh/h	397	6	2	438	11	4
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	432	7	2	476	12	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	432	0	674	216
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	242	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1124	-	388	789
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	776	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1124	-	387	789
Mov Cap-2 Maneuver	-	-	-	-	387	-
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	774	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	448	-	-	1124	-
HCM Lane V/C Ratio	0.036	-	-	0.002	-
HCM Control Delay (s)	13.3	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	397	86	44	438	11	52
Future Vol, veh/h	397	86	44	438	11	52
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	432	93	48	476	12	57

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	432	0	766	216
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	334	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1124	-	339	789
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	697	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1124	-	319	789
Mov Cap-2 Maneuver	-	-	-	-	319	-
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	657	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	628	-	-	1124	-
HCM Lane V/C Ratio	0.109	-	-	0.043	-
HCM Control Delay (s)	11.4	-	-	8.3	0.2
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	397	6	2	438	11	4
Future Vol, veh/h	397	6	2	438	11	4
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	432	7	2	476	12	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	432	0	674	216
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	242	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1124	-	388	789
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	776	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1124	-	387	789
Mov Cap-2 Maneuver	-	-	-	-	387	-
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	774	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	448	-	-	1124	-
HCM Lane V/C Ratio	0.036	-	-	0.002	-
HCM Control Delay (s)	13.3	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	397	86	44	438	11	52
Future Vol, veh/h	397	86	44	438	11	52
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	432	93	48	476	12	57

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	432	0	766	216
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	334	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1124	-	339	789
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	697	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1124	-	319	789
Mov Cap-2 Maneuver	-	-	-	-	319	-
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	657	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	628	-	-	1124	-
HCM Lane V/C Ratio	0.109	-	-	0.043	-
HCM Control Delay (s)	11.4	-	-	8.3	0.2
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	188	0	0	466	0	0
Future Vol, veh/h	188	0	0	466	0	0
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	204	0	0	507	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	204	0	457	102
Stage 1	-	-	-	-	204	-
Stage 2	-	-	-	-	253	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1365	-	532	933
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	766	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1365	-	532	933
Mov Cap-2 Maneuver	-	-	-	-	532	-
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	766	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1365	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	197	0	0	488	0	0
Future Vol, veh/h	197	0	0	488	0	0
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	214	0	0	530	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	214	0	479	107
Stage 1	-	-	-	-	214	-
Stage 2	-	-	-	-	265	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1353	-	516	926
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	755	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1353	-	516	926
Mov Cap-2 Maneuver	-	-	-	-	516	-
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	755	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1353	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	197	98	51	488	0	58
Future Vol, veh/h	197	98	51	488	0	58
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	214	107	55	530	0	63

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	214	0	590	107
Stage 1	-	-	-	-	214	-
Stage 2	-	-	-	-	376	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1353	-	439	926
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	664	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1353	-	414	926
Mov Cap-2 Maneuver	-	-	-	-	414	-
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	625	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	926	-	-	1353	-
HCM Lane V/C Ratio	0.068	-	-	0.041	-
HCM Control Delay (s)	9.2	-	-	7.8	0.2
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	197	0	0	488	0	0
Future Vol, veh/h	197	0	0	488	0	0
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	214	0	0	530	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	214	0	479	107
Stage 1	-	-	-	-	214	-
Stage 2	-	-	-	-	265	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1353	-	516	926
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	755	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1353	-	516	926
Mov Cap-2 Maneuver	-	-	-	-	516	-
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	755	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1353	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	197	98	51	488	0	58
Future Vol, veh/h	197	98	51	488	0	58
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	214	107	55	530	0	63

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	214	0	590	107
Stage 1	-	-	-	-	214	-
Stage 2	-	-	-	-	376	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1353	-	439	926
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	664	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1353	-	414	926
Mov Cap-2 Maneuver	-	-	-	-	414	-
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	625	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	926	-	-	1353	-
HCM Lane V/C Ratio	0.068	-	-	0.041	-
HCM Control Delay (s)	9.2	-	-	7.8	0.2
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	188	0	0	466	0	0
Future Vol, veh/h	188	0	0	466	0	0
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	204	0	0	507	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	204	0	457	102
Stage 1	-	-	-	-	204	-
Stage 2	-	-	-	-	253	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1365	-	532	933
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	766	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1365	-	532	933
Mov Cap-2 Maneuver	-	-	-	-	532	-
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	766	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1365	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	467	0	0	1157	0	0
Future Vol, veh/h	467	0	0	1157	0	0
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	508	0	0	1258	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	508	0	1137	254
Stage 1	-	-	-	-	508	-
Stage 2	-	-	-	-	629	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1053	-	195	745
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	494	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1053	-	195	745
Mov Cap-2 Maneuver	-	-	-	-	195	-
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	494	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1053	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	467	98	51	1157	0	58
Future Vol, veh/h	467	98	51	1157	0	58
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	508	107	55	1258	0	63

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	508	0	1248	254
Stage 1	-	-	-	-	508	-
Stage 2	-	-	-	-	740	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1053	-	165	745
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	433	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1053	-	136	745
Mov Cap-2 Maneuver	-	-	-	-	136	-
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	358	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	745	-	-	1053	-
HCM Lane V/C Ratio	0.085	-	-	0.053	-
HCM Control Delay (s)	10.3	-	-	8.6	0.7
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	467	0	0	1157	0	0
Future Vol, veh/h	467	0	0	1157	0	0
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	508	0	0	1258	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	508	0	1137	254
Stage 1	-	-	-	-	508	-
Stage 2	-	-	-	-	629	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1053	-	195	745
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	494	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1053	-	195	745
Mov Cap-2 Maneuver	-	-	-	-	195	-
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	494	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1053	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	467	98	51	1157	0	58
Future Vol, veh/h	467	98	51	1157	0	58
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	508	107	55	1258	0	63

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	508	0	1248	254
Stage 1	-	-	-	-	508	-
Stage 2	-	-	-	-	740	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1053	-	165	745
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	433	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1053	-	136	745
Mov Cap-2 Maneuver	-	-	-	-	136	-
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	358	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	745	-	-	1053	-
HCM Lane V/C Ratio	0.085	-	-	0.053	-
HCM Control Delay (s)	10.3	-	-	8.6	0.7
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

Intersection 4
Giddings St & Whitendale Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	267	22	2	236	95	11	12	4	133	17	197
Future Volume (veh/h)	185	267	22	2	236	95	11	12	4	133	17	197
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		0.98	1.00		0.97	0.98		0.92	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	201	290	24	2	257	103	12	13	4	145	18	214
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	614	1271	971	16	589	437	69	53	13	186	387	845
Arrive On Green	0.38	0.68	0.68	0.01	0.32	0.31	0.06	0.06	0.05	0.11	0.21	0.21
Sat Flow, veh/h	1634	1863	1422	1634	1863	1414	432	879	210	1634	1863	1427
Grp Volume(v), veh/h	201	290	24	2	257	103	29	0	0	145	18	214
Grp Sat Flow(s),veh/h/ln	1634	1863	1422	1634	1863	1414	1521	0	0	1634	1863	1427
Q Serve(g_s), s	10.5	7.0	0.7	0.1	13.1	6.5	0.0	0.0	0.0	10.4	0.9	0.0
Cycle Q Clear(g_c), s	10.5	7.0	0.7	0.1	13.1	6.5	1.9	0.0	0.0	10.4	0.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.41		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	614	1271	971	16	589	437	135	0	0	186	387	845
V/C Ratio(X)	0.33	0.23	0.02	0.13	0.44	0.24	0.22	0.00	0.00	0.78	0.05	0.25
Avail Cap(c_a), veh/h	614	1271	971	67	589	437	287	0	0	231	638	1037
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	1.00	1.00
Uniform Delay (d), s/veh	26.7	7.2	6.2	58.9	32.5	30.9	53.9	0.0	0.0	51.7	38.0	12.2
Incr Delay (d2), s/veh	0.3	0.4	0.0	3.6	0.5	0.3	0.8	0.0	0.0	12.5	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	3.8	0.3	0.1	6.9	2.6	0.9	0.0	0.0	5.3	0.5	3.5
LnGrp Delay(d),s/veh	27.0	7.6	6.2	62.5	33.0	31.2	54.7	0.0	0.0	64.2	38.1	12.3
LnGrp LOS	C	A	A	E	C	C	D			E	D	B
Approach Vol, veh/h		515			362			29			377	
Approach Delay, s/veh		15.1			32.7			54.7			33.5	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	17.7	11.3	5.2	85.9		29.0	49.1	42.0
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	12.4	3.9	2.1	9.0		2.9	12.5	15.1
Green Ext Time (p_c), s	0.5	0.0	0.0	1.9		1.5	1.7	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	26.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	279	23	2	245	99	11	12	4	137	18	203
Future Volume (veh/h)	194	279	23	2	245	99	11	12	4	137	18	203
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		0.98	1.00		0.97	0.98		0.92	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	211	303	25	2	266	108	12	13	4	149	20	221
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	608	1267	967	16	592	439	69	53	13	190	392	843
Arrive On Green	0.37	0.68	0.68	0.01	0.32	0.31	0.06	0.06	0.05	0.12	0.21	0.21
Sat Flow, veh/h	1634	1863	1422	1634	1863	1414	430	877	209	1634	1863	1428
Grp Volume(v), veh/h	211	303	25	2	266	108	29	0	0	149	20	221
Grp Sat Flow(s),veh/h/ln	1634	1863	1422	1634	1863	1414	1516	0	0	1634	1863	1428
Q Serve(g_s), s	11.2	7.5	0.7	0.1	13.6	6.8	0.0	0.0	0.0	10.6	1.0	0.0
Cycle Q Clear(g_c), s	11.2	7.5	0.7	0.1	13.6	6.8	1.9	0.0	0.0	10.6	1.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.41		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	608	1267	967	16	592	439	134	0	0	190	392	843
V/C Ratio(X)	0.35	0.24	0.03	0.13	0.45	0.25	0.22	0.00	0.00	0.78	0.05	0.26
Avail Cap(c_a), veh/h	608	1267	967	67	592	439	286	0	0	231	638	1031
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	1.00	1.00
Uniform Delay (d), s/veh	27.2	7.3	6.3	58.9	32.6	30.9	53.9	0.0	0.0	51.5	37.8	12.3
Incr Delay (d2), s/veh	0.3	0.4	0.0	3.6	0.5	0.3	0.8	0.0	0.0	13.3	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	5.1	3.9	0.3	0.1	7.1	2.7	0.9	0.0	0.0	5.5	0.5	3.6
LnGrp Delay(d),s/veh	27.5	7.8	6.3	62.5	33.1	31.2	54.7	0.0	0.0	64.8	37.9	12.5
LnGrp LOS	C	A	A	E	C	C	D			E	D	B
Approach Vol, veh/h		539			376			29			390	
Approach Delay, s/veh		15.4			32.7			54.7			33.8	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	18.0	11.3	5.2	85.6		29.2	48.6	42.1
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	12.6	3.9	2.1	9.5		3.0	13.2	15.6
Green Ext Time (p_c), s	0.5	0.0	0.0	2.0		1.5	1.8	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	26.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	298	26	2	261	99	14	12	4	137	18	205
Future Volume (veh/h)	196	298	26	2	261	99	14	12	4	137	18	205
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		0.98	1.00		0.97	0.98		0.92	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	213	324	28	2	284	108	15	13	4	149	20	223
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	596	1264	965	16	603	447	75	49	11	190	394	834
Arrive On Green	0.36	0.68	0.68	0.01	0.32	0.32	0.06	0.06	0.05	0.12	0.21	0.21
Sat Flow, veh/h	1634	1863	1422	1634	1863	1414	495	799	185	1634	1863	1428
Grp Volume(v), veh/h	213	324	28	2	284	108	32	0	0	149	20	223
Grp Sat Flow(s),veh/h/ln	1634	1863	1422	1634	1863	1414	1479	0	0	1634	1863	1428
Q Serve(g_s), s	11.4	8.1	0.8	0.1	14.6	6.8	0.4	0.0	0.0	10.6	1.0	0.0
Cycle Q Clear(g_c), s	11.4	8.1	0.8	0.1	14.6	6.8	2.1	0.0	0.0	10.6	1.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.47		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	596	1264	965	16	603	447	136	0	0	190	394	834
V/C Ratio(X)	0.36	0.26	0.03	0.13	0.47	0.24	0.24	0.00	0.00	0.78	0.05	0.27
Avail Cap(c_a), veh/h	596	1264	965	67	603	447	281	0	0	231	638	1021
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	1.00	1.00
Uniform Delay (d), s/veh	27.8	7.5	6.3	58.9	32.4	30.4	53.8	0.0	0.0	51.5	37.7	12.7
Incr Delay (d2), s/veh	0.4	0.5	0.1	3.6	0.6	0.3	0.9	0.0	0.0	13.3	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	5.2	4.3	0.3	0.1	7.6	2.7	1.0	0.0	0.0	5.5	0.5	3.7
LnGrp Delay(d),s/veh	28.2	8.0	6.4	62.5	33.0	30.7	54.7	0.0	0.0	64.8	37.7	12.9
LnGrp LOS	C	A	A	E	C	C	D			E	D	B
Approach Vol, veh/h		565			394			32			392	
Approach Delay, s/veh		15.5			32.5			54.7			33.9	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	18.0	11.4	5.2	85.4		29.4	47.8	42.8
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	12.6	4.1	2.1	10.1		3.0	13.4	16.6
Green Ext Time (p_c), s	0.5	0.0	0.0	2.1		1.5	1.9	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	26.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	279	23	2	245	99	11	12	4	137	18	203
Future Volume (veh/h)	194	279	23	2	245	99	11	12	4	137	18	203
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		0.98	1.00		0.97	0.98		0.92	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	211	303	25	2	266	108	12	13	4	149	20	221
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	608	1267	967	16	592	439	69	53	13	190	392	843
Arrive On Green	0.37	0.68	0.68	0.01	0.32	0.31	0.06	0.06	0.05	0.12	0.21	0.21
Sat Flow, veh/h	1634	1863	1422	1634	1863	1414	430	877	209	1634	1863	1428
Grp Volume(v), veh/h	211	303	25	2	266	108	29	0	0	149	20	221
Grp Sat Flow(s),veh/h/ln	1634	1863	1422	1634	1863	1414	1516	0	0	1634	1863	1428
Q Serve(g_s), s	11.2	7.5	0.7	0.1	13.6	6.8	0.0	0.0	0.0	10.6	1.0	0.0
Cycle Q Clear(g_c), s	11.2	7.5	0.7	0.1	13.6	6.8	1.9	0.0	0.0	10.6	1.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.41		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	608	1267	967	16	592	439	134	0	0	190	392	843
V/C Ratio(X)	0.35	0.24	0.03	0.13	0.45	0.25	0.22	0.00	0.00	0.78	0.05	0.26
Avail Cap(c_a), veh/h	608	1267	967	67	592	439	286	0	0	231	638	1031
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	1.00	1.00
Uniform Delay (d), s/veh	27.2	7.3	6.3	58.9	32.6	30.9	53.9	0.0	0.0	51.5	37.8	12.3
Incr Delay (d2), s/veh	0.3	0.4	0.0	3.6	0.5	0.3	0.8	0.0	0.0	13.3	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	5.1	3.9	0.3	0.1	7.1	2.7	0.9	0.0	0.0	5.5	0.5	3.6
LnGrp Delay(d),s/veh	27.5	7.8	6.3	62.5	33.1	31.2	54.7	0.0	0.0	64.8	37.9	12.5
LnGrp LOS	C	A	A	E	C	C	D			E	D	B
Approach Vol, veh/h		539			376			29			390	
Approach Delay, s/veh		15.4			32.7			54.7			33.8	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	18.0	11.3	5.2	85.6		29.2	48.6	42.1
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	12.6	3.9	2.1	9.5		3.0	13.2	15.6
Green Ext Time (p_c), s	0.5	0.0	0.0	2.0		1.5	1.8	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	26.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	298	26	2	261	99	14	12	4	137	18	205
Future Volume (veh/h)	196	298	26	2	261	99	14	12	4	137	18	205
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		0.98	1.00		0.97	0.98		0.92	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	213	324	28	2	284	108	15	13	4	149	20	223
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	596	1264	965	16	603	447	75	49	11	190	394	834
Arrive On Green	0.36	0.68	0.68	0.01	0.32	0.32	0.06	0.06	0.05	0.12	0.21	0.21
Sat Flow, veh/h	1634	1863	1422	1634	1863	1414	495	799	185	1634	1863	1428
Grp Volume(v), veh/h	213	324	28	2	284	108	32	0	0	149	20	223
Grp Sat Flow(s),veh/h/ln	1634	1863	1422	1634	1863	1414	1479	0	0	1634	1863	1428
Q Serve(g_s), s	11.4	8.1	0.8	0.1	14.6	6.8	0.4	0.0	0.0	10.6	1.0	0.0
Cycle Q Clear(g_c), s	11.4	8.1	0.8	0.1	14.6	6.8	2.1	0.0	0.0	10.6	1.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.47		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	596	1264	965	16	603	447	136	0	0	190	394	834
V/C Ratio(X)	0.36	0.26	0.03	0.13	0.47	0.24	0.24	0.00	0.00	0.78	0.05	0.27
Avail Cap(c_a), veh/h	596	1264	965	67	603	447	281	0	0	231	638	1021
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	1.00	1.00
Uniform Delay (d), s/veh	27.8	7.5	6.3	58.9	32.4	30.4	53.8	0.0	0.0	51.5	37.7	12.7
Incr Delay (d2), s/veh	0.4	0.5	0.1	3.6	0.6	0.3	0.9	0.0	0.0	13.3	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	5.2	4.3	0.3	0.1	7.6	2.7	1.0	0.0	0.0	5.5	0.5	3.7
LnGrp Delay(d),s/veh	28.2	8.0	6.4	62.5	33.0	30.7	54.7	0.0	0.0	64.8	37.7	12.9
LnGrp LOS	C	A	A	E	C	C	D			E	D	B
Approach Vol, veh/h		565			394			32			392	
Approach Delay, s/veh		15.5			32.5			54.7			33.9	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	18.0	11.4	5.2	85.4		29.4	47.8	42.8
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	12.6	4.1	2.1	10.1		3.0	13.4	16.6
Green Ext Time (p_c), s	0.5	0.0	0.0	2.1		1.5	1.9	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	26.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	239	19	4	208	83	20	14	4	86	14	158
Future Volume (veh/h)	110	239	19	4	208	83	20	14	4	86	14	158
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		0.98	1.00		0.97	0.98		0.93	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	120	260	21	4	226	90	22	15	4	93	15	172
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	641	1316	1005	19	607	450	87	49	10	133	339	832
Arrive On Green	0.39	0.71	0.71	0.01	0.33	0.32	0.07	0.07	0.06	0.08	0.18	0.18
Sat Flow, veh/h	1634	1863	1423	1634	1863	1415	602	724	143	1634	1863	1426
Grp Volume(v), veh/h	120	260	21	4	226	90	41	0	0	93	15	172
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1415	1469	0	0	1634	1863	1426
Q Serve(g_s), s	5.8	5.7	0.5	0.3	11.2	5.6	1.4	0.0	0.0	6.7	0.8	0.0
Cycle Q Clear(g_c), s	5.8	5.7	0.5	0.3	11.2	5.6	2.9	0.0	0.0	6.7	0.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.54		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	641	1316	1005	19	607	450	145	0	0	133	339	832
V/C Ratio(X)	0.19	0.20	0.02	0.21	0.37	0.20	0.28	0.00	0.00	0.70	0.04	0.21
Avail Cap(c_a), veh/h	641	1316	1005	67	607	450	284	0	0	231	638	1060
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	1.00	1.00
Uniform Delay (d), s/veh	23.9	6.0	5.3	58.8	31.1	29.8	53.5	0.0	0.0	53.7	40.5	12.3
Incr Delay (d2), s/veh	0.1	0.3	0.0	5.3	0.4	0.2	1.0	0.0	0.0	6.6	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	2.6	3.0	0.2	0.2	5.8	2.2	1.3	0.0	0.0	3.2	0.4	2.8
LnGrp Delay(d),s/veh	24.0	6.4	5.3	64.1	31.4	30.0	54.5	0.0	0.0	60.3	40.5	12.4
LnGrp LOS	C	A	A	E	C	C	D			E	D	B
Approach Vol, veh/h		401			320			41			280	
Approach Delay, s/veh		11.6			31.4			54.5			29.8	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	13.7	12.1	5.4	88.8		25.8	51.1	43.1
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	8.7	4.9	2.3	7.7		2.8	7.8	13.2
Green Ext Time (p_c), s	0.6	0.1	0.0	1.4		1.1	1.4	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	24.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	250	20	4	216	86	21	14	4	89	14	163
Future Volume (veh/h)	115	250	20	4	216	86	21	14	4	89	14	163
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		0.98	1.00		0.97	0.98		0.93	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	125	272	22	4	235	93	23	15	4	97	15	177
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	635	1309	1000	19	607	450	88	48	9	137	346	831
Arrive On Green	0.39	0.70	0.70	0.01	0.33	0.32	0.07	0.07	0.06	0.08	0.19	0.19
Sat Flow, veh/h	1634	1863	1423	1634	1863	1415	614	706	139	1634	1863	1426
Grp Volume(v), veh/h	125	272	22	4	235	93	42	0	0	97	15	177
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1415	1459	0	0	1634	1863	1426
Q Serve(g_s), s	6.1	6.1	0.6	0.3	11.7	5.8	1.5	0.0	0.0	6.9	0.8	0.0
Cycle Q Clear(g_c), s	6.1	6.1	0.6	0.3	11.7	5.8	3.0	0.0	0.0	6.9	0.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.55		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	635	1309	1000	19	607	450	146	0	0	137	346	831
V/C Ratio(X)	0.20	0.21	0.02	0.21	0.39	0.21	0.29	0.00	0.00	0.71	0.04	0.21
Avail Cap(c_a), veh/h	635	1309	1000	67	607	450	283	0	0	231	638	1055
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	1.00	1.00
Uniform Delay (d), s/veh	24.3	6.2	5.4	58.8	31.2	29.8	53.4	0.0	0.0	53.5	40.1	12.4
Incr Delay (d2), s/veh	0.2	0.4	0.0	5.3	0.4	0.2	1.1	0.0	0.0	6.5	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	2.8	3.2	0.2	0.2	6.1	2.3	1.4	0.0	0.0	3.4	0.4	2.8
LnGrp Delay(d),s/veh	24.4	6.6	5.4	64.1	31.6	30.1	54.5	0.0	0.0	60.1	40.2	12.5
LnGrp LOS	C	A	A	E	C	C	D			E	D	B
Approach Vol, veh/h		419			332			42			289	
Approach Delay, s/veh		11.8			31.6			54.5			29.9	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	14.1	12.2	5.4	88.3		26.3	50.6	43.1
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	8.9	5.0	2.3	8.1		2.8	8.1	13.7
Green Ext Time (p_c), s	0.6	0.1	0.0	1.5		1.1	1.4	1.0

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)	117	269	23	4	232	86	24	14	4	89	14	165
Future Volume (veh/h)	117	269	23	4	232	86	24	14	4	89	14	165
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		0.98	1.00		0.97	0.98		0.93	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	127	292	25	4	252	93	26	15	4	97	15	179
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	624	1305	997	19	615	457	93	46	9	137	350	825
Arrive On Green	0.38	0.70	0.70	0.01	0.33	0.32	0.07	0.07	0.06	0.08	0.19	0.19
Sat Flow, veh/h	1634	1863	1423	1634	1863	1415	654	656	128	1634	1863	1426
Grp Volume(v), veh/h	127	292	25	4	252	93	45	0	0	97	15	179
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1415	1438	0	0	1634	1863	1426
Q Serve(g_s), s	6.2	6.7	0.6	0.3	12.6	5.7	1.9	0.0	0.0	6.9	0.8	0.0
Cycle Q Clear(g_c), s	6.2	6.7	0.6	0.3	12.6	5.7	3.3	0.0	0.0	6.9	0.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.58		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	624	1305	997	19	615	457	149	0	0	137	350	825
V/C Ratio(X)	0.20	0.22	0.03	0.21	0.41	0.20	0.30	0.00	0.00	0.71	0.04	0.22
Avail Cap(c_a), veh/h	624	1305	997	67	615	457	281	0	0	231	638	1045
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	1.00	1.00
Uniform Delay (d), s/veh	24.8	6.4	5.5	58.8	31.1	29.5	53.3	0.0	0.0	53.5	39.9	12.7
Incr Delay (d2), s/veh	0.2	0.4	0.0	5.3	0.4	0.2	1.1	0.0	0.0	6.5	0.0	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	2.8	3.6	0.3	0.2	6.5	2.3	1.5	0.0	0.0	3.4	0.4	2.9
LnGrp Delay(d),s/veh	25.0	6.8	5.5	64.1	31.6	29.7	54.4	0.0	0.0	60.0	40.0	12.8
LnGrp LOS	C	A	A	E	C	C	D			E	D	B
Approach Vol, veh/h		444			349			45			291	
Approach Delay, s/veh		11.9			31.4			54.4			29.9	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	14.1	12.5	5.4	88.1		26.5	49.8	43.6
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	8.9	5.3	2.3	8.7		2.8	8.2	14.6
Green Ext Time (p_c), s	0.6	0.1	0.0	1.6		1.1	1.5	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	24.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	250	20	4	216	86	21	14	4	89	14	163
Future Volume (veh/h)	115	250	20	4	216	86	21	14	4	89	14	163
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		0.98	1.00		0.97	0.98		0.93	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	125	272	22	4	235	93	23	15	4	97	15	177
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	635	1309	1000	19	607	450	88	48	9	137	346	831
Arrive On Green	0.39	0.70	0.70	0.01	0.33	0.32	0.07	0.07	0.06	0.08	0.19	0.19
Sat Flow, veh/h	1634	1863	1423	1634	1863	1415	614	706	139	1634	1863	1426
Grp Volume(v), veh/h	125	272	22	4	235	93	42	0	0	97	15	177
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1415	1459	0	0	1634	1863	1426
Q Serve(g_s), s	6.1	6.1	0.6	0.3	11.7	5.8	1.5	0.0	0.0	6.9	0.8	0.0
Cycle Q Clear(g_c), s	6.1	6.1	0.6	0.3	11.7	5.8	3.0	0.0	0.0	6.9	0.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.55		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	635	1309	1000	19	607	450	146	0	0	137	346	831
V/C Ratio(X)	0.20	0.21	0.02	0.21	0.39	0.21	0.29	0.00	0.00	0.71	0.04	0.21
Avail Cap(c_a), veh/h	635	1309	1000	67	607	450	283	0	0	231	638	1055
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	1.00	1.00
Uniform Delay (d), s/veh	24.3	6.2	5.4	58.8	31.2	29.8	53.4	0.0	0.0	53.5	40.1	12.4
Incr Delay (d2), s/veh	0.2	0.4	0.0	5.3	0.4	0.2	1.1	0.0	0.0	6.5	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	2.8	3.2	0.2	0.2	6.1	2.3	1.4	0.0	0.0	3.4	0.4	2.8
LnGrp Delay(d),s/veh	24.4	6.6	5.4	64.1	31.6	30.1	54.5	0.0	0.0	60.1	40.2	12.5
LnGrp LOS	C	A	A	E	C	C	D			E	D	B
Approach Vol, veh/h		419			332			42			289	
Approach Delay, s/veh		11.8			31.6			54.5			29.9	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	14.1	12.2	5.4	88.3		26.3	50.6	43.1
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	8.9	5.0	2.3	8.1		2.8	8.1	13.7
Green Ext Time (p_c), s	0.6	0.1	0.0	1.5		1.1	1.4	1.0

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)	117	269	23	4	232	86	24	14	4	89	14	165
Future Volume (veh/h)	117	269	23	4	232	86	24	14	4	89	14	165
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		0.98	1.00		0.97	0.98		0.93	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	127	292	25	4	252	93	26	15	4	97	15	179
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	624	1305	997	19	615	457	93	46	9	137	350	825
Arrive On Green	0.38	0.70	0.70	0.01	0.33	0.32	0.07	0.07	0.06	0.08	0.19	0.19
Sat Flow, veh/h	1634	1863	1423	1634	1863	1415	654	656	128	1634	1863	1426
Grp Volume(v), veh/h	127	292	25	4	252	93	45	0	0	97	15	179
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1415	1438	0	0	1634	1863	1426
Q Serve(g_s), s	6.2	6.7	0.6	0.3	12.6	5.7	1.9	0.0	0.0	6.9	0.8	0.0
Cycle Q Clear(g_c), s	6.2	6.7	0.6	0.3	12.6	5.7	3.3	0.0	0.0	6.9	0.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.58		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	624	1305	997	19	615	457	149	0	0	137	350	825
V/C Ratio(X)	0.20	0.22	0.03	0.21	0.41	0.20	0.30	0.00	0.00	0.71	0.04	0.22
Avail Cap(c_a), veh/h	624	1305	997	67	615	457	281	0	0	231	638	1045
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	1.00	1.00
Uniform Delay (d), s/veh	24.8	6.4	5.5	58.8	31.1	29.5	53.3	0.0	0.0	53.5	39.9	12.7
Incr Delay (d2), s/veh	0.2	0.4	0.0	5.3	0.4	0.2	1.1	0.0	0.0	6.5	0.0	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	2.8	3.6	0.3	0.2	6.5	2.3	1.5	0.0	0.0	3.4	0.4	2.9
LnGrp Delay(d),s/veh	25.0	6.8	5.5	64.1	31.6	29.7	54.4	0.0	0.0	60.0	40.0	12.8
LnGrp LOS	C	A	A	E	C	C	D			E	D	B
Approach Vol, veh/h		444			349			45			291	
Approach Delay, s/veh		11.9			31.4			54.4			29.9	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	14.1	12.5	5.4	88.1		26.5	49.8	43.6
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	8.9	5.3	2.3	8.7		2.8	8.2	14.6
Green Ext Time (p_c), s	0.6	0.1	0.0	1.6		1.1	1.5	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	24.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	150	5	0	201	129	18	17	2	59	6	163
Future Volume (veh/h)	92	150	5	0	201	129	18	17	2	59	6	163
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		0.98	1.00		0.97	0.98		0.93	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	100	163	5	0	218	140	20	18	2	64	7	177
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	581	1440	1100	1	716	534	83	58	5	99	298	747
Arrive On Green	0.36	0.77	0.77	0.00	0.38	0.38	0.07	0.07	0.06	0.06	0.16	0.16
Sat Flow, veh/h	1634	1863	1423	1634	1863	1417	567	867	75	1634	1863	1423
Grp Volume(v), veh/h	100	163	5	0	218	140	40	0	0	64	7	177
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1417	1510	0	0	1634	1863	1423
Q Serve(g_s), s	5.0	2.6	0.1	0.0	9.8	8.2	1.1	0.0	0.0	4.6	0.4	0.0
Cycle Q Clear(g_c), s	5.0	2.6	0.1	0.0	9.8	8.2	2.8	0.0	0.0	4.6	0.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.50		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	581	1440	1100	1	716	534	145	0	0	99	298	747
V/C Ratio(X)	0.17	0.11	0.00	0.00	0.30	0.26	0.28	0.00	0.00	0.65	0.02	0.24
Avail Cap(c_a), veh/h	581	1440	1100	67	716	534	289	0	0	231	638	1006
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	3.4	3.1	0.0	25.8	25.9	53.5	0.0	0.0	55.1	42.5	16.0
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.2	0.3	1.0	0.0	0.0	6.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	1.4	0.0	0.0	5.1	3.3	1.3	0.0	0.0	2.3	0.2	3.2
LnGrp Delay(d),s/veh	26.7	3.5	3.1	0.0	26.0	26.1	54.5	0.0	0.0	62.1	42.5	16.2
LnGrp LOS	C	A	A		C	C	D			E	D	B
Approach Vol, veh/h		268			358			40			248	
Approach Delay, s/veh		12.2			26.1			54.5			28.8	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	11.3	12.0	0.0	96.8		23.2	46.7	50.1
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	6.6	4.8	0.0	4.6		2.4	7.0	11.8
Green Ext Time (p_c), s	0.6	0.1	0.0	0.9		1.0	0.9	1.2

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)	96	157	5	0	209	134	19	18	2	61	6	168
Future Volume (veh/h)	96	157	5	0	209	134	19	18	2	61	6	168
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		0.98	1.00		0.97	0.98		0.93	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	104	171	5	0	227	146	21	20	2	66	7	183
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	575	1434	1096	1	716	534	83	60	5	101	304	746
Arrive On Green	0.35	0.77	0.77	0.00	0.38	0.38	0.07	0.07	0.06	0.06	0.16	0.16
Sat Flow, veh/h	1634	1863	1423	1634	1863	1417	557	886	70	1634	1863	1424
Grp Volume(v), veh/h	104	171	5	0	227	146	43	0	0	66	7	183
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1417	1513	0	0	1634	1863	1424
Q Serve(g_s), s	5.3	2.8	0.1	0.0	10.3	8.6	1.3	0.0	0.0	4.7	0.4	0.0
Cycle Q Clear(g_c), s	5.3	2.8	0.1	0.0	10.3	8.6	3.0	0.0	0.0	4.7	0.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.49		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	575	1434	1096	1	716	534	148	0	0	101	304	746
V/C Ratio(X)	0.18	0.12	0.00	0.00	0.32	0.27	0.29	0.00	0.00	0.65	0.02	0.25
Avail Cap(c_a), veh/h	575	1434	1096	67	716	534	290	0	0	231	638	1001
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	3.5	3.2	0.0	25.9	26.0	53.4	0.0	0.0	55.0	42.2	16.1
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.3	0.3	1.1	0.0	0.0	6.8	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	1.5	0.0	0.0	5.3	3.4	1.4	0.0	0.0	2.3	0.2	3.3
LnGrp Delay(d),s/veh	27.0	3.7	3.2	0.0	26.1	26.2	54.5	0.0	0.0	61.8	42.2	16.3
LnGrp LOS	C	A	A		C	C	D			E	D	B
Approach Vol, veh/h		280			373			43			256	
Approach Delay, s/veh		12.3			26.2			54.5			28.7	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	11.5	12.2	0.0	96.4		23.6	46.3	50.1
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	6.7	5.0	0.0	4.8		2.4	7.3	12.3
Green Ext Time (p_c), s	0.6	0.1	0.0	1.0		1.0	0.9	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	24.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	180	9	0	228	134	23	18	2	61	6	170
Future Volume (veh/h)	98	180	9	0	228	134	23	18	2	61	6	170
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		0.98	1.00		0.97	0.98		0.93	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	107	196	10	0	248	146	25	20	2	66	7	185
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	563	1429	1092	1	725	541	89	57	4	102	310	739
Arrive On Green	0.34	0.77	0.77	0.00	0.39	0.38	0.07	0.07	0.06	0.06	0.17	0.17
Sat Flow, veh/h	1634	1863	1423	1634	1863	1417	612	807	63	1634	1863	1424
Grp Volume(v), veh/h	107	196	10	0	248	146	47	0	0	66	7	185
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1417	1482	0	0	1634	1863	1424
Q Serve(g_s), s	5.5	3.3	0.2	0.0	11.3	8.5	1.8	0.0	0.0	4.7	0.4	0.0
Cycle Q Clear(g_c), s	5.5	3.3	0.2	0.0	11.3	8.5	3.4	0.0	0.0	4.7	0.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.53		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	563	1429	1092	1	725	541	151	0	0	102	310	739
V/C Ratio(X)	0.19	0.14	0.01	0.00	0.34	0.27	0.31	0.00	0.00	0.65	0.02	0.25
Avail Cap(c_a), veh/h	563	1429	1092	67	725	541	286	0	0	231	638	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	3.6	3.3	0.0	25.8	25.6	53.3	0.0	0.0	55.0	41.9	16.4
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.0	0.3	0.3	1.2	0.0	0.0	6.8	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	1.8	0.1	0.0	5.8	3.4	1.5	0.0	0.0	2.3	0.2	3.5
LnGrp Delay(d),s/veh	27.7	3.8	3.3	0.0	26.1	25.8	54.4	0.0	0.0	61.8	41.9	16.6
LnGrp LOS	C	A	A		C	C	D			E	D	B
Approach Vol, veh/h		313			394			47			258	
Approach Delay, s/veh		12.0			26.0			54.4			28.9	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	11.5	12.5	0.0	96.0		24.0	45.4	50.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	6.7	5.4	0.0	5.3		2.4	7.5	13.3
Green Ext Time (p_c), s	0.6	0.1	0.0	1.1		1.0	1.0	1.3

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)	96	157	5	0	209	134	19	18	2	61	6	168
Future Volume (veh/h)	96	157	5	0	209	134	19	18	2	61	6	168
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		0.98	1.00		0.97	0.98		0.93	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	104	171	5	0	227	146	21	20	2	66	7	183
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	575	1434	1096	1	716	534	83	60	5	101	304	746
Arrive On Green	0.35	0.77	0.77	0.00	0.38	0.38	0.07	0.07	0.06	0.06	0.16	0.16
Sat Flow, veh/h	1634	1863	1423	1634	1863	1417	557	886	70	1634	1863	1424
Grp Volume(v), veh/h	104	171	5	0	227	146	43	0	0	66	7	183
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1417	1513	0	0	1634	1863	1424
Q Serve(g_s), s	5.3	2.8	0.1	0.0	10.3	8.6	1.3	0.0	0.0	4.7	0.4	0.0
Cycle Q Clear(g_c), s	5.3	2.8	0.1	0.0	10.3	8.6	3.0	0.0	0.0	4.7	0.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.49		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	575	1434	1096	1	716	534	148	0	0	101	304	746
V/C Ratio(X)	0.18	0.12	0.00	0.00	0.32	0.27	0.29	0.00	0.00	0.65	0.02	0.25
Avail Cap(c_a), veh/h	575	1434	1096	67	716	534	290	0	0	231	638	1001
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	3.5	3.2	0.0	25.9	26.0	53.4	0.0	0.0	55.0	42.2	16.1
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.3	0.3	1.1	0.0	0.0	6.8	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	1.5	0.0	0.0	5.3	3.4	1.4	0.0	0.0	2.3	0.2	3.3
LnGrp Delay(d),s/veh	27.0	3.7	3.2	0.0	26.1	26.2	54.5	0.0	0.0	61.8	42.2	16.3
LnGrp LOS	C	A	A		C	C	D			E	D	B
Approach Vol, veh/h		280			373			43			256	
Approach Delay, s/veh		12.3			26.2			54.5			28.7	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	11.5	12.2	0.0	96.4		23.6	46.3	50.1
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	6.7	5.0	0.0	4.8		2.4	7.3	12.3
Green Ext Time (p_c), s	0.6	0.1	0.0	1.0		1.0	0.9	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	24.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	180	9	0	228	134	23	18	2	61	6	170
Future Volume (veh/h)	98	180	9	0	228	134	23	18	2	61	6	170
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		0.98	1.00		0.97	0.98		0.93	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	107	196	10	0	248	146	25	20	2	66	7	185
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	563	1429	1092	1	725	541	89	57	4	102	310	739
Arrive On Green	0.34	0.77	0.77	0.00	0.39	0.38	0.07	0.07	0.06	0.06	0.17	0.17
Sat Flow, veh/h	1634	1863	1423	1634	1863	1417	612	807	63	1634	1863	1424
Grp Volume(v), veh/h	107	196	10	0	248	146	47	0	0	66	7	185
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1417	1482	0	0	1634	1863	1424
Q Serve(g_s), s	5.5	3.3	0.2	0.0	11.3	8.5	1.8	0.0	0.0	4.7	0.4	0.0
Cycle Q Clear(g_c), s	5.5	3.3	0.2	0.0	11.3	8.5	3.4	0.0	0.0	4.7	0.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.53		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	563	1429	1092	1	725	541	151	0	0	102	310	739
V/C Ratio(X)	0.19	0.14	0.01	0.00	0.34	0.27	0.31	0.00	0.00	0.65	0.02	0.25
Avail Cap(c_a), veh/h	563	1429	1092	67	725	541	286	0	0	231	638	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	3.6	3.3	0.0	25.8	25.6	53.3	0.0	0.0	55.0	41.9	16.4
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.0	0.3	0.3	1.2	0.0	0.0	6.8	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	1.8	0.1	0.0	5.8	3.4	1.5	0.0	0.0	2.3	0.2	3.5
LnGrp Delay(d),s/veh	27.7	3.8	3.3	0.0	26.1	25.8	54.4	0.0	0.0	61.8	41.9	16.6
LnGrp LOS	C	A	A		C	C	D			E	D	B
Approach Vol, veh/h		313			394			47			258	
Approach Delay, s/veh		12.0			26.0			54.4			28.9	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	11.5	12.5	0.0	96.0		24.0	45.4	50.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	6.7	5.4	0.0	5.3		2.4	7.5	13.3
Green Ext Time (p_c), s	0.6	0.1	0.0	1.1		1.0	1.0	1.3

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)	92	150	5	0	201	129	18	17	2	59	6	163
Future Volume (veh/h)	92	150	5	0	201	129	18	17	2	59	6	163
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		0.98	1.00		0.97	0.98		0.93	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	100	163	5	0	218	140	20	18	2	64	7	177
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	581	1440	1100	1	716	534	83	58	5	99	298	747
Arrive On Green	0.36	0.77	0.77	0.00	0.38	0.38	0.07	0.07	0.06	0.06	0.16	0.16
Sat Flow, veh/h	1634	1863	1423	1634	1863	1417	567	867	75	1634	1863	1423
Grp Volume(v), veh/h	100	163	5	0	218	140	40	0	0	64	7	177
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1417	1510	0	0	1634	1863	1423
Q Serve(g_s), s	5.0	2.6	0.1	0.0	9.8	8.2	1.1	0.0	0.0	4.6	0.4	0.0
Cycle Q Clear(g_c), s	5.0	2.6	0.1	0.0	9.8	8.2	2.8	0.0	0.0	4.6	0.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.50		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	581	1440	1100	1	716	534	145	0	0	99	298	747
V/C Ratio(X)	0.17	0.11	0.00	0.00	0.30	0.26	0.28	0.00	0.00	0.65	0.02	0.24
Avail Cap(c_a), veh/h	581	1440	1100	67	716	534	289	0	0	231	638	1006
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	3.4	3.1	0.0	25.8	25.9	53.5	0.0	0.0	55.1	42.5	16.0
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.2	0.3	1.0	0.0	0.0	6.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	1.4	0.0	0.0	5.1	3.3	1.3	0.0	0.0	2.3	0.2	3.2
LnGrp Delay(d),s/veh	26.7	3.5	3.1	0.0	26.0	26.1	54.5	0.0	0.0	62.1	42.5	16.2
LnGrp LOS	C	A	A		C	C	D			E	D	B
Approach Vol, veh/h		268			358			40			248	
Approach Delay, s/veh		12.2			26.1			54.5			28.8	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	11.3	12.0	0.0	96.8		23.2	46.7	50.1
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	6.6	4.8	0.0	4.6		2.4	7.0	11.8
Green Ext Time (p_c), s	0.6	0.1	0.0	0.9		1.0	0.9	1.2

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)	228	372	12	0	440	283	33	31	4	107	11	294
Future Volume (veh/h)	228	372	12	0	440	283	33	31	4	107	11	294
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		0.98	1.00		0.97	0.99		0.94	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	248	404	13	0	478	308	36	34	4	116	12	320
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	407	1328	1014	1	802	600	92	70	7	162	411	678
Arrive On Green	0.25	0.71	0.71	0.00	0.43	0.42	0.09	0.09	0.08	0.10	0.22	0.22
Sat Flow, veh/h	1634	1863	1423	1634	1863	1418	542	790	76	1634	1863	1428
Grp Volume(v), veh/h	248	404	13	0	478	308	74	0	0	116	12	320
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1418	1408	0	0	1634	1863	1428
Q Serve(g_s), s	16.1	9.5	0.3	0.0	23.6	19.2	4.1	0.0	0.0	8.3	0.6	0.0
Cycle Q Clear(g_c), s	16.1	9.5	0.3	0.0	23.6	19.2	5.8	0.0	0.0	8.3	0.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.49		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	407	1328	1014	1	802	600	169	0	0	162	411	678
V/C Ratio(X)	0.61	0.30	0.01	0.00	0.60	0.51	0.44	0.00	0.00	0.72	0.03	0.47
Avail Cap(c_a), veh/h	475	1328	1014	67	802	600	274	0	0	231	638	852
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	6.3	5.0	0.0	26.2	25.5	52.3	0.0	0.0	52.4	36.7	21.6
Incr Delay (d2), s/veh	1.7	0.6	0.0	0.0	1.2	0.7	1.8	0.0	0.0	5.9	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	5.0	0.1	0.0	12.4	7.6	2.4	0.0	0.0	4.0	0.3	7.2
LnGrp Delay(d),s/veh	41.6	6.9	5.0	0.0	27.4	26.2	54.1	0.0	0.0	58.3	36.7	22.2
LnGrp LOS	D	A	A		C	C	D			E	D	C
Approach Vol, veh/h		665			786			74			448	
Approach Delay, s/veh		19.8			26.9			54.1			31.9	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	15.9	14.6	0.0	89.5		30.5	33.9	55.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	10.3	7.8	0.0	11.5		2.6	18.1	25.6
Green Ext Time (p_c), s	0.9	0.1	0.0	2.5		1.8	2.2	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	26.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	395	16	0	459	283	37	31	4	107	11	296
Future Volume (veh/h)	230	395	16	0	459	283	37	31	4	107	11	296
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		0.98	1.00		0.97	0.99		0.94	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	250	429	17	0	499	308	40	34	4	116	12	322
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	393	1322	1009	1	811	607	98	68	6	162	417	671
Arrive On Green	0.24	0.71	0.71	0.00	0.44	0.43	0.09	0.09	0.08	0.10	0.22	0.22
Sat Flow, veh/h	1634	1863	1423	1634	1863	1418	573	740	71	1634	1863	1428
Grp Volume(v), veh/h	250	429	17	0	499	308	78	0	0	116	12	322
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1418	1384	0	0	1634	1863	1428
Q Serve(g_s), s	16.5	10.4	0.4	0.0	24.8	19.0	4.6	0.0	0.0	8.3	0.6	0.0
Cycle Q Clear(g_c), s	16.5	10.4	0.4	0.0	24.8	19.0	6.2	0.0	0.0	8.3	0.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.51		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	393	1322	1009	1	811	607	172	0	0	162	417	671
V/C Ratio(X)	0.64	0.32	0.02	0.00	0.62	0.51	0.45	0.00	0.00	0.72	0.03	0.48
Avail Cap(c_a), veh/h	475	1322	1009	67	811	607	271	0	0	231	638	840
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	6.6	5.1	0.0	26.1	25.1	52.2	0.0	0.0	52.4	36.4	22.1
Incr Delay (d2), s/veh	2.0	0.7	0.0	0.0	1.4	0.7	1.9	0.0	0.0	5.9	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	5.6	0.2	0.0	13.1	7.5	2.6	0.0	0.0	4.0	0.3	7.4
LnGrp Delay(d),s/veh	42.9	7.2	5.2	0.0	27.5	25.8	54.0	0.0	0.0	58.3	36.4	22.6
LnGrp LOS	D	A	A		C	C	D			E	D	C
Approach Vol, veh/h		696			807			78			450	
Approach Delay, s/veh		20.0			26.8			54.0			32.2	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	15.9	15.0	0.0	89.1		30.9	32.9	56.3
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	10.3	8.2	0.0	12.4		2.6	18.5	26.8
Green Ext Time (p_c), s	0.9	0.2	0.0	2.6		1.9	2.3	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	26.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	372	12	0	440	283	33	31	4	107	11	294
Future Volume (veh/h)	228	372	12	0	440	283	33	31	4	107	11	294
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		0.98	1.00		0.97	0.99		0.94	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	248	404	13	0	478	308	36	34	4	116	12	320
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	407	1328	1014	1	802	600	92	70	7	162	411	678
Arrive On Green	0.25	0.71	0.71	0.00	0.43	0.42	0.09	0.09	0.08	0.10	0.22	0.22
Sat Flow, veh/h	1634	1863	1423	1634	1863	1418	542	790	76	1634	1863	1428
Grp Volume(v), veh/h	248	404	13	0	478	308	74	0	0	116	12	320
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1418	1408	0	0	1634	1863	1428
Q Serve(g_s), s	16.1	9.5	0.3	0.0	23.6	19.2	4.1	0.0	0.0	8.3	0.6	0.0
Cycle Q Clear(g_c), s	16.1	9.5	0.3	0.0	23.6	19.2	5.8	0.0	0.0	8.3	0.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.49		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	407	1328	1014	1	802	600	169	0	0	162	411	678
V/C Ratio(X)	0.61	0.30	0.01	0.00	0.60	0.51	0.44	0.00	0.00	0.72	0.03	0.47
Avail Cap(c_a), veh/h	475	1328	1014	67	802	600	274	0	0	231	638	852
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	6.3	5.0	0.0	26.2	25.5	52.3	0.0	0.0	52.4	36.7	21.6
Incr Delay (d2), s/veh	1.7	0.6	0.0	0.0	1.2	0.7	1.8	0.0	0.0	5.9	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	5.0	0.1	0.0	12.4	7.6	2.4	0.0	0.0	4.0	0.3	7.2
LnGrp Delay(d),s/veh	41.6	6.9	5.0	0.0	27.4	26.2	54.1	0.0	0.0	58.3	36.7	22.2
LnGrp LOS	D	A	A		C	C	D			E	D	C
Approach Vol, veh/h		665			786			74			448	
Approach Delay, s/veh		19.8			26.9			54.1			31.9	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	15.9	14.6	0.0	89.5		30.5	33.9	55.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	10.3	7.8	0.0	11.5		2.6	18.1	25.6
Green Ext Time (p_c), s	0.9	0.1	0.0	2.5		1.8	2.2	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	26.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	395	16	0	459	283	37	31	4	107	11	296
Future Volume (veh/h)	230	395	16	0	459	283	37	31	4	107	11	296
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		0.98	1.00		0.97	0.99		0.94	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	250	429	17	0	499	308	40	34	4	116	12	322
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	393	1322	1009	1	811	607	98	68	6	162	417	671
Arrive On Green	0.24	0.71	0.71	0.00	0.44	0.43	0.09	0.09	0.08	0.10	0.22	0.22
Sat Flow, veh/h	1634	1863	1423	1634	1863	1418	573	740	71	1634	1863	1428
Grp Volume(v), veh/h	250	429	17	0	499	308	78	0	0	116	12	322
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1418	1384	0	0	1634	1863	1428
Q Serve(g_s), s	16.5	10.4	0.4	0.0	24.8	19.0	4.6	0.0	0.0	8.3	0.6	0.0
Cycle Q Clear(g_c), s	16.5	10.4	0.4	0.0	24.8	19.0	6.2	0.0	0.0	8.3	0.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.51		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	393	1322	1009	1	811	607	172	0	0	162	417	671
V/C Ratio(X)	0.64	0.32	0.02	0.00	0.62	0.51	0.45	0.00	0.00	0.72	0.03	0.48
Avail Cap(c_a), veh/h	475	1322	1009	67	811	607	271	0	0	231	638	840
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	6.6	5.1	0.0	26.1	25.1	52.2	0.0	0.0	52.4	36.4	22.1
Incr Delay (d2), s/veh	2.0	0.7	0.0	0.0	1.4	0.7	1.9	0.0	0.0	5.9	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	5.6	0.2	0.0	13.1	7.5	2.6	0.0	0.0	4.0	0.3	7.4
LnGrp Delay(d),s/veh	42.9	7.2	5.2	0.0	27.5	25.8	54.0	0.0	0.0	58.3	36.4	22.6
LnGrp LOS	D	A	A		C	C	D			E	D	C
Approach Vol, veh/h		696			807			78			450	
Approach Delay, s/veh		20.0			26.8			54.0			32.2	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	15.9	15.0	0.0	89.1		30.9	32.9	56.3
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	10.3	8.2	0.0	12.4		2.6	18.5	26.8
Green Ext Time (p_c), s	0.9	0.2	0.0	2.6		1.9	2.3	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	26.7
HCM 2010 LOS	C

Intersection 5
Mooney Blvd & Driveway 2/Monte Vista Ave

Lanes and Geometrics
5: Mooney Blvd & Monte Vista Ave/Driveway 2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		173			183			589			248	
Travel Time (s)		2.1			2.3			7.3			3.1	

Intersection Summary	
Area Type:	Other

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	7	0	0	13	0	1486	17	0	1789	10
Future Vol, veh/h	0	0	7	0	0	13	0	1486	17	0	1789	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	8	0	0	14	0	1615	18	0	1945	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2596	3584	978	2402	3579	817	1955	0	0	1634	0	0
Stage 1	1950	1950	-	1624	1624	-	-	-	-	-	-	-
Stage 2	646	1634	-	778	1955	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	27	5	215	35	5	274	132	-	-	191	-	-
Stage 1	42	109	-	72	159	-	-	-	-	-	-	-
Stage 2	388	158	-	323	109	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	26	5	215	34	5	274	132	-	-	191	-	-
Mov Cap-2 Maneuver	26	5	-	34	5	-	-	-	-	-	-	-
Stage 1	42	109	-	72	159	-	-	-	-	-	-	-
Stage 2	368	158	-	312	109	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.4	18.9	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	132	-	-	215	274	191	-	-
HCM Lane V/C Ratio	-	-	-	0.035	0.052	-	-	-
HCM Control Delay (s)	0	-	-	22.4	18.9	0	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	7	0	0	13	0	1495	17	0	1800	10
Future Vol, veh/h	0	0	7	0	0	13	0	1495	17	0	1800	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	8	0	0	14	0	1625	18	0	1957	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2612	3605	984	2417	3601	822	1967	0	0	1643	0	0
Stage 1	1962	1962	-	1634	1634	-	-	-	-	-	-	-
Stage 2	650	1643	-	783	1967	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	26	5	213	35	5	272	130	-	-	189	-	-
Stage 1	41	108	-	71	158	-	-	-	-	-	-	-
Stage 2	386	156	-	320	107	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	25	5	213	34	5	272	130	-	-	189	-	-
Mov Cap-2 Maneuver	25	5	-	34	5	-	-	-	-	-	-	-
Stage 1	41	108	-	71	158	-	-	-	-	-	-	-
Stage 2	366	156	-	309	107	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.5	19	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	130	-	-	213	272	189	-	-
HCM Lane V/C Ratio	-	-	-	0.036	0.052	-	-	-
HCM Control Delay (s)	0	-	-	22.5	19	0	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	7	0	0	135	0	1516	38	0	1828	12
Future Vol, veh/h	0	0	7	0	0	135	0	1516	38	0	1828	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	8	0	0	147	0	1648	41	0	1987	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2652	3682	1000	2463	3668	845	2000	0	0	1689	0	0
Stage 1	1993	1993	-	1668	1668	-	-	-	-	-	-	-
Stage 2	659	1689	-	795	2000	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	25	5	207	32	5	263	125	-	-	179	-	-
Stage 1	39	104	-	67	152	-	-	-	-	-	-	-
Stage 2	381	148	-	315	103	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	11	5	207	31	5	263	125	-	-	179	-	-
Mov Cap-2 Maneuver	11	5	-	31	5	-	-	-	-	-	-	-
Stage 1	39	104	-	67	152	-	-	-	-	-	-	-
Stage 2	168	148	-	303	103	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.1	34.7	0	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	125	-	-	207	263	179	-	-
HCM Lane V/C Ratio	-	-	-	0.037	0.558	-	-	-
HCM Control Delay (s)	0	-	-	23.1	34.7	0	-	-
HCM Lane LOS	A	-	-	C	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	3.1	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	7	0	0	13	0	1495	17	0	1800	10
Future Vol, veh/h	0	0	7	0	0	13	0	1495	17	0	1800	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	8	0	0	14	0	1625	18	0	1957	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2612	3605	984	2417	3601	822	1967	0	0	1643	0	0
Stage 1	1962	1962	-	1634	1634	-	-	-	-	-	-	-
Stage 2	650	1643	-	783	1967	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	26	5	213	35	5	272	130	-	-	189	-	-
Stage 1	41	108	-	71	158	-	-	-	-	-	-	-
Stage 2	386	156	-	320	107	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	25	5	213	34	5	272	130	-	-	189	-	-
Mov Cap-2 Maneuver	25	5	-	34	5	-	-	-	-	-	-	-
Stage 1	41	108	-	71	158	-	-	-	-	-	-	-
Stage 2	366	156	-	309	107	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.5	19	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	130	-	-	213	272	189	-	-
HCM Lane V/C Ratio	-	-	-	0.036	0.052	-	-	-
HCM Control Delay (s)	0	-	-	22.5	19	0	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	7	0	0	135	0	1516	38	0	1828	12
Future Vol, veh/h	0	0	7	0	0	135	0	1516	38	0	1828	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	8	0	0	147	0	1648	41	0	1987	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2652	3682	1000	2463	3668	845	2000	0	0	1689	0	0
Stage 1	1993	1993	-	1668	1668	-	-	-	-	-	-	-
Stage 2	659	1689	-	795	2000	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	25	5	207	32	5	263	125	-	-	179	-	-
Stage 1	39	104	-	67	152	-	-	-	-	-	-	-
Stage 2	381	148	-	315	103	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	11	5	207	31	5	263	125	-	-	179	-	-
Mov Cap-2 Maneuver	11	5	-	31	5	-	-	-	-	-	-	-
Stage 1	39	104	-	67	152	-	-	-	-	-	-	-
Stage 2	168	148	-	303	103	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.1	34.7	0	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	125	-	-	207	263	179	-	-
HCM Lane V/C Ratio	-	-	-	0.037	0.558	-	-	-
HCM Control Delay (s)	0	-	-	23.1	34.7	0	-	-
HCM Lane LOS	A	-	-	C	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	3.1	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	25	0	0	8	0	1524	15	0	1691	13
Future Vol, veh/h	0	0	25	0	0	8	0	1524	15	0	1691	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	27	0	0	9	0	1657	16	0	1838	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2508	3518	926	2400	3517	836	1852	0	0	1673	0	0
Stage 1	1845	1845	-	1665	1665	-	-	-	-	-	-	-
Stage 2	663	1673	-	735	1852	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	30	6	232	36	6	267	149	-	-	183	-	-
Stage 1	50	124	-	67	152	-	-	-	-	-	-	-
Stage 2	379	151	-	343	123	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	29	6	232	32	6	267	149	-	-	183	-	-
Mov Cap-2 Maneuver	29	6	-	32	6	-	-	-	-	-	-	-
Stage 1	50	124	-	67	152	-	-	-	-	-	-	-
Stage 2	367	151	-	303	123	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.6	18.9	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	149	-	-	232	267	183	-	-
HCM Lane V/C Ratio	-	-	-	0.117	0.033	-	-	-
HCM Control Delay (s)	0	-	-	22.6	18.9	0	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	25	0	0	8	0	1533	15	0	1702	13
Future Vol, veh/h	0	0	25	0	0	8	0	1533	15	0	1702	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	27	0	0	9	0	1666	16	0	1850	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2524	3540	932	2414	3538	841	1864	0	0	1683	0	0
Stage 1	1857	1857	-	1674	1674	-	-	-	-	-	-	-
Stage 2	667	1683	-	740	1864	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	30	6	230	35	6	264	147	-	-	181	-	-
Stage 1	49	122	-	66	151	-	-	-	-	-	-	-
Stage 2	377	149	-	340	121	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	29	6	230	31	6	264	147	-	-	181	-	-
Mov Cap-2 Maneuver	29	6	-	31	6	-	-	-	-	-	-	-
Stage 1	49	122	-	66	151	-	-	-	-	-	-	-
Stage 2	365	149	-	300	121	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.7	19.1	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	147	-	-	230	264	181	-	-
HCM Lane V/C Ratio	-	-	-	0.118	0.033	-	-	-
HCM Control Delay (s)	0	-	-	22.7	19.1	0	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	25	0	0	130	0	1554	36	0	1730	15
Future Vol, veh/h	0	0	25	0	0	130	0	1554	36	0	1730	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	27	0	0	141	0	1689	39	0	1880	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2565	3617	948	2461	3606	864	1897	0	0	1728	0	0
Stage 1	1889	1889	-	1709	1709	-	-	-	-	-	-	-
Stage 2	676	1728	-	752	1897	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	28	5	225	33	5	255	141	-	-	172	-	-
Stage 1	46	117	-	63	145	-	-	-	-	-	-	-
Stage 2	372	142	-	335	116	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	12	5	225	29	5	255	141	-	-	172	-	-
Mov Cap-2 Maneuver	12	5	-	29	5	-	-	-	-	-	-	-
Stage 1	46	117	-	63	145	-	-	-	-	-	-	-
Stage 2	166	142	-	295	116	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.2	35.4	0	0
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	141	-	-	225	255	172	-	-
HCM Lane V/C Ratio	-	-	-	0.121	0.554	-	-	-
HCM Control Delay (s)	0	-	-	23.2	35.4	0	-	-
HCM Lane LOS	A	-	-	C	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	3.1	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	25	0	0	8	0	1533	15	0	1702	13
Future Vol, veh/h	0	0	25	0	0	8	0	1533	15	0	1702	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	27	0	0	9	0	1666	16	0	1850	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2524	3540	932	2414	3538	841	1864	0	0	1683	0	0
Stage 1	1857	1857	-	1674	1674	-	-	-	-	-	-	-
Stage 2	667	1683	-	740	1864	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	30	6	230	35	6	264	147	-	-	181	-	-
Stage 1	49	122	-	66	151	-	-	-	-	-	-	-
Stage 2	377	149	-	340	121	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	29	6	230	31	6	264	147	-	-	181	-	-
Mov Cap-2 Maneuver	29	6	-	31	6	-	-	-	-	-	-	-
Stage 1	49	122	-	66	151	-	-	-	-	-	-	-
Stage 2	365	149	-	300	121	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.7	19.1	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	147	-	-	230	264	181	-	-
HCM Lane V/C Ratio	-	-	-	0.118	0.033	-	-	-
HCM Control Delay (s)	0	-	-	22.7	19.1	0	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	25	0	0	130	0	1554	36	0	1730	15
Future Vol, veh/h	0	0	25	0	0	130	0	1554	36	0	1730	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	27	0	0	141	0	1689	39	0	1880	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2565	3617	948	2461	3606	864	1897	0	0	1728	0	0
Stage 1	1889	1889	-	1709	1709	-	-	-	-	-	-	-
Stage 2	676	1728	-	752	1897	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	28	5	225	33	5	255	141	-	-	172	-	-
Stage 1	46	117	-	63	145	-	-	-	-	-	-	-
Stage 2	372	142	-	335	116	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	12	5	225	29	5	255	141	-	-	172	-	-
Mov Cap-2 Maneuver	12	5	-	29	5	-	-	-	-	-	-	-
Stage 1	46	117	-	63	145	-	-	-	-	-	-	-
Stage 2	166	142	-	295	116	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.2	35.4	0	0
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	141	-	-	225	255	172	-	-
HCM Lane V/C Ratio	-	-	-	0.121	0.554	-	-	-
HCM Control Delay (s)	0	-	-	23.2	35.4	0	-	-
HCM Lane LOS	A	-	-	C	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	3.1	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	4	0	0	2	0	584	4	0	560	1
Future Vol, veh/h	0	0	4	0	0	2	0	584	4	0	560	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	4	0	0	2	0	635	4	0	609	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	863	1248	305	880	1247	320	610	0	0	639	0	0
Stage 1	609	609	-	637	637	-	-	-	-	-	-	-
Stage 2	254	639	-	243	610	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	307	172	589	300	172	577	601	-	-	582	-	-
Stage 1	370	484	-	354	470	-	-	-	-	-	-	-
Stage 2	668	469	-	678	483	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	306	172	589	298	172	577	601	-	-	582	-	-
Mov Cap-2 Maneuver	306	172	-	298	172	-	-	-	-	-	-	-
Stage 1	370	484	-	354	470	-	-	-	-	-	-	-
Stage 2	665	469	-	673	483	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	11.3	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	601	-	-	589	577	582	-	-
HCM Lane V/C Ratio	-	-	-	0.007	0.004	-	-	-
HCM Control Delay (s)	0	-	-	11.2	11.3	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	4	0	0	2	0	587	4	0	564	1
Future Vol, veh/h	0	0	4	0	0	2	0	587	4	0	564	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	4	0	0	2	0	638	4	0	613	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	869	1256	307	885	1254	321	614	0	0	642	0	0
Stage 1	614	614	-	640	640	-	-	-	-	-	-	-
Stage 2	255	642	-	245	614	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	305	170	588	298	171	576	598	-	-	581	-	-
Stage 1	367	481	-	352	468	-	-	-	-	-	-	-
Stage 2	667	467	-	676	481	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	304	170	588	296	171	576	598	-	-	581	-	-
Mov Cap-2 Maneuver	304	170	-	296	171	-	-	-	-	-	-	-
Stage 1	367	481	-	352	468	-	-	-	-	-	-	-
Stage 2	664	467	-	671	481	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	11.3	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	598	-	-	588	576	581	-	-
HCM Lane V/C Ratio	-	-	-	0.007	0.004	-	-	-
HCM Control Delay (s)	0	-	-	11.2	11.3	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	4	0	0	150	0	612	29	0	597	3
Future Vol, veh/h	0	0	4	0	0	150	0	612	29	0	597	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	4	0	0	163	0	665	32	0	649	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	917	1348	326	941	1333	348	652	0	0	697	0	0
Stage 1	651	651	-	681	681	-	-	-	-	-	-	-
Stage 2	266	697	-	260	652	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	286	150	572	277	153	553	574	-	-	547	-	-
Stage 1	346	463	-	330	448	-	-	-	-	-	-	-
Stage 2	657	441	-	663	462	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	202	150	572	275	153	553	574	-	-	547	-	-
Mov Cap-2 Maneuver	202	150	-	275	153	-	-	-	-	-	-	-
Stage 1	346	463	-	330	448	-	-	-	-	-	-	-
Stage 2	463	441	-	658	462	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	14.2	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	574	-	-	572	553	547	-	-
HCM Lane V/C Ratio	-	-	-	0.008	0.295	-	-	-
HCM Control Delay (s)	0	-	-	11.3	14.2	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	1.2	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	4	0	0	2	0	587	4	0	564	1
Future Vol, veh/h	0	0	4	0	0	2	0	587	4	0	564	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	4	0	0	2	0	638	4	0	613	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	869	1256	307	885	1254	321	614	0	0	642	0	0
Stage 1	614	614	-	640	640	-	-	-	-	-	-	-
Stage 2	255	642	-	245	614	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	305	170	588	298	171	576	598	-	-	581	-	-
Stage 1	367	481	-	352	468	-	-	-	-	-	-	-
Stage 2	667	467	-	676	481	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	304	170	588	296	171	576	598	-	-	581	-	-
Mov Cap-2 Maneuver	304	170	-	296	171	-	-	-	-	-	-	-
Stage 1	367	481	-	352	468	-	-	-	-	-	-	-
Stage 2	664	467	-	671	481	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	11.3	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	598	-	-	588	576	581	-	-
HCM Lane V/C Ratio	-	-	-	0.007	0.004	-	-	-
HCM Control Delay (s)	0	-	-	11.2	11.3	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	4	0	0	150	0	612	29	0	597	3
Future Vol, veh/h	0	0	4	0	0	150	0	612	29	0	597	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	4	0	0	163	0	665	32	0	649	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	917	1348	326	941	1333	348	652	0	0	697	0	0
Stage 1	651	651	-	681	681	-	-	-	-	-	-	-
Stage 2	266	697	-	260	652	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	286	150	572	277	153	553	574	-	-	547	-	-
Stage 1	346	463	-	330	448	-	-	-	-	-	-	-
Stage 2	657	441	-	663	462	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	202	150	572	275	153	553	574	-	-	547	-	-
Mov Cap-2 Maneuver	202	150	-	275	153	-	-	-	-	-	-	-
Stage 1	346	463	-	330	448	-	-	-	-	-	-	-
Stage 2	463	441	-	658	462	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	14.2	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	574	-	-	572	553	547	-	-
HCM Lane V/C Ratio	-	-	-	0.008	0.295	-	-	-
HCM Control Delay (s)	0	-	-	11.3	14.2	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	1.2	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	4	0	0	2	0	584	4	0	560	1
Future Vol, veh/h	0	0	4	0	0	2	0	584	4	0	560	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	4	0	0	2	0	635	4	0	609	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	863	1248	305	880	1247	320	610	0	0	639	0	0
Stage 1	609	609	-	637	637	-	-	-	-	-	-	-
Stage 2	254	639	-	243	610	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	307	172	589	300	172	577	601	-	-	582	-	-
Stage 1	370	484	-	354	470	-	-	-	-	-	-	-
Stage 2	668	469	-	678	483	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	306	172	589	298	172	577	601	-	-	582	-	-
Mov Cap-2 Maneuver	306	172	-	298	172	-	-	-	-	-	-	-
Stage 1	370	484	-	354	470	-	-	-	-	-	-	-
Stage 2	665	469	-	673	483	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	11.3	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	601	-	-	589	577	582	-	-
HCM Lane V/C Ratio	-	-	-	0.007	0.004	-	-	-
HCM Control Delay (s)	0	-	-	11.2	11.3	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	5	0	0	2	0	656	4	0	635	1
Future Vol, veh/h	0	0	5	0	0	2	0	656	4	0	635	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	0	2	0	713	4	0	690	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	976	1408	346	991	1406	359	691	0	0	717	0	0
Stage 1	691	691	-	715	715	-	-	-	-	-	-	-
Stage 2	285	717	-	276	691	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	264	138	555	259	138	544	550	-	-	535	-	-
Stage 1	325	444	-	313	433	-	-	-	-	-	-	-
Stage 2	641	432	-	648	444	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	263	138	555	256	138	544	550	-	-	535	-	-
Mov Cap-2 Maneuver	263	138	-	256	138	-	-	-	-	-	-	-
Stage 1	325	444	-	313	433	-	-	-	-	-	-	-
Stage 2	638	432	-	642	444	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.6	11.6	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	550	-	-	555	544	535	-	-
HCM Lane V/C Ratio	-	-	-	0.01	0.004	-	-	-
HCM Control Delay (s)	0	-	-	11.6	11.6	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	5	0	0	150	0	681	29	0	668	3
Future Vol, veh/h	0	0	5	0	0	150	0	681	29	0	668	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	0	163	0	740	32	0	726	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1024	1500	365	1046	1485	386	729	0	0	772	0	0
Stage 1	728	728	-	756	756	-	-	-	-	-	-	-
Stage 2	296	772	-	290	729	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	247	121	540	240	124	523	528	-	-	504	-	-
Stage 1	307	427	-	293	414	-	-	-	-	-	-	-
Stage 2	631	407	-	636	426	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	170	121	540	238	124	523	528	-	-	504	-	-
Mov Cap-2 Maneuver	170	121	-	238	124	-	-	-	-	-	-	-
Stage 1	307	427	-	293	414	-	-	-	-	-	-	-
Stage 2	434	407	-	630	426	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	15	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	528	-	-	540	523	504	-	-
HCM Lane V/C Ratio	-	-	-	0.01	0.312	-	-	-
HCM Control Delay (s)	0	-	-	11.7	15	0	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	1.3	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	5	0	0	2	0	656	4	0	635	1
Future Vol, veh/h	0	0	5	0	0	2	0	656	4	0	635	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	0	2	0	713	4	0	690	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	976	1408	346	991	1406	359	691	0	0	717	0	0
Stage 1	691	691	-	715	715	-	-	-	-	-	-	-
Stage 2	285	717	-	276	691	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	264	138	555	259	138	544	550	-	-	535	-	-
Stage 1	325	444	-	313	433	-	-	-	-	-	-	-
Stage 2	641	432	-	648	444	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	263	138	555	256	138	544	550	-	-	535	-	-
Mov Cap-2 Maneuver	263	138	-	256	138	-	-	-	-	-	-	-
Stage 1	325	444	-	313	433	-	-	-	-	-	-	-
Stage 2	638	432	-	642	444	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.6	11.6	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	550	-	-	555	544	535	-	-
HCM Lane V/C Ratio	-	-	-	0.01	0.004	-	-	-
HCM Control Delay (s)	0	-	-	11.6	11.6	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	5	0	0	150	0	681	29	0	668	3
Future Vol, veh/h	0	0	5	0	0	150	0	681	29	0	668	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	0	163	0	740	32	0	726	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1024	1500	365	1046	1485	386	729	0	0	772	0	0
Stage 1	728	728	-	756	756	-	-	-	-	-	-	-
Stage 2	296	772	-	290	729	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	247	121	540	240	124	523	528	-	-	504	-	-
Stage 1	307	427	-	293	414	-	-	-	-	-	-	-
Stage 2	631	407	-	636	426	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	170	121	540	238	124	523	528	-	-	504	-	-
Mov Cap-2 Maneuver	170	121	-	238	124	-	-	-	-	-	-	-
Stage 1	307	427	-	293	414	-	-	-	-	-	-	-
Stage 2	434	407	-	630	426	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	15	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	528	-	-	540	523	504	-	-
HCM Lane V/C Ratio	-	-	-	0.01	0.312	-	-	-
HCM Control Delay (s)	0	-	-	11.7	15	0	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	1.3	0	-	-

Intersection 6
Mooney Blvd & Sunnyside Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	5	68	4	4	78	85	1325	7	93	1611	87
Future Volume (veh/h)	140	5	68	4	4	78	85	1325	7	93	1611	87
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		0.98	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	152	5	74	4	4	85	92	1440	8	101	1751	95
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	21	315	19	8	170	112	2911	16	134	2819	153
Arrive On Green	0.11	0.21	0.21	0.01	0.11	0.11	0.05	0.37	0.37	0.08	0.57	0.56
Sat Flow, veh/h	1634	99	1467	1634	70	1479	1634	5218	29	1634	4930	267
Grp Volume(v), veh/h	152	0	79	4	0	89	92	936	512	101	1203	643
Grp Sat Flow(s),veh/h/ln	1634	0	1566	1634	0	1548	1634	1695	1857	1634	1695	1807
Q Serve(g_s), s	10.9	0.0	5.0	0.3	0.0	6.5	6.7	25.4	25.4	7.3	28.3	28.4
Cycle Q Clear(g_c), s	10.9	0.0	5.0	0.3	0.0	6.5	6.7	25.4	25.4	7.3	28.3	28.4
Prop In Lane	1.00		0.94	1.00		0.96	1.00		0.02	1.00		0.15
Lane Grp Cap(c), veh/h	182	0	337	19	0	178	112	1891	1036	134	1938	1033
V/C Ratio(X)	0.83	0.00	0.23	0.21	0.00	0.50	0.82	0.49	0.49	0.75	0.62	0.62
Avail Cap(c_a), veh/h	182	0	560	67	0	444	112	1891	1036	158	1938	1033
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	0.0	39.3	58.8	0.0	50.3	56.5	24.6	24.6	53.9	17.1	17.1
Incr Delay (d2), s/veh	26.8	0.0	0.4	5.3	0.0	2.2	34.1	0.8	1.5	15.5	1.5	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.0	2.2	0.2	0.0	2.9	4.1	12.2	13.5	3.9	13.6	14.9
LnGrp Delay(d),s/veh	79.0	0.0	39.7	64.1	0.0	52.4	90.6	25.4	26.1	69.4	18.6	20.0
LnGrp LOS	E		D	E		D	F	C	C	E	B	B
Approach Vol, veh/h		231			93			1540			1947	
Approach Delay, s/veh		65.5			53.0			29.5			21.7	
Approach LOS		E			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	13.9	70.9	5.4	29.8	12.2	72.6	17.4	17.8
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	9.3	27.4	2.3	7.0	8.7	30.4	12.9	8.5
Green Ext Time (p_c), s	0.0	12.9	0.0	0.6	0.0	13.2	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	28.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	5	68	4	4	78	86	1333	7	94	1621	90
Future Volume (veh/h)	141	5	68	4	4	78	86	1333	7	94	1621	90
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		0.98	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	153	5	74	4	4	85	93	1449	8	102	1762	98
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	21	315	19	8	170	112	2908	16	135	2815	156
Arrive On Green	0.11	0.21	0.21	0.01	0.11	0.11	0.05	0.37	0.37	0.08	0.57	0.56
Sat Flow, veh/h	1634	99	1467	1634	70	1479	1634	5218	29	1634	4923	273
Grp Volume(v), veh/h	153	0	79	4	0	89	93	941	516	102	1213	647
Grp Sat Flow(s),veh/h/ln	1634	0	1566	1634	0	1548	1634	1695	1857	1634	1695	1806
Q Serve(g_s), s	11.0	0.0	5.0	0.3	0.0	6.5	6.8	25.7	25.7	7.3	28.6	28.8
Cycle Q Clear(g_c), s	11.0	0.0	5.0	0.3	0.0	6.5	6.8	25.7	25.7	7.3	28.6	28.8
Prop In Lane	1.00		0.94	1.00		0.96	1.00		0.02	1.00		0.15
Lane Grp Cap(c), veh/h	182	0	337	19	0	178	112	1889	1035	135	1938	1033
V/C Ratio(X)	0.84	0.00	0.23	0.21	0.00	0.50	0.83	0.50	0.50	0.75	0.63	0.63
Avail Cap(c_a), veh/h	182	0	560	67	0	444	112	1889	1035	158	1938	1033
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	0.0	39.3	58.8	0.0	50.3	56.6	24.7	24.7	53.8	17.1	17.2
Incr Delay (d2), s/veh	27.7	0.0	0.4	5.3	0.0	2.2	35.5	0.8	1.5	15.8	1.5	2.9
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	6.4	0.0	2.2	0.2	0.0	2.9	4.2	12.2	13.6	3.9	13.7	15.0
LnGrp Delay(d),s/veh	79.9	0.0	39.7	64.1	0.0	52.4	92.1	25.5	26.2	69.6	18.7	20.1
LnGrp LOS	E		D	E		D	F	C	C	E	B	C
Approach Vol, veh/h		232			93			1550			1962	
Approach Delay, s/veh		66.2			53.0			29.7			21.8	
Approach LOS		E			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	13.9	70.9	5.4	29.8	12.2	72.6	17.4	17.8
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	9.3	27.7	2.3	7.0	8.8	30.8	13.0	8.5
Green Ext Time (p_c), s	0.0	12.8	0.0	0.6	0.0	13.0	0.0	0.6

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)	147	5	68	4	4	83	86	1357	7	94	1637	95
Future Volume (veh/h)	147	5	68	4	4	83	86	1357	7	94	1637	95
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		0.98	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	160	5	74	4	4	90	93	1475	8	102	1779	103
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	22	319	19	8	174	112	2894	16	135	2794	161
Arrive On Green	0.11	0.22	0.21	0.01	0.12	0.11	0.05	0.37	0.37	0.08	0.57	0.56
Sat Flow, veh/h	1634	99	1467	1634	66	1483	1634	5219	28	1634	4910	284
Grp Volume(v), veh/h	160	0	79	4	0	94	93	958	525	102	1227	655
Grp Sat Flow(s),veh/h/ln	1634	0	1567	1634	0	1548	1634	1695	1857	1634	1695	1804
Q Serve(g_s), s	11.6	0.0	5.0	0.3	0.0	6.9	6.8	26.3	26.3	7.3	29.3	29.5
Cycle Q Clear(g_c), s	11.6	0.0	5.0	0.3	0.0	6.9	6.8	26.3	26.3	7.3	29.3	29.5
Prop In Lane	1.00		0.94	1.00		0.96	1.00		0.02	1.00		0.16
Lane Grp Cap(c), veh/h	182	0	341	19	0	182	112	1880	1030	135	1929	1026
V/C Ratio(X)	0.88	0.00	0.23	0.21	0.00	0.52	0.83	0.51	0.51	0.75	0.64	0.64
Avail Cap(c_a), veh/h	182	0	560	67	0	444	112	1880	1030	158	1929	1026
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.5	0.0	39.0	58.8	0.0	50.1	56.6	25.1	25.1	53.8	17.5	17.6
Incr Delay (d2), s/veh	34.8	0.0	0.3	5.3	0.0	2.3	35.3	0.9	1.6	15.8	1.6	3.0
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	7.0	0.0	2.2	0.2	0.0	3.1	4.2	12.5	13.9	3.9	14.1	15.4
LnGrp Delay(d),s/veh	87.3	0.0	39.4	64.1	0.0	52.4	91.9	25.9	26.6	69.6	19.1	20.6
LnGrp LOS	F		D	E		D	F	C	C	E	B	C
Approach Vol, veh/h		239			98			1576			1984	
Approach Delay, s/veh		71.5			52.9			30.1			22.2	
Approach LOS		E			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	13.9	70.5	5.4	30.1	12.2	72.3	17.4	18.1
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	9.3	28.3	2.3	7.0	8.8	31.5	13.6	8.9
Green Ext Time (p_c), s	0.0	12.5	0.0	0.7	0.0	12.6	0.0	0.6

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)	141	5	68	4	4	78	86	1333	7	94	1621	90
Future Volume (veh/h)	141	5	68	4	4	78	86	1333	7	94	1621	90
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		0.98	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	153	5	74	4	4	85	93	1449	8	102	1762	98
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	21	315	19	8	170	112	2908	16	135	2815	156
Arrive On Green	0.11	0.21	0.21	0.01	0.11	0.11	0.05	0.37	0.37	0.08	0.57	0.56
Sat Flow, veh/h	1634	99	1467	1634	70	1479	1634	5218	29	1634	4923	273
Grp Volume(v), veh/h	153	0	79	4	0	89	93	941	516	102	1213	647
Grp Sat Flow(s),veh/h/ln	1634	0	1566	1634	0	1548	1634	1695	1857	1634	1695	1806
Q Serve(g_s), s	11.0	0.0	5.0	0.3	0.0	6.5	6.8	25.7	25.7	7.3	28.6	28.8
Cycle Q Clear(g_c), s	11.0	0.0	5.0	0.3	0.0	6.5	6.8	25.7	25.7	7.3	28.6	28.8
Prop In Lane	1.00		0.94	1.00		0.96	1.00		0.02	1.00		0.15
Lane Grp Cap(c), veh/h	182	0	337	19	0	178	112	1889	1035	135	1938	1033
V/C Ratio(X)	0.84	0.00	0.23	0.21	0.00	0.50	0.83	0.50	0.50	0.75	0.63	0.63
Avail Cap(c_a), veh/h	182	0	560	67	0	444	112	1889	1035	158	1938	1033
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	0.0	39.3	58.8	0.0	50.3	56.6	24.7	24.7	53.8	17.1	17.2
Incr Delay (d2), s/veh	27.7	0.0	0.4	5.3	0.0	2.2	35.5	0.8	1.5	15.8	1.5	2.9
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	6.4	0.0	2.2	0.2	0.0	2.9	4.2	12.2	13.6	3.9	13.7	15.0
LnGrp Delay(d),s/veh	79.9	0.0	39.7	64.1	0.0	52.4	92.1	25.5	26.2	69.6	18.7	20.1
LnGrp LOS	E		D	E		D	F	C	C	E	B	C
Approach Vol, veh/h		232			93			1550			1962	
Approach Delay, s/veh		66.2			53.0			29.7			21.8	
Approach LOS		E			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	13.9	70.9	5.4	29.8	12.2	72.6	17.4	17.8
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	9.3	27.7	2.3	7.0	8.8	30.8	13.0	8.5
Green Ext Time (p_c), s	0.0	12.8	0.0	0.6	0.0	13.0	0.0	0.6

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)	147	5	68	4	4	83	86	1357	7	94	1637	95
Future Volume (veh/h)	147	5	68	4	4	83	86	1357	7	94	1637	95
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		0.98	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	160	5	74	4	4	90	93	1475	8	102	1779	103
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	22	319	19	8	174	112	2894	16	135	2794	161
Arrive On Green	0.11	0.22	0.21	0.01	0.12	0.11	0.05	0.37	0.37	0.08	0.57	0.56
Sat Flow, veh/h	1634	99	1467	1634	66	1483	1634	5219	28	1634	4910	284
Grp Volume(v), veh/h	160	0	79	4	0	94	93	958	525	102	1227	655
Grp Sat Flow(s),veh/h/ln	1634	0	1567	1634	0	1548	1634	1695	1857	1634	1695	1804
Q Serve(g_s), s	11.6	0.0	5.0	0.3	0.0	6.9	6.8	26.3	26.3	7.3	29.3	29.5
Cycle Q Clear(g_c), s	11.6	0.0	5.0	0.3	0.0	6.9	6.8	26.3	26.3	7.3	29.3	29.5
Prop In Lane	1.00		0.94	1.00		0.96	1.00		0.02	1.00		0.16
Lane Grp Cap(c), veh/h	182	0	341	19	0	182	112	1880	1030	135	1929	1026
V/C Ratio(X)	0.88	0.00	0.23	0.21	0.00	0.52	0.83	0.51	0.51	0.75	0.64	0.64
Avail Cap(c_a), veh/h	182	0	560	67	0	444	112	1880	1030	158	1929	1026
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.5	0.0	39.0	58.8	0.0	50.1	56.6	25.1	25.1	53.8	17.5	17.6
Incr Delay (d2), s/veh	34.8	0.0	0.3	5.3	0.0	2.3	35.3	0.9	1.6	15.8	1.6	3.0
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	7.0	0.0	2.2	0.2	0.0	3.1	4.2	12.5	13.9	3.9	14.1	15.4
LnGrp Delay(d),s/veh	87.3	0.0	39.4	64.1	0.0	52.4	91.9	25.9	26.6	69.6	19.1	20.6
LnGrp LOS	F		D	E		D	F	C	C	E	B	C
Approach Vol, veh/h		239			98			1576			1984	
Approach Delay, s/veh		71.5			52.9			30.1			22.2	
Approach LOS		E			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	13.9	70.5	5.4	30.1	12.2	72.3	17.4	18.1
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	9.3	28.3	2.3	7.0	8.8	31.5	13.6	8.9
Green Ext Time (p_c), s	0.0	12.5	0.0	0.7	0.0	12.6	0.0	0.6

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)	132	8	50	12	6	77	102	1286	13	87	1452	112
Future Volume (veh/h)	132	8	50	12	6	77	102	1286	13	87	1452	112
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		0.98	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	143	9	54	13	7	84	111	1398	14	95	1578	122
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	178	46	279	31	14	166	112	2929	29	128	2759	213
Arrive On Green	0.11	0.20	0.20	0.02	0.12	0.11	0.05	0.38	0.37	0.08	0.57	0.57
Sat Flow, veh/h	1634	227	1360	1634	120	1438	1634	5190	52	1634	4805	371
Grp Volume(v), veh/h	143	0	63	13	0	91	111	913	499	95	1113	587
Grp Sat Flow(s),veh/h/ln	1634	0	1587	1634	0	1557	1634	1695	1852	1634	1695	1786
Q Serve(g_s), s	10.3	0.0	4.0	0.9	0.0	6.6	8.1	24.5	24.5	6.8	25.0	25.1
Cycle Q Clear(g_c), s	10.3	0.0	4.0	0.9	0.0	6.6	8.1	24.5	24.5	6.8	25.0	25.1
Prop In Lane	1.00		0.86	1.00		0.92	1.00		0.03	1.00		0.21
Lane Grp Cap(c), veh/h	178	0	325	31	0	179	112	1913	1045	128	1947	1025
V/C Ratio(X)	0.80	0.00	0.19	0.41	0.00	0.51	0.99	0.48	0.48	0.74	0.57	0.57
Avail Cap(c_a), veh/h	182	0	567	67	0	446	112	1913	1045	158	1947	1025
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	0.0	39.8	58.2	0.0	50.3	57.2	23.9	23.9	54.1	16.2	16.3
Incr Delay (d2), s/veh	22.0	0.0	0.3	8.5	0.0	2.2	78.4	0.8	1.4	13.6	1.2	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	5.7	0.0	1.8	0.5	0.0	3.0	6.1	11.7	13.0	3.6	11.9	12.9
LnGrp Delay(d),s/veh	74.2	0.0	40.1	66.7	0.0	52.5	135.7	24.6	25.3	67.8	17.4	18.6
LnGrp LOS	E		D	E		D	F	C	C	E	B	B
Approach Vol, veh/h		206			104			1523			1795	
Approach Delay, s/veh		63.8			54.3			32.9			20.5	
Approach LOS		E			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	13.4	71.7	6.3	28.6	12.2	72.9	17.1	17.8
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	8.8	26.5	2.9	6.0	10.1	27.1	12.3	8.6
Green Ext Time (p_c), s	0.0	12.9	0.0	0.6	0.0	14.5	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	29.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	8	50	12	6	77	103	1294	13	88	1461	115
Future Volume (veh/h)	133	8	50	12	6	77	103	1294	13	88	1461	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		0.98	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	145	9	54	13	7	84	112	1407	14	96	1588	125
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	180	47	280	31	14	166	112	2920	29	129	2749	216
Arrive On Green	0.11	0.21	0.20	0.02	0.12	0.11	0.05	0.38	0.37	0.08	0.57	0.57
Sat Flow, veh/h	1634	227	1361	1634	120	1438	1634	5191	52	1634	4797	377
Grp Volume(v), veh/h	145	0	63	13	0	91	112	919	502	96	1122	591
Grp Sat Flow(s),veh/h/ln	1634	0	1587	1634	0	1557	1634	1695	1852	1634	1695	1784
Q Serve(g_s), s	10.4	0.0	4.0	0.9	0.0	6.6	8.2	24.8	24.8	6.9	25.3	25.4
Cycle Q Clear(g_c), s	10.4	0.0	4.0	0.9	0.0	6.6	8.2	24.8	24.8	6.9	25.3	25.4
Prop In Lane	1.00		0.86	1.00		0.92	1.00		0.03	1.00		0.21
Lane Grp Cap(c), veh/h	180	0	327	31	0	179	112	1907	1042	129	1943	1023
V/C Ratio(X)	0.81	0.00	0.19	0.41	0.00	0.51	1.00	0.48	0.48	0.74	0.58	0.58
Avail Cap(c_a), veh/h	182	0	567	67	0	446	112	1907	1042	158	1943	1023
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.1	0.0	39.7	58.2	0.0	50.3	57.3	24.1	24.1	54.1	16.3	16.4
Incr Delay (d2), s/veh	22.5	0.0	0.3	8.5	0.0	2.2	81.0	0.8	1.4	14.0	1.3	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	5.8	0.0	1.8	0.5	0.0	3.0	6.2	11.9	13.1	3.6	12.2	13.2
LnGrp Delay(d),s/veh	74.6	0.0	40.0	66.7	0.0	52.5	138.3	24.9	25.5	68.0	17.6	18.8
LnGrp LOS	E		D	E		D	F	C	C	E	B	B
Approach Vol, veh/h		208			104			1533			1809	
Approach Delay, s/veh		64.1			54.3			33.4			20.7	
Approach LOS		E			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	13.5	71.5	6.3	28.7	12.2	72.8	17.2	17.8
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	8.9	26.8	2.9	6.0	10.2	27.4	12.4	8.6
Green Ext Time (p_c), s	0.0	12.8	0.0	0.6	0.0	14.3	0.0	0.5

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)	139	8	50	12	6	82	103	1318	13	88	1477	120
Future Volume (veh/h)	139	8	50	12	6	82	103	1318	13	88	1477	120
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		0.98	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	151	9	54	13	7	89	112	1433	14	96	1605	130
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	48	286	31	13	170	112	2898	28	129	2721	220
Arrive On Green	0.11	0.21	0.20	0.02	0.12	0.11	0.07	0.56	0.55	0.08	0.57	0.56
Sat Flow, veh/h	1634	227	1361	1634	114	1443	1634	5192	51	1634	4785	387
Grp Volume(v), veh/h	151	0	63	13	0	96	112	936	511	96	1137	598
Grp Sat Flow(s),veh/h/ln	1634	0	1588	1634	0	1557	1634	1695	1852	1634	1695	1782
Q Serve(g_s), s	10.9	0.0	3.9	0.9	0.0	7.0	8.2	20.2	20.2	6.9	26.1	26.2
Cycle Q Clear(g_c), s	10.9	0.0	3.9	0.9	0.0	7.0	8.2	20.2	20.2	6.9	26.1	26.2
Prop In Lane	1.00		0.86	1.00		0.93	1.00		0.03	1.00		0.22
Lane Grp Cap(c), veh/h	182	0	334	31	0	184	112	1892	1034	129	1928	1014
V/C Ratio(X)	0.83	0.00	0.19	0.41	0.00	0.52	1.00	0.49	0.49	0.74	0.59	0.59
Avail Cap(c_a), veh/h	182	0	568	67	0	446	112	1892	1034	158	1928	1014
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	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	0.0	39.3	58.2	0.0	50.2	55.9	16.2	16.2	54.1	16.8	16.9
Incr Delay (d2), s/veh	25.9	0.0	0.3	8.5	0.0	2.3	80.8	0.8	1.5	14.0	1.3	2.5
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	6.2	0.0	1.8	0.5	0.0	3.1	6.2	9.6	10.7	3.6	12.5	13.5
LnGrp Delay(d),s/veh	78.1	0.0	39.6	66.7	0.0	52.4	136.7	17.0	17.7	68.0	18.1	19.4
LnGrp LOS	E		D	E		D	F	B	B	E	B	B
Approach Vol, veh/h		214			109			1559			1831	
Approach Delay, s/veh		66.7			54.1			25.8			21.2	
Approach LOS		E			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	13.5	71.0	6.3	29.2	12.2	72.2	17.4	18.2
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	8.9	22.2	2.9	5.9	10.2	28.2	12.9	9.0
Green Ext Time (p_c), s	0.0	15.5	0.0	0.6	0.0	14.1	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	26.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	8	50	12	6	77	103	1294	13	88	1461	115
Future Volume (veh/h)	133	8	50	12	6	77	103	1294	13	88	1461	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		0.98	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	145	9	54	13	7	84	112	1407	14	96	1588	125
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	180	47	280	31	14	166	112	2920	29	129	2749	216
Arrive On Green	0.11	0.21	0.20	0.02	0.12	0.11	0.05	0.38	0.37	0.08	0.57	0.57
Sat Flow, veh/h	1634	227	1361	1634	120	1438	1634	5191	52	1634	4797	377
Grp Volume(v), veh/h	145	0	63	13	0	91	112	919	502	96	1122	591
Grp Sat Flow(s),veh/h/ln	1634	0	1587	1634	0	1557	1634	1695	1852	1634	1695	1784
Q Serve(g_s), s	10.4	0.0	4.0	0.9	0.0	6.6	8.2	24.8	24.8	6.9	25.3	25.4
Cycle Q Clear(g_c), s	10.4	0.0	4.0	0.9	0.0	6.6	8.2	24.8	24.8	6.9	25.3	25.4
Prop In Lane	1.00		0.86	1.00		0.92	1.00		0.03	1.00		0.21
Lane Grp Cap(c), veh/h	180	0	327	31	0	179	112	1907	1042	129	1943	1023
V/C Ratio(X)	0.81	0.00	0.19	0.41	0.00	0.51	1.00	0.48	0.48	0.74	0.58	0.58
Avail Cap(c_a), veh/h	182	0	567	67	0	446	112	1907	1042	158	1943	1023
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.1	0.0	39.7	58.2	0.0	50.3	57.3	24.1	24.1	54.1	16.3	16.4
Incr Delay (d2), s/veh	22.5	0.0	0.3	8.5	0.0	2.2	81.0	0.8	1.4	14.0	1.3	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	5.8	0.0	1.8	0.5	0.0	3.0	6.2	11.9	13.1	3.6	12.2	13.2
LnGrp Delay(d),s/veh	74.6	0.0	40.0	66.7	0.0	52.5	138.3	24.9	25.5	68.0	17.6	18.8
LnGrp LOS	E		D	E		D	F	C	C	E	B	B
Approach Vol, veh/h		208			104			1533			1809	
Approach Delay, s/veh		64.1			54.3			33.4			20.7	
Approach LOS		E			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	13.5	71.5	6.3	28.7	12.2	72.8	17.2	17.8
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	8.9	26.8	2.9	6.0	10.2	27.4	12.4	8.6
Green Ext Time (p_c), s	0.0	12.8	0.0	0.6	0.0	14.3	0.0	0.5

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)	139	8	50	12	6	82	103	1318	13	88	1477	120
Future Volume (veh/h)	139	8	50	12	6	82	103	1318	13	88	1477	120
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		0.98	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	151	9	54	13	7	89	112	1433	14	96	1605	130
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	48	286	31	13	170	112	2898	28	129	2721	220
Arrive On Green	0.11	0.21	0.20	0.02	0.12	0.11	0.07	0.56	0.55	0.08	0.57	0.56
Sat Flow, veh/h	1634	227	1361	1634	114	1443	1634	5192	51	1634	4785	387
Grp Volume(v), veh/h	151	0	63	13	0	96	112	936	511	96	1137	598
Grp Sat Flow(s),veh/h/ln	1634	0	1588	1634	0	1557	1634	1695	1852	1634	1695	1782
Q Serve(g_s), s	10.9	0.0	3.9	0.9	0.0	7.0	8.2	20.2	20.2	6.9	26.1	26.2
Cycle Q Clear(g_c), s	10.9	0.0	3.9	0.9	0.0	7.0	8.2	20.2	20.2	6.9	26.1	26.2
Prop In Lane	1.00		0.86	1.00		0.93	1.00		0.03	1.00		0.22
Lane Grp Cap(c), veh/h	182	0	334	31	0	184	112	1892	1034	129	1928	1014
V/C Ratio(X)	0.83	0.00	0.19	0.41	0.00	0.52	1.00	0.49	0.49	0.74	0.59	0.59
Avail Cap(c_a), veh/h	182	0	568	67	0	446	112	1892	1034	158	1928	1014
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	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	0.0	39.3	58.2	0.0	50.2	55.9	16.2	16.2	54.1	16.8	16.9
Incr Delay (d2), s/veh	25.9	0.0	0.3	8.5	0.0	2.3	80.8	0.8	1.5	14.0	1.3	2.5
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	6.2	0.0	1.8	0.5	0.0	3.1	6.2	9.6	10.7	3.6	12.5	13.5
LnGrp Delay(d),s/veh	78.1	0.0	39.6	66.7	0.0	52.4	136.7	17.0	17.7	68.0	18.1	19.4
LnGrp LOS	E		D	E		D	F	B	B	E	B	B
Approach Vol, veh/h		214			109			1559			1831	
Approach Delay, s/veh		66.7			54.1			25.8			21.2	
Approach LOS		E			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	13.5	71.0	6.3	29.2	12.2	72.2	17.4	18.2
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	8.9	22.2	2.9	5.9	10.2	28.2	12.9	9.0
Green Ext Time (p_c), s	0.0	15.5	0.0	0.6	0.0	14.1	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	26.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	2	13	1	1	21	26	510	0	50	453	53
Future Volume (veh/h)	22	2	13	1	1	21	26	510	0	50	453	53
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		0.96	1.00		0.96	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	24	2	14	1	1	23	28	554	0	54	492	58
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	42	17	122	14	5	106	46	3661	0	80	3414	396
Arrive On Green	0.03	0.09	0.08	0.01	0.07	0.06	0.01	0.24	0.00	0.05	0.74	0.73
Sat Flow, veh/h	1634	195	1367	1634	64	1466	1634	5253	0	1634	4609	534
Grp Volume(v), veh/h	24	0	16	1	0	24	28	554	0	54	360	190
Grp Sat Flow(s),veh/h/ln	1634	0	1563	1634	0	1530	1634	1695	0	1634	1695	1753
Q Serve(g_s), s	1.7	0.0	1.1	0.1	0.0	1.8	2.0	10.3	0.0	3.9	3.7	3.8
Cycle Q Clear(g_c), s	1.7	0.0	1.1	0.1	0.0	1.8	2.0	10.3	0.0	3.9	3.7	3.8
Prop In Lane	1.00		0.88	1.00		0.96	1.00		0.00	1.00		0.30
Lane Grp Cap(c), veh/h	42	0	140	14	0	110	46	3661	0	80	2511	1298
V/C Ratio(X)	0.57	0.00	0.11	0.07	0.00	0.22	0.61	0.15	0.00	0.68	0.14	0.15
Avail Cap(c_a), veh/h	182	0	559	67	0	438	112	3661	0	158	2511	1298
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.8	0.0	50.6	59.0	0.0	52.9	58.8	16.8	0.0	56.1	4.5	4.6
Incr Delay (d2), s/veh	11.4	0.0	0.4	2.1	0.0	1.0	12.4	0.1	0.0	9.6	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	0.9	0.0	0.5	0.0	0.0	0.8	1.1	4.9	0.0	2.0	1.7	1.9
LnGrp Delay(d),s/veh	69.2	0.0	51.0	61.1	0.0	53.9	71.2	16.8	0.0	65.7	4.6	4.8
LnGrp LOS	E		D	E		D	E	B		E	A	A
Approach Vol, veh/h		40			25			582			604	
Approach Delay, s/veh		61.9			54.2			19.5			10.2	
Approach LOS		E			D			B			B	

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	9.9	90.4	5.0	14.7	7.4	92.9	7.1	12.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	5.9	12.3	2.1	3.1	4.0	5.8	3.7	3.8
Green Ext Time (p_c), s	0.0	5.0	0.0	0.1	0.0	5.1	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	2	13	1	1	21	26	513	0	50	456	55
Future Volume (veh/h)	22	2	13	1	1	21	26	513	0	50	456	55
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		0.96	1.00		0.96	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	24	2	14	1	1	23	28	558	0	54	496	60
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	42	17	122	14	5	106	46	3661	0	80	3403	405
Arrive On Green	0.03	0.09	0.08	0.01	0.07	0.06	0.01	0.24	0.00	0.05	0.74	0.73
Sat Flow, veh/h	1634	195	1367	1634	64	1466	1634	5253	0	1634	4594	546
Grp Volume(v), veh/h	24	0	16	1	0	24	28	558	0	54	364	192
Grp Sat Flow(s),veh/h/ln	1634	0	1563	1634	0	1530	1634	1695	0	1634	1695	1750
Q Serve(g_s), s	1.7	0.0	1.1	0.1	0.0	1.8	2.0	10.4	0.0	3.9	3.7	3.9
Cycle Q Clear(g_c), s	1.7	0.0	1.1	0.1	0.0	1.8	2.0	10.4	0.0	3.9	3.7	3.9
Prop In Lane	1.00		0.88	1.00		0.96	1.00		0.00	1.00		0.31
Lane Grp Cap(c), veh/h	42	0	140	14	0	110	46	3661	0	80	2511	1296
V/C Ratio(X)	0.57	0.00	0.11	0.07	0.00	0.22	0.61	0.15	0.00	0.68	0.14	0.15
Avail Cap(c_a), veh/h	182	0	559	67	0	438	112	3661	0	158	2511	1296
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.8	0.0	50.6	59.0	0.0	52.9	58.8	16.8	0.0	56.1	4.5	4.6
Incr Delay (d2), s/veh	11.4	0.0	0.4	2.1	0.0	1.0	12.4	0.1	0.0	9.6	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	0.9	0.0	0.5	0.0	0.0	0.8	1.1	4.9	0.0	2.0	1.8	1.9
LnGrp Delay(d),s/veh	69.2	0.0	51.0	61.1	0.0	53.9	71.2	16.9	0.0	65.7	4.6	4.8
LnGrp LOS	E		D	E		D	E	B		E	A	A
Approach Vol, veh/h		40			25			586			610	
Approach Delay, s/veh		61.9			54.2			19.5			10.1	
Approach LOS		E			D			B			B	

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	9.9	90.4	5.0	14.7	7.4	92.9	7.1	12.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	5.9	12.4	2.1	3.1	4.0	5.9	3.7	3.8
Green Ext Time (p_c), s	0.0	5.0	0.0	0.1	0.0	5.1	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	2	13	1	1	27	26	542	0	50	475	61
Future Volume (veh/h)	30	2	13	1	1	27	26	542	0	50	475	61
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	33	2	14	1	1	29	28	589	0	54	516	66
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	19	135	14	4	111	46	3613	0	80	3335	419
Arrive On Green	0.03	0.10	0.09	0.01	0.08	0.07	0.01	0.23	0.00	0.05	0.73	0.72
Sat Flow, veh/h	1634	196	1370	1634	51	1478	1634	5253	0	1634	4561	573
Grp Volume(v), veh/h	33	0	16	1	0	30	28	589	0	54	381	201
Grp Sat Flow(s),veh/h/ln	1634	0	1566	1634	0	1529	1634	1695	0	1634	1695	1745
Q Serve(g_s), s	2.4	0.0	1.1	0.1	0.0	2.2	2.0	11.1	0.0	3.9	4.1	4.2
Cycle Q Clear(g_c), s	2.4	0.0	1.1	0.1	0.0	2.2	2.0	11.1	0.0	3.9	4.1	4.2
Prop In Lane	1.00		0.88	1.00		0.97	1.00		0.00	1.00		0.33
Lane Grp Cap(c), veh/h	52	0	155	14	0	115	46	3613	0	80	2479	1276
V/C Ratio(X)	0.63	0.00	0.10	0.07	0.00	0.26	0.61	0.16	0.00	0.68	0.15	0.16
Avail Cap(c_a), veh/h	182	0	560	67	0	438	112	3613	0	158	2479	1276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.4	0.0	49.6	59.0	0.0	52.7	58.8	17.5	0.0	56.1	4.9	4.9
Incr Delay (d2), s/veh	11.8	0.0	0.3	2.1	0.0	1.2	12.4	0.1	0.0	9.6	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	1.3	0.0	0.5	0.0	0.0	1.0	1.1	5.2	0.0	2.0	2.0	2.1
LnGrp Delay(d),s/veh	69.2	0.0	49.9	61.1	0.0	53.9	71.2	17.6	0.0	65.7	5.0	5.2
LnGrp LOS	E		D	E		D	E	B		E	A	A
Approach Vol, veh/h		49			31			617			636	
Approach Delay, s/veh		62.9			54.2			20.1			10.2	
Approach LOS		E			D			C			B	

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	9.9	89.2	5.0	15.9	7.4	91.7	7.8	13.0
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	5.9	13.1	2.1	3.1	4.0	6.2	4.4	4.2
Green Ext Time (p_c), s	0.0	5.3	0.0	0.1	0.0	5.5	0.0	0.1

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)	22	2	13	1	1	21	26	513	0	50	456	55
Future Volume (veh/h)	22	2	13	1	1	21	26	513	0	50	456	55
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		0.96	1.00		0.96	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	24	2	14	1	1	23	28	558	0	54	496	60
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	42	17	122	14	5	106	46	3661	0	80	3403	405
Arrive On Green	0.03	0.09	0.08	0.01	0.07	0.06	0.01	0.24	0.00	0.05	0.74	0.73
Sat Flow, veh/h	1634	195	1367	1634	64	1466	1634	5253	0	1634	4594	546
Grp Volume(v), veh/h	24	0	16	1	0	24	28	558	0	54	364	192
Grp Sat Flow(s),veh/h/ln	1634	0	1563	1634	0	1530	1634	1695	0	1634	1695	1750
Q Serve(g_s), s	1.7	0.0	1.1	0.1	0.0	1.8	2.0	10.4	0.0	3.9	3.7	3.9
Cycle Q Clear(g_c), s	1.7	0.0	1.1	0.1	0.0	1.8	2.0	10.4	0.0	3.9	3.7	3.9
Prop In Lane	1.00		0.88	1.00		0.96	1.00		0.00	1.00		0.31
Lane Grp Cap(c), veh/h	42	0	140	14	0	110	46	3661	0	80	2511	1296
V/C Ratio(X)	0.57	0.00	0.11	0.07	0.00	0.22	0.61	0.15	0.00	0.68	0.14	0.15
Avail Cap(c_a), veh/h	182	0	559	67	0	438	112	3661	0	158	2511	1296
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.8	0.0	50.6	59.0	0.0	52.9	58.8	16.8	0.0	56.1	4.5	4.6
Incr Delay (d2), s/veh	11.4	0.0	0.4	2.1	0.0	1.0	12.4	0.1	0.0	9.6	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	0.9	0.0	0.5	0.0	0.0	0.8	1.1	4.9	0.0	2.0	1.8	1.9
LnGrp Delay(d),s/veh	69.2	0.0	51.0	61.1	0.0	53.9	71.2	16.9	0.0	65.7	4.6	4.8
LnGrp LOS	E		D	E		D	E	B		E	A	A
Approach Vol, veh/h		40			25			586			610	
Approach Delay, s/veh		61.9			54.2			19.5			10.1	
Approach LOS		E			D			B			B	

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	9.9	90.4	5.0	14.7	7.4	92.9	7.1	12.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	5.9	12.4	2.1	3.1	4.0	5.9	3.7	3.8
Green Ext Time (p_c), s	0.0	5.0	0.0	0.1	0.0	5.1	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	2	13	1	1	27	26	542	0	50	475	61
Future Volume (veh/h)	30	2	13	1	1	27	26	542	0	50	475	61
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	33	2	14	1	1	29	28	589	0	54	516	66
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	19	135	14	4	111	46	3613	0	80	3335	419
Arrive On Green	0.03	0.10	0.09	0.01	0.08	0.07	0.01	0.23	0.00	0.05	0.73	0.72
Sat Flow, veh/h	1634	196	1370	1634	51	1478	1634	5253	0	1634	4561	573
Grp Volume(v), veh/h	33	0	16	1	0	30	28	589	0	54	381	201
Grp Sat Flow(s),veh/h/ln	1634	0	1566	1634	0	1529	1634	1695	0	1634	1695	1745
Q Serve(g_s), s	2.4	0.0	1.1	0.1	0.0	2.2	2.0	11.1	0.0	3.9	4.1	4.2
Cycle Q Clear(g_c), s	2.4	0.0	1.1	0.1	0.0	2.2	2.0	11.1	0.0	3.9	4.1	4.2
Prop In Lane	1.00		0.88	1.00		0.97	1.00		0.00	1.00		0.33
Lane Grp Cap(c), veh/h	52	0	155	14	0	115	46	3613	0	80	2479	1276
V/C Ratio(X)	0.63	0.00	0.10	0.07	0.00	0.26	0.61	0.16	0.00	0.68	0.15	0.16
Avail Cap(c_a), veh/h	182	0	560	67	0	438	112	3613	0	158	2479	1276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.4	0.0	49.6	59.0	0.0	52.7	58.8	17.5	0.0	56.1	4.9	4.9
Incr Delay (d2), s/veh	11.8	0.0	0.3	2.1	0.0	1.2	12.4	0.1	0.0	9.6	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	1.3	0.0	0.5	0.0	0.0	1.0	1.1	5.2	0.0	2.0	2.0	2.1
LnGrp Delay(d),s/veh	69.2	0.0	49.9	61.1	0.0	53.9	71.2	17.6	0.0	65.7	5.0	5.2
LnGrp LOS	E		D	E		D	E	B		E	A	A
Approach Vol, veh/h		49			31			617			636	
Approach Delay, s/veh		62.9			54.2			20.1			10.2	
Approach LOS		E			D			C			B	

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	9.9	89.2	5.0	15.9	7.4	91.7	7.8	13.0
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	5.9	13.1	2.1	3.1	4.0	6.2	4.4	4.2
Green Ext Time (p_c), s	0.0	5.3	0.0	0.1	0.0	5.5	0.0	0.1

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)	22	2	13	1	1	21	26	510	0	50	453	53
Future Volume (veh/h)	22	2	13	1	1	21	26	510	0	50	453	53
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		0.96	1.00		0.96	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	24	2	14	1	1	23	28	554	0	54	492	58
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	42	17	122	14	5	106	46	3661	0	80	3414	396
Arrive On Green	0.03	0.09	0.08	0.01	0.07	0.06	0.01	0.24	0.00	0.05	0.74	0.73
Sat Flow, veh/h	1634	195	1367	1634	64	1466	1634	5253	0	1634	4609	534
Grp Volume(v), veh/h	24	0	16	1	0	24	28	554	0	54	360	190
Grp Sat Flow(s),veh/h/ln	1634	0	1563	1634	0	1530	1634	1695	0	1634	1695	1753
Q Serve(g_s), s	1.7	0.0	1.1	0.1	0.0	1.8	2.0	10.3	0.0	3.9	3.7	3.8
Cycle Q Clear(g_c), s	1.7	0.0	1.1	0.1	0.0	1.8	2.0	10.3	0.0	3.9	3.7	3.8
Prop In Lane	1.00		0.88	1.00		0.96	1.00		0.00	1.00		0.30
Lane Grp Cap(c), veh/h	42	0	140	14	0	110	46	3661	0	80	2511	1298
V/C Ratio(X)	0.57	0.00	0.11	0.07	0.00	0.22	0.61	0.15	0.00	0.68	0.14	0.15
Avail Cap(c_a), veh/h	182	0	559	67	0	438	112	3661	0	158	2511	1298
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.8	0.0	50.6	59.0	0.0	52.9	58.8	16.8	0.0	56.1	4.5	4.6
Incr Delay (d2), s/veh	11.4	0.0	0.4	2.1	0.0	1.0	12.4	0.1	0.0	9.6	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	0.9	0.0	0.5	0.0	0.0	0.8	1.1	4.9	0.0	2.0	1.7	1.9
LnGrp Delay(d),s/veh	69.2	0.0	51.0	61.1	0.0	53.9	71.2	16.8	0.0	65.7	4.6	4.8
LnGrp LOS	E		D	E		D	E	B		E	A	A
Approach Vol, veh/h		40			25			582			604	
Approach Delay, s/veh		61.9			54.2			19.5			10.2	
Approach LOS		E			D			B			B	

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	9.9	90.4	5.0	14.7	7.4	92.9	7.1	12.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	5.9	12.3	2.1	3.1	4.0	5.8	3.7	3.8
Green Ext Time (p_c), s	0.0	5.0	0.0	0.1	0.0	5.1	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	2	15	1	1	24	29	578	0	57	514	96
Future Volume (veh/h)	25	2	15	1	1	24	29	578	0	57	514	96
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		0.97	1.00		0.96	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	27	2	16	1	1	26	32	628	0	62	559	104
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	45	16	128	14	4	109	51	3613	0	90	3162	576
Arrive On Green	0.03	0.09	0.09	0.01	0.07	0.07	0.01	0.23	0.00	0.05	0.73	0.73
Sat Flow, veh/h	1634	173	1387	1634	57	1473	1634	5253	0	1634	4306	785
Grp Volume(v), veh/h	27	0	18	1	0	27	32	628	0	62	438	225
Grp Sat Flow(s),veh/h/ln	1634	0	1560	1634	0	1530	1634	1695	0	1634	1695	1701
Q Serve(g_s), s	2.0	0.0	1.3	0.1	0.0	2.0	2.3	11.8	0.0	4.5	4.7	4.9
Cycle Q Clear(g_c), s	2.0	0.0	1.3	0.1	0.0	2.0	2.3	11.8	0.0	4.5	4.7	4.9
Prop In Lane	1.00		0.89	1.00		0.96	1.00		0.00	1.00		0.46
Lane Grp Cap(c), veh/h	45	0	144	14	0	113	51	3613	0	90	2489	1249
V/C Ratio(X)	0.61	0.00	0.12	0.07	0.00	0.24	0.63	0.17	0.00	0.69	0.18	0.18
Avail Cap(c_a), veh/h	182	0	558	67	0	438	112	3613	0	158	2489	1249
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.7	0.0	50.3	59.0	0.0	52.8	58.7	17.8	0.0	55.7	4.9	5.0
Incr Delay (d2), s/veh	12.5	0.0	0.4	2.1	0.0	1.1	11.8	0.1	0.0	9.1	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	1.0	0.0	0.6	0.0	0.0	0.9	1.2	5.6	0.0	2.2	2.2	2.4
LnGrp Delay(d),s/veh	70.2	0.0	50.7	61.1	0.0	53.9	70.5	17.9	0.0	64.8	5.0	5.3
LnGrp LOS	E		D	E		D	E	B		E	A	A
Approach Vol, veh/h		45			28			660			725	
Approach Delay, s/veh		62.4			54.1			20.5			10.2	
Approach LOS		E			D			C			B	

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	89.3	5.0	15.1	7.8	92.1	7.3	12.9
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	6.5	13.8	2.1	3.3	4.3	6.9	4.0	4.0
Green Ext Time (p_c), s	0.0	6.0	0.0	0.1	0.0	6.2	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	17.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	2	15	1	1	30	29	607	0	57	533	102
Future Volume (veh/h)	33	2	15	1	1	30	29	607	0	57	533	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		0.97	1.00		0.96	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	36	2	16	1	1	33	32	660	0	62	579	111
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	18	145	14	4	116	51	3554	0	90	3094	582
Arrive On Green	0.03	0.10	0.10	0.01	0.08	0.07	0.01	0.23	0.00	0.05	0.72	0.71
Sat Flow, veh/h	1634	174	1390	1634	45	1485	1634	5253	0	1634	4282	805
Grp Volume(v), veh/h	36	0	18	1	0	34	32	660	0	62	456	234
Grp Sat Flow(s),veh/h/ln	1634	0	1564	1634	0	1530	1634	1695	0	1634	1695	1697
Q Serve(g_s), s	2.6	0.0	1.3	0.1	0.0	2.5	2.3	12.5	0.0	4.5	5.2	5.4
Cycle Q Clear(g_c), s	2.6	0.0	1.3	0.1	0.0	2.5	2.3	12.5	0.0	4.5	5.2	5.4
Prop In Lane	1.00		0.89	1.00		0.97	1.00		0.00	1.00		0.47
Lane Grp Cap(c), veh/h	56	0	163	14	0	120	51	3554	0	90	2449	1226
V/C Ratio(X)	0.64	0.00	0.11	0.07	0.00	0.28	0.63	0.19	0.00	0.69	0.19	0.19
Avail Cap(c_a), veh/h	182	0	559	67	0	439	112	3554	0	158	2449	1226
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.2	0.0	49.1	59.0	0.0	52.5	58.7	18.7	0.0	55.7	5.3	5.4
Incr Delay (d2), s/veh	11.4	0.0	0.3	2.1	0.0	1.3	11.8	0.1	0.0	9.1	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	1.4	0.0	0.6	0.0	0.0	1.1	1.2	5.9	0.0	2.2	2.5	2.6
LnGrp Delay(d),s/veh	68.6	0.0	49.4	61.1	0.0	53.8	70.5	18.8	0.0	64.8	5.5	5.8
LnGrp LOS	E		D	E		D	E	B		E	A	A
Approach Vol, veh/h		54			35			692			752	
Approach Delay, s/veh		62.2			54.0			21.2			10.5	
Approach LOS		E			D			C			B	

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	87.9	5.0	16.5	7.8	90.7	8.1	13.4
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	6.5	14.5	2.1	3.3	4.3	7.4	4.6	4.5
Green Ext Time (p_c), s	0.0	6.4	0.0	0.2	0.0	6.6	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	18.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	2	15	1	1	24	29	578	0	57	514	96
Future Volume (veh/h)	25	2	15	1	1	24	29	578	0	57	514	96
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		0.97	1.00		0.96	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	27	2	16	1	1	26	32	628	0	62	559	104
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	45	16	128	14	4	109	51	3613	0	90	3162	576
Arrive On Green	0.03	0.09	0.09	0.01	0.07	0.07	0.01	0.23	0.00	0.05	0.73	0.73
Sat Flow, veh/h	1634	173	1387	1634	57	1473	1634	5253	0	1634	4306	785
Grp Volume(v), veh/h	27	0	18	1	0	27	32	628	0	62	438	225
Grp Sat Flow(s),veh/h/ln	1634	0	1560	1634	0	1530	1634	1695	0	1634	1695	1701
Q Serve(g_s), s	2.0	0.0	1.3	0.1	0.0	2.0	2.3	11.8	0.0	4.5	4.7	4.9
Cycle Q Clear(g_c), s	2.0	0.0	1.3	0.1	0.0	2.0	2.3	11.8	0.0	4.5	4.7	4.9
Prop In Lane	1.00		0.89	1.00		0.96	1.00		0.00	1.00		0.46
Lane Grp Cap(c), veh/h	45	0	144	14	0	113	51	3613	0	90	2489	1249
V/C Ratio(X)	0.61	0.00	0.12	0.07	0.00	0.24	0.63	0.17	0.00	0.69	0.18	0.18
Avail Cap(c_a), veh/h	182	0	558	67	0	438	112	3613	0	158	2489	1249
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.7	0.0	50.3	59.0	0.0	52.8	58.7	17.8	0.0	55.7	4.9	5.0
Incr Delay (d2), s/veh	12.5	0.0	0.4	2.1	0.0	1.1	11.8	0.1	0.0	9.1	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	1.0	0.0	0.6	0.0	0.0	0.9	1.2	5.6	0.0	2.2	2.2	2.4
LnGrp Delay(d),s/veh	70.2	0.0	50.7	61.1	0.0	53.9	70.5	17.9	0.0	64.8	5.0	5.3
LnGrp LOS	E		D	E		D	E	B		E	A	A
Approach Vol, veh/h		45			28			660			725	
Approach Delay, s/veh		62.4			54.1			20.5			10.2	
Approach LOS		E			D			C			B	

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	89.3	5.0	15.1	7.8	92.1	7.3	12.9
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	6.5	13.8	2.1	3.3	4.3	6.9	4.0	4.0
Green Ext Time (p_c), s	0.0	6.0	0.0	0.1	0.0	6.2	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	17.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	2	15	1	1	30	29	607	0	57	533	102
Future Volume (veh/h)	33	2	15	1	1	30	29	607	0	57	533	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		0.97	1.00		0.96	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	36	2	16	1	1	33	32	660	0	62	579	111
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	18	145	14	4	116	51	3554	0	90	3094	582
Arrive On Green	0.03	0.10	0.10	0.01	0.08	0.07	0.01	0.23	0.00	0.05	0.72	0.71
Sat Flow, veh/h	1634	174	1390	1634	45	1485	1634	5253	0	1634	4282	805
Grp Volume(v), veh/h	36	0	18	1	0	34	32	660	0	62	456	234
Grp Sat Flow(s),veh/h/ln	1634	0	1564	1634	0	1530	1634	1695	0	1634	1695	1697
Q Serve(g_s), s	2.6	0.0	1.3	0.1	0.0	2.5	2.3	12.5	0.0	4.5	5.2	5.4
Cycle Q Clear(g_c), s	2.6	0.0	1.3	0.1	0.0	2.5	2.3	12.5	0.0	4.5	5.2	5.4
Prop In Lane	1.00		0.89	1.00		0.97	1.00		0.00	1.00		0.47
Lane Grp Cap(c), veh/h	56	0	163	14	0	120	51	3554	0	90	2449	1226
V/C Ratio(X)	0.64	0.00	0.11	0.07	0.00	0.28	0.63	0.19	0.00	0.69	0.19	0.19
Avail Cap(c_a), veh/h	182	0	559	67	0	439	112	3554	0	158	2449	1226
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.2	0.0	49.1	59.0	0.0	52.5	58.7	18.7	0.0	55.7	5.3	5.4
Incr Delay (d2), s/veh	11.4	0.0	0.3	2.1	0.0	1.3	11.8	0.1	0.0	9.1	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	1.4	0.0	0.6	0.0	0.0	1.1	1.2	5.9	0.0	2.2	2.5	2.6
LnGrp Delay(d),s/veh	68.6	0.0	49.4	61.1	0.0	53.8	70.5	18.8	0.0	64.8	5.5	5.8
LnGrp LOS	E		D	E		D	E	B		E	A	A
Approach Vol, veh/h		54			35			692			752	
Approach Delay, s/veh		62.2			54.0			21.2			10.5	
Approach LOS		E			D			C			B	

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	87.9	5.0	16.5	7.8	90.7	8.1	13.4
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	6.5	14.5	2.1	3.3	4.3	7.4	4.6	4.5
Green Ext Time (p_c), s	0.0	6.4	0.0	0.2	0.0	6.6	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	18.1
HCM 2010 LOS	B

Intersection 7
Mooney Blvd & Orchard Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	13	57	45	7	70	64	1188	34	162	1462	58
Future Volume (veh/h)	46	13	57	45	7	70	64	1188	34	162	1462	58
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		0.97	1.00		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	50	14	62	49	8	76	70	1291	37	176	1589	63
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	35	153	73	17	166	1236	2933	820	208	1752	536
Arrive On Green	0.05	0.12	0.11	0.04	0.12	0.11	0.72	1.00	1.00	0.25	0.69	0.69
Sat Flow, veh/h	1634	293	1296	1634	149	1414	3442	5085	1421	1634	5085	1556
Grp Volume(v), veh/h	50	0	76	49	0	84	70	1291	37	176	1589	63
Grp Sat Flow(s),veh/h/ln	1634	0	1588	1634	0	1563	1721	1695	1421	1634	1695	1556
Q Serve(g_s), s	3.6	0.0	5.3	3.5	0.0	6.0	0.7	0.0	0.0	12.3	31.1	1.3
Cycle Q Clear(g_c), s	3.6	0.0	5.3	3.5	0.0	6.0	0.7	0.0	0.0	12.3	31.1	1.3
Prop In Lane	1.00		0.82	1.00		0.90	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	75	0	188	73	0	183	1236	2933	820	208	1752	536
V/C Ratio(X)	0.67	0.00	0.40	0.67	0.00	0.46	0.06	0.44	0.05	0.85	0.91	0.12
Avail Cap(c_a), veh/h	138	0	531	123	0	508	1236	2933	820	231	2119	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.78	0.78	0.78	0.68	0.68	0.68
Uniform Delay (d), s/veh	56.4	0.0	49.4	56.4	0.0	49.8	10.9	0.0	0.0	43.7	17.1	8.1
Incr Delay (d2), s/veh	10.0	0.0	1.4	10.1	0.0	1.8	0.0	0.4	0.1	16.6	6.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	2.4	1.8	0.0	2.7	0.3	0.1	0.0	6.4	15.1	0.6
LnGrp Delay(d),s/veh	66.3	0.0	50.8	66.5	0.0	51.6	10.9	0.4	0.1	60.3	23.1	8.4
LnGrp LOS	E		D	E		D	B	A	A	E	C	A
Approach Vol, veh/h		126			133			1398			1828	
Approach Delay, s/veh		56.9			57.1			0.9			26.2	
Approach LOS		E			E			A			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	19.2	73.2	9.4	18.2	47.1	45.3	9.5	18.1
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	14.3	2.0	5.5	7.3	2.7	33.1	5.6	8.0
Green Ext Time (p_c), s	0.1	7.5	0.0	0.6	0.9	7.3	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	18.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	13	59	47	7	73	64	1195	34	163	1471	58
Future Volume (veh/h)	47	13	59	47	7	73	64	1195	34	163	1471	58
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		0.97	1.00		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	51	14	64	51	8	79	70	1299	37	177	1599	63
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	34	155	76	17	169	1222	2917	815	208	1760	538
Arrive On Green	0.05	0.12	0.11	0.05	0.12	0.11	0.71	1.00	1.00	0.26	0.69	0.69
Sat Flow, veh/h	1634	285	1302	1634	144	1419	3442	5085	1421	1634	5085	1556
Grp Volume(v), veh/h	51	0	78	51	0	87	70	1299	37	177	1599	63
Grp Sat Flow(s),veh/h/ln	1634	0	1587	1634	0	1562	1721	1695	1421	1634	1695	1556
Q Serve(g_s), s	3.7	0.0	5.5	3.7	0.0	6.3	0.7	0.0	0.0	12.4	31.3	1.3
Cycle Q Clear(g_c), s	3.7	0.0	5.5	3.7	0.0	6.3	0.7	0.0	0.0	12.4	31.3	1.3
Prop In Lane	1.00		0.82	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	76	0	189	76	0	186	1222	2917	815	208	1760	538
V/C Ratio(X)	0.67	0.00	0.41	0.67	0.00	0.47	0.06	0.45	0.05	0.85	0.91	0.12
Avail Cap(c_a), veh/h	138	0	530	123	0	508	1222	2917	815	231	2119	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.77	0.77	0.77	0.68	0.68	0.68
Uniform Delay (d), s/veh	56.3	0.0	49.3	56.3	0.0	49.7	11.3	0.0	0.0	43.6	16.9	8.0
Incr Delay (d2), s/veh	9.9	0.0	1.4	9.9	0.0	1.8	0.0	0.4	0.1	16.7	6.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	2.5	1.9	0.0	2.8	0.4	0.1	0.0	6.5	15.2	0.6
LnGrp Delay(d),s/veh	66.2	0.0	50.8	66.2	0.0	51.5	11.3	0.4	0.1	60.2	22.9	8.3
LnGrp LOS	E		D	E		D	B	A	A	E	C	A
Approach Vol, veh/h		129			138			1406			1839	
Approach Delay, s/veh		56.9			57.0			0.9			26.0	
Approach LOS		E			E			A			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	19.3	72.8	9.6	18.3	46.6	45.5	9.6	18.3
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	14.4	2.0	5.7	7.5	2.7	33.3	5.7	8.3
Green Ext Time (p_c), s	0.1	7.6	0.0	0.6	0.8	7.3	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	18.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	13	59	47	7	74	64	1215	34	164	1485	59
Future Volume (veh/h)	50	13	59	47	7	74	64	1215	34	164	1485	59
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		0.97	1.00		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	54	14	64	51	8	80	70	1321	37	178	1614	64
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	35	159	76	17	170	1204	2900	810	209	1773	542
Arrive On Green	0.05	0.12	0.11	0.05	0.12	0.11	0.70	1.00	1.00	0.26	0.70	0.70
Sat Flow, veh/h	1634	285	1303	1634	142	1420	3442	5085	1421	1634	5085	1556
Grp Volume(v), veh/h	54	0	78	51	0	88	70	1321	37	178	1614	64
Grp Sat Flow(s),veh/h/ln	1634	0	1588	1634	0	1562	1721	1695	1421	1634	1695	1556
Q Serve(g_s), s	3.9	0.0	5.5	3.7	0.0	6.3	0.8	0.0	0.0	12.4	31.6	1.3
Cycle Q Clear(g_c), s	3.9	0.0	5.5	3.7	0.0	6.3	0.8	0.0	0.0	12.4	31.6	1.3
Prop In Lane	1.00		0.82	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	80	0	194	76	0	187	1204	2900	810	209	1773	542
V/C Ratio(X)	0.68	0.00	0.40	0.67	0.00	0.47	0.06	0.46	0.05	0.85	0.91	0.12
Avail Cap(c_a), veh/h	138	0	531	123	0	508	1204	2900	810	231	2119	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.77	0.77	0.77	0.66	0.66	0.66
Uniform Delay (d), s/veh	56.2	0.0	49.0	56.3	0.0	49.7	11.8	0.0	0.0	43.5	16.6	7.7
Incr Delay (d2), s/veh	9.7	0.0	1.3	9.9	0.0	1.8	0.0	0.4	0.1	16.6	6.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	2.5	1.9	0.0	2.8	0.4	0.1	0.0	6.5	15.3	0.6
LnGrp Delay(d),s/veh	65.8	0.0	50.3	66.2	0.0	51.5	11.8	0.4	0.1	60.1	22.6	8.0
LnGrp LOS	E		D	E		D	B	A	A	E	C	A
Approach Vol, veh/h		132			139			1428			1856	
Approach Delay, s/veh		56.7			56.9			1.0			25.7	
Approach LOS		E			E			A			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	19.4	72.4	9.6	18.6	46.0	45.8	9.8	18.3
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	14.4	2.0	5.7	7.5	2.8	33.6	5.9	8.3
Green Ext Time (p_c), s	0.1	7.8	0.0	0.6	0.8	7.3	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	18.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	13	59	47	7	73	64	1195	34	163	1471	58
Future Volume (veh/h)	47	13	59	47	7	73	64	1195	34	163	1471	58
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		0.97	1.00		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	51	14	64	51	8	79	70	1299	37	177	1599	63
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	34	155	76	17	169	1222	2917	815	208	1760	538
Arrive On Green	0.05	0.12	0.11	0.05	0.12	0.11	0.71	1.00	1.00	0.26	0.69	0.69
Sat Flow, veh/h	1634	285	1302	1634	144	1419	3442	5085	1421	1634	5085	1556
Grp Volume(v), veh/h	51	0	78	51	0	87	70	1299	37	177	1599	63
Grp Sat Flow(s),veh/h/ln	1634	0	1587	1634	0	1562	1721	1695	1421	1634	1695	1556
Q Serve(g_s), s	3.7	0.0	5.5	3.7	0.0	6.3	0.7	0.0	0.0	12.4	31.3	1.3
Cycle Q Clear(g_c), s	3.7	0.0	5.5	3.7	0.0	6.3	0.7	0.0	0.0	12.4	31.3	1.3
Prop In Lane	1.00		0.82	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	76	0	189	76	0	186	1222	2917	815	208	1760	538
V/C Ratio(X)	0.67	0.00	0.41	0.67	0.00	0.47	0.06	0.45	0.05	0.85	0.91	0.12
Avail Cap(c_a), veh/h	138	0	530	123	0	508	1222	2917	815	231	2119	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.77	0.77	0.77	0.68	0.68	0.68
Uniform Delay (d), s/veh	56.3	0.0	49.3	56.3	0.0	49.7	11.3	0.0	0.0	43.6	16.9	8.0
Incr Delay (d2), s/veh	9.9	0.0	1.4	9.9	0.0	1.8	0.0	0.4	0.1	16.7	6.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	2.5	1.9	0.0	2.8	0.4	0.1	0.0	6.5	15.2	0.6
LnGrp Delay(d),s/veh	66.2	0.0	50.8	66.2	0.0	51.5	11.3	0.4	0.1	60.2	22.9	8.3
LnGrp LOS	E		D	E		D	B	A	A	E	C	A
Approach Vol, veh/h		129			138			1406			1839	
Approach Delay, s/veh		56.9			57.0			0.9			26.0	
Approach LOS		E			E			A			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	19.3	72.8	9.6	18.3	46.6	45.5	9.6	18.3
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	14.4	2.0	5.7	7.5	2.7	33.3	5.7	8.3
Green Ext Time (p_c), s	0.1	7.6	0.0	0.6	0.8	7.3	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	18.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	13	59	47	7	74	64	1215	34	164	1485	59
Future Volume (veh/h)	50	13	59	47	7	74	64	1215	34	164	1485	59
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		0.97	1.00		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	54	14	64	51	8	80	70	1321	37	178	1614	64
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	35	159	76	17	170	1204	2900	810	209	1773	542
Arrive On Green	0.05	0.12	0.11	0.05	0.12	0.11	0.70	1.00	1.00	0.26	0.70	0.70
Sat Flow, veh/h	1634	285	1303	1634	142	1420	3442	5085	1421	1634	5085	1556
Grp Volume(v), veh/h	54	0	78	51	0	88	70	1321	37	178	1614	64
Grp Sat Flow(s),veh/h/ln	1634	0	1588	1634	0	1562	1721	1695	1421	1634	1695	1556
Q Serve(g_s), s	3.9	0.0	5.5	3.7	0.0	6.3	0.8	0.0	0.0	12.4	31.6	1.3
Cycle Q Clear(g_c), s	3.9	0.0	5.5	3.7	0.0	6.3	0.8	0.0	0.0	12.4	31.6	1.3
Prop In Lane	1.00		0.82	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	80	0	194	76	0	187	1204	2900	810	209	1773	542
V/C Ratio(X)	0.68	0.00	0.40	0.67	0.00	0.47	0.06	0.46	0.05	0.85	0.91	0.12
Avail Cap(c_a), veh/h	138	0	531	123	0	508	1204	2900	810	231	2119	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.77	0.77	0.77	0.66	0.66	0.66
Uniform Delay (d), s/veh	56.2	0.0	49.0	56.3	0.0	49.7	11.8	0.0	0.0	43.5	16.6	7.7
Incr Delay (d2), s/veh	9.7	0.0	1.3	9.9	0.0	1.8	0.0	0.4	0.1	16.6	6.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	2.5	1.9	0.0	2.8	0.4	0.1	0.0	6.5	15.3	0.6
LnGrp Delay(d),s/veh	65.8	0.0	50.3	66.2	0.0	51.5	11.8	0.4	0.1	60.1	22.6	8.0
LnGrp LOS	E		D	E		D	B	A	A	E	C	A
Approach Vol, veh/h		132			139			1428			1856	
Approach Delay, s/veh		56.7			56.9			1.0			25.7	
Approach LOS		E			E			A			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	19.4	72.4	9.6	18.6	46.0	45.8	9.8	18.3
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	14.4	2.0	5.7	7.5	2.8	33.6	5.9	8.3
Green Ext Time (p_c), s	0.1	7.8	0.0	0.6	0.8	7.3	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	18.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	5	50	51	10	59	57	1203	40	164	1347	30
Future Volume (veh/h)	35	5	50	51	10	59	57	1203	40	164	1347	30
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		0.97	1.00		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	38	5	54	55	11	64	62	1308	43	178	1464	33
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	14	151	81	28	160	1338	2966	829	209	1641	502
Arrive On Green	0.04	0.11	0.10	0.05	0.12	0.11	0.78	1.00	1.00	0.26	0.65	0.65
Sat Flow, veh/h	1634	132	1425	1634	231	1346	3442	5085	1421	1634	5085	1555
Grp Volume(v), veh/h	38	0	59	55	0	75	62	1308	43	178	1464	33
Grp Sat Flow(s),veh/h/ln	1634	0	1557	1634	0	1578	1721	1695	1421	1634	1695	1555
Q Serve(g_s), s	2.8	0.0	4.2	4.0	0.0	5.3	0.5	0.0	0.0	12.4	28.9	0.8
Cycle Q Clear(g_c), s	2.8	0.0	4.2	4.0	0.0	5.3	0.5	0.0	0.0	12.4	28.9	0.8
Prop In Lane	1.00		0.92	1.00		0.85	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	59	0	165	81	0	188	1338	2966	829	209	1641	502
V/C Ratio(X)	0.64	0.00	0.36	0.68	0.00	0.40	0.05	0.44	0.05	0.85	0.89	0.07
Avail Cap(c_a), veh/h	138	0	520	123	0	513	1338	2966	829	231	2119	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.78	0.78	0.78	0.72	0.72	0.72
Uniform Delay (d), s/veh	57.1	0.0	50.3	56.1	0.0	49.2	8.2	0.0	0.0	43.5	19.5	9.9
Incr Delay (d2), s/veh	11.2	0.0	1.3	9.6	0.0	1.4	0.0	0.4	0.1	17.6	5.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	1.9	2.0	0.0	2.4	0.2	0.1	0.0	6.6	13.9	0.3
LnGrp Delay(d),s/veh	68.3	0.0	51.6	65.7	0.0	50.6	8.2	0.4	0.1	61.1	25.3	10.1
LnGrp LOS	E		D	E		D	A	A	A	E	C	B
Approach Vol, veh/h		97			130			1413			1675	
Approach Delay, s/veh		58.1			57.0			0.7			28.8	
Approach LOS		E			E			A			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	19.4	74.0	9.9	16.7	50.6	42.7	8.3	18.3
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	14.4	2.0	6.0	6.2	2.5	30.9	4.8	7.3
Green Ext Time (p_c), s	0.1	7.7	0.0	0.5	1.0	7.0	0.0	0.5

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)	36	5	52	53	10	61	57	1211	40	165	1355	30
Future Volume (veh/h)	36	5	52	53	10	61	57	1211	40	165	1355	30
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		0.97	1.00		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	39	5	57	58	11	66	62	1316	43	179	1473	33
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	13	154	85	28	165	1319	2943	822	210	1649	504
Arrive On Green	0.04	0.11	0.10	0.05	0.12	0.11	0.77	1.00	1.00	0.26	0.65	0.65
Sat Flow, veh/h	1634	126	1431	1634	225	1352	3442	5085	1421	1634	5085	1555
Grp Volume(v), veh/h	39	0	62	58	0	77	62	1316	43	179	1473	33
Grp Sat Flow(s),veh/h/ln	1634	0	1556	1634	0	1577	1721	1695	1421	1634	1695	1555
Q Serve(g_s), s	2.8	0.0	4.5	4.2	0.0	5.4	0.5	0.0	0.0	12.5	29.0	0.8
Cycle Q Clear(g_c), s	2.8	0.0	4.5	4.2	0.0	5.4	0.5	0.0	0.0	12.5	29.0	0.8
Prop In Lane	1.00		0.92	1.00		0.86	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	60	0	167	85	0	193	1319	2943	822	210	1649	504
V/C Ratio(X)	0.65	0.00	0.37	0.69	0.00	0.40	0.05	0.45	0.05	0.85	0.89	0.07
Avail Cap(c_a), veh/h	138	0	520	123	0	513	1319	2943	822	231	2119	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.78	0.78	0.78	0.71	0.71	0.71
Uniform Delay (d), s/veh	57.0	0.0	50.2	55.9	0.0	49.0	8.7	0.0	0.0	43.5	19.3	9.8
Incr Delay (d2), s/veh	11.1	0.0	1.4	9.4	0.0	1.3	0.0	0.4	0.1	17.6	5.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	2.0	2.1	0.0	2.4	0.2	0.1	0.0	6.6	14.0	0.3
LnGrp Delay(d),s/veh	68.1	0.0	51.5	65.4	0.0	50.3	8.7	0.4	0.1	61.1	25.1	10.0
LnGrp LOS	E		D	E		D	A	A	A	E	C	A
Approach Vol, veh/h		101			135			1421			1685	
Approach Delay, s/veh		57.9			56.8			0.7			28.6	
Approach LOS		E			E			A			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	19.4	73.4	10.2	16.9	50.0	42.9	8.4	18.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	14.5	2.0	6.2	6.5	2.5	31.0	4.8	7.4
Green Ext Time (p_c), s	0.1	7.7	0.0	0.5	1.0	7.0	0.0	0.5

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)	39	5	52	53	10	62	57	1231	40	166	1369	31
Future Volume (veh/h)	39	5	52	53	10	62	57	1231	40	166	1369	31
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		0.97	1.00		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	42	5	57	58	11	67	62	1338	43	180	1488	34
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	13	154	85	27	162	1309	2940	822	211	1663	508
Arrive On Green	0.04	0.11	0.10	0.05	0.12	0.11	0.76	1.00	1.00	0.26	0.65	0.65
Sat Flow, veh/h	1634	126	1431	1634	222	1354	3442	5085	1421	1634	5085	1555
Grp Volume(v), veh/h	42	0	62	58	0	78	62	1338	43	180	1488	34
Grp Sat Flow(s),veh/h/ln	1634	0	1556	1634	0	1576	1721	1695	1421	1634	1695	1555
Q Serve(g_s), s	3.0	0.0	4.5	4.2	0.0	5.5	0.5	0.0	0.0	12.6	29.3	0.8
Cycle Q Clear(g_c), s	3.0	0.0	4.5	4.2	0.0	5.5	0.5	0.0	0.0	12.6	29.3	0.8
Prop In Lane	1.00		0.92	1.00		0.86	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	64	0	167	85	0	189	1309	2940	822	211	1663	508
V/C Ratio(X)	0.65	0.00	0.37	0.69	0.00	0.41	0.05	0.46	0.05	0.85	0.89	0.07
Avail Cap(c_a), veh/h	138	0	520	123	0	512	1309	2940	822	231	2119	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.77	0.77	0.77	0.69	0.69	0.69
Uniform Delay (d), s/veh	56.8	0.0	50.2	55.9	0.0	49.3	9.0	0.0	0.0	43.4	19.0	9.5
Incr Delay (d2), s/veh	10.7	0.0	1.4	9.4	0.0	1.4	0.0	0.4	0.1	17.5	5.7	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	1.6	0.0	2.0	2.1	0.0	2.5	0.2	0.1	0.0	6.6	14.1	0.3
LnGrp Delay(d),s/veh	67.6	0.0	51.5	65.4	0.0	50.7	9.0	0.4	0.1	60.9	24.7	9.7
LnGrp LOS	E		D	E		D	A	A	A	E	C	A
Approach Vol, veh/h		104			136			1443			1702	
Approach Delay, s/veh		58.0			57.0			0.8			28.3	
Approach LOS		E			E			A			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	19.5	73.4	10.2	16.9	49.7	43.2	8.7	18.4
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	14.6	2.0	6.2	6.5	2.5	31.3	5.0	7.5
Green Ext Time (p_c), s	0.1	7.9	0.0	0.5	1.0	7.0	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	18.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	5	52	53	10	61	57	1211	40	165	1355	30
Future Volume (veh/h)	36	5	52	53	10	61	57	1211	40	165	1355	30
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		0.97	1.00		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	39	5	57	58	11	66	62	1316	43	179	1473	33
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	13	154	85	28	165	1319	2943	822	210	1649	504
Arrive On Green	0.04	0.11	0.10	0.05	0.12	0.11	0.77	1.00	1.00	0.26	0.65	0.65
Sat Flow, veh/h	1634	126	1431	1634	225	1352	3442	5085	1421	1634	5085	1555
Grp Volume(v), veh/h	39	0	62	58	0	77	62	1316	43	179	1473	33
Grp Sat Flow(s),veh/h/ln	1634	0	1556	1634	0	1577	1721	1695	1421	1634	1695	1555
Q Serve(g_s), s	2.8	0.0	4.5	4.2	0.0	5.4	0.5	0.0	0.0	12.5	29.0	0.8
Cycle Q Clear(g_c), s	2.8	0.0	4.5	4.2	0.0	5.4	0.5	0.0	0.0	12.5	29.0	0.8
Prop In Lane	1.00		0.92	1.00		0.86	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	60	0	167	85	0	193	1319	2943	822	210	1649	504
V/C Ratio(X)	0.65	0.00	0.37	0.69	0.00	0.40	0.05	0.45	0.05	0.85	0.89	0.07
Avail Cap(c_a), veh/h	138	0	520	123	0	513	1319	2943	822	231	2119	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.78	0.78	0.78	0.71	0.71	0.71
Uniform Delay (d), s/veh	57.0	0.0	50.2	55.9	0.0	49.0	8.7	0.0	0.0	43.5	19.3	9.8
Incr Delay (d2), s/veh	11.1	0.0	1.4	9.4	0.0	1.3	0.0	0.4	0.1	17.6	5.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	2.0	2.1	0.0	2.4	0.2	0.1	0.0	6.6	14.0	0.3
LnGrp Delay(d),s/veh	68.1	0.0	51.5	65.4	0.0	50.3	8.7	0.4	0.1	61.1	25.1	10.0
LnGrp LOS	E		D	E		D	A	A	A	E	C	A
Approach Vol, veh/h		101			135			1421			1685	
Approach Delay, s/veh		57.9			56.8			0.7			28.6	
Approach LOS		E			E			A			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	19.4	73.4	10.2	16.9	50.0	42.9	8.4	18.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	14.5	2.0	6.2	6.5	2.5	31.0	4.8	7.4
Green Ext Time (p_c), s	0.1	7.7	0.0	0.5	1.0	7.0	0.0	0.5

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)	39	5	52	53	10	62	57	1231	40	166	1369	31
Future Volume (veh/h)	39	5	52	53	10	62	57	1231	40	166	1369	31
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		0.97	1.00		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	42	5	57	58	11	67	62	1338	43	180	1488	34
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	13	154	85	27	162	1309	2940	822	211	1663	508
Arrive On Green	0.04	0.11	0.10	0.05	0.12	0.11	0.76	1.00	1.00	0.26	0.65	0.65
Sat Flow, veh/h	1634	126	1431	1634	222	1354	3442	5085	1421	1634	5085	1555
Grp Volume(v), veh/h	42	0	62	58	0	78	62	1338	43	180	1488	34
Grp Sat Flow(s),veh/h/ln	1634	0	1556	1634	0	1576	1721	1695	1421	1634	1695	1555
Q Serve(g_s), s	3.0	0.0	4.5	4.2	0.0	5.5	0.5	0.0	0.0	12.6	29.3	0.8
Cycle Q Clear(g_c), s	3.0	0.0	4.5	4.2	0.0	5.5	0.5	0.0	0.0	12.6	29.3	0.8
Prop In Lane	1.00		0.92	1.00		0.86	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	64	0	167	85	0	189	1309	2940	822	211	1663	508
V/C Ratio(X)	0.65	0.00	0.37	0.69	0.00	0.41	0.05	0.46	0.05	0.85	0.89	0.07
Avail Cap(c_a), veh/h	138	0	520	123	0	512	1309	2940	822	231	2119	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.77	0.77	0.77	0.69	0.69	0.69
Uniform Delay (d), s/veh	56.8	0.0	50.2	55.9	0.0	49.3	9.0	0.0	0.0	43.4	19.0	9.5
Incr Delay (d2), s/veh	10.7	0.0	1.4	9.4	0.0	1.4	0.0	0.4	0.1	17.5	5.7	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	1.6	0.0	2.0	2.1	0.0	2.5	0.2	0.1	0.0	6.6	14.1	0.3
LnGrp Delay(d),s/veh	67.6	0.0	51.5	65.4	0.0	50.7	9.0	0.4	0.1	60.9	24.7	9.7
LnGrp LOS	E		D	E		D	A	A	A	E	C	A
Approach Vol, veh/h		104			136			1443			1702	
Approach Delay, s/veh		58.0			57.0			0.8			28.3	
Approach LOS		E			E			A			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	19.5	73.4	10.2	16.9	49.7	43.2	8.7	18.4
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	14.6	2.0	6.2	6.5	2.5	31.3	5.0	7.5
Green Ext Time (p_c), s	0.1	7.9	0.0	0.5	1.0	7.0	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	18.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	2	9	1	9	0	519	30	37	426	2
Future Volume (veh/h)	3	0	2	9	1	9	0	519	30	37	426	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		0.96	1.00		0.96	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	3	0	2	10	1	10	0	564	33	40	463	2
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	17	0	106	28	11	108	2224	3773	1056	61	679	206
Arrive On Green	0.01	0.00	0.06	0.02	0.08	0.07	0.00	1.00	1.00	0.08	0.27	0.27
Sat Flow, veh/h	1634	0	1516	1634	141	1406	3442	5085	1423	1634	5085	1542
Grp Volume(v), veh/h	3	0	2	10	0	11	0	564	33	40	463	2
Grp Sat Flow(s),veh/h/ln	1634	0	1516	1634	0	1547	1721	1695	1423	1634	1695	1542
Q Serve(g_s), s	0.2	0.0	0.1	0.7	0.0	0.8	0.0	0.0	0.0	2.9	9.8	0.1
Cycle Q Clear(g_c), s	0.2	0.0	0.1	0.7	0.0	0.8	0.0	0.0	0.0	2.9	9.8	0.1
Prop In Lane	1.00		1.00	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	0	106	28	0	118	2224	3773	1056	61	679	206
V/C Ratio(X)	0.17	0.00	0.02	0.36	0.00	0.09	0.00	0.15	0.03	0.65	0.68	0.01
Avail Cap(c_a), veh/h	138	0	507	123	0	503	2224	3773	1056	231	2119	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.99	0.99	0.99	0.99	0.99
Uniform Delay (d), s/veh	58.8	0.0	52.4	58.3	0.0	51.9	0.0	0.0	0.0	54.7	41.7	30.5
Incr Delay (d2), s/veh	4.6	0.0	0.1	7.7	0.0	0.3	0.0	0.1	0.1	11.0	5.5	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	0.1	0.0	0.1	0.4	0.0	0.4	0.0	0.0	0.0	1.5	4.9	0.0
LnGrp Delay(d),s/veh	63.4	0.0	52.4	66.1	0.0	52.3	0.0	0.1	0.1	65.7	47.2	30.5
LnGrp LOS	E		D	E		D		A	A	E	D	C
Approach Vol, veh/h		5			21			597			505	
Approach Delay, s/veh		59.0			58.8			0.1			48.6	
Approach LOS		E			E			A			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	8.5	93.0	6.0	12.4	81.5	20.0	5.3	13.2
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	4.9	2.0	2.7	2.1	0.0	11.8	2.2	2.8
Green Ext Time (p_c), s	0.0	2.6	0.0	0.0	0.0	2.0	0.0	0.0

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)	3	0	2	9	1	9	0	522	30	37	429	2
Future Volume (veh/h)	3	0	2	9	1	9	0	522	30	37	429	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		0.96	1.00		0.96	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	3	0	2	10	1	10	0	567	33	40	466	2
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	17	0	106	28	11	108	2222	3773	1056	61	681	207
Arrive On Green	0.01	0.00	0.06	0.02	0.08	0.07	0.00	1.00	1.00	0.08	0.27	0.27
Sat Flow, veh/h	1634	0	1516	1634	141	1406	3442	5085	1423	1634	5085	1542
Grp Volume(v), veh/h	3	0	2	10	0	11	0	567	33	40	466	2
Grp Sat Flow(s),veh/h/ln	1634	0	1516	1634	0	1547	1721	1695	1423	1634	1695	1542
Q Serve(g_s), s	0.2	0.0	0.1	0.7	0.0	0.8	0.0	0.0	0.0	2.9	9.9	0.1
Cycle Q Clear(g_c), s	0.2	0.0	0.1	0.7	0.0	0.8	0.0	0.0	0.0	2.9	9.9	0.1
Prop In Lane	1.00		1.00	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	0	106	28	0	118	2222	3773	1056	61	681	207
V/C Ratio(X)	0.17	0.00	0.02	0.36	0.00	0.09	0.00	0.15	0.03	0.65	0.68	0.01
Avail Cap(c_a), veh/h	138	0	507	123	0	503	2222	3773	1056	231	2119	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.99	0.99	0.99	0.99	0.99
Uniform Delay (d), s/veh	58.8	0.0	52.4	58.3	0.0	51.9	0.0	0.0	0.0	54.7	41.6	30.4
Incr Delay (d2), s/veh	4.6	0.0	0.1	7.7	0.0	0.3	0.0	0.1	0.1	11.0	5.5	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	0.1	0.0	0.1	0.4	0.0	0.4	0.0	0.0	0.0	1.5	4.9	0.0
LnGrp Delay(d),s/veh	63.4	0.0	52.4	66.1	0.0	52.3	0.0	0.1	0.1	65.7	47.1	30.5
LnGrp LOS	E		D	E		D		A	A	E	D	C
Approach Vol, veh/h		5			21			600			508	
Approach Delay, s/veh		59.0			58.8			0.1			48.5	
Approach LOS		E			E			A			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	8.5	93.0	6.0	12.4	81.5	20.1	5.3	13.2
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	4.9	2.0	2.7	2.1	0.0	11.9	2.2	2.8
Green Ext Time (p_c), s	0.0	2.7	0.0	0.0	0.0	2.0	0.0	0.0

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)	7	0	2	9	1	10	0	546	30	38	446	3
Future Volume (veh/h)	7	0	2	9	1	10	0	546	30	38	446	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		0.96	1.00		0.96	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	8	0	2	10	1	11	0	593	33	41	485	3
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	25	0	111	28	10	106	2199	3754	1050	63	699	212
Arrive On Green	0.02	0.00	0.07	0.02	0.07	0.07	0.00	1.00	1.00	0.08	0.27	0.27
Sat Flow, veh/h	1634	0	1519	1634	129	1415	3442	5085	1423	1634	5085	1542
Grp Volume(v), veh/h	8	0	2	10	0	12	0	593	33	41	485	3
Grp Sat Flow(s),veh/h/ln	1634	0	1519	1634	0	1543	1721	1695	1423	1634	1695	1542
Q Serve(g_s), s	0.6	0.0	0.1	0.7	0.0	0.9	0.0	0.0	0.0	2.9	10.3	0.2
Cycle Q Clear(g_c), s	0.6	0.0	0.1	0.7	0.0	0.9	0.0	0.0	0.0	2.9	10.3	0.2
Prop In Lane	1.00		1.00	1.00		0.92	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	25	0	111	28	0	115	2199	3754	1050	63	699	212
V/C Ratio(X)	0.32	0.00	0.02	0.36	0.00	0.10	0.00	0.16	0.03	0.65	0.69	0.01
Avail Cap(c_a), veh/h	138	0	507	123	0	502	2199	3754	1050	231	2119	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.98	0.98	0.99	0.99	0.99
Uniform Delay (d), s/veh	58.5	0.0	52.0	58.3	0.0	52.1	0.0	0.0	0.0	54.6	41.2	29.6
Incr Delay (d2), s/veh	7.2	0.0	0.1	7.7	0.0	0.4	0.0	0.1	0.1	10.9	5.6	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	0.3	0.0	0.1	0.4	0.0	0.4	0.0	0.0	0.0	1.5	5.1	0.1
LnGrp Delay(d),s/veh	65.6	0.0	52.1	66.1	0.0	52.5	0.0	0.1	0.1	65.5	46.8	29.7
LnGrp LOS	E		D	E		D		A	A	E	D	C
Approach Vol, veh/h		10			22			626			529	
Approach Delay, s/veh		62.9			58.7			0.1			48.2	
Approach LOS		E			E			A			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	8.6	92.6	6.0	12.8	80.7	20.5	5.8	13.0
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	4.9	2.0	2.7	2.1	0.0	12.3	2.6	2.9
Green Ext Time (p_c), s	0.0	2.8	0.0	0.0	0.0	2.1	0.0	0.0

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)	3	0	2	9	1	9	0	522	30	37	429	2
Future Volume (veh/h)	3	0	2	9	1	9	0	522	30	37	429	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		0.96	1.00		0.96	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	3	0	2	10	1	10	0	567	33	40	466	2
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	17	0	106	28	11	108	2222	3773	1056	61	681	207
Arrive On Green	0.01	0.00	0.06	0.02	0.08	0.07	0.00	1.00	1.00	0.08	0.27	0.27
Sat Flow, veh/h	1634	0	1516	1634	141	1406	3442	5085	1423	1634	5085	1542
Grp Volume(v), veh/h	3	0	2	10	0	11	0	567	33	40	466	2
Grp Sat Flow(s),veh/h/ln	1634	0	1516	1634	0	1547	1721	1695	1423	1634	1695	1542
Q Serve(g_s), s	0.2	0.0	0.1	0.7	0.0	0.8	0.0	0.0	0.0	2.9	9.9	0.1
Cycle Q Clear(g_c), s	0.2	0.0	0.1	0.7	0.0	0.8	0.0	0.0	0.0	2.9	9.9	0.1
Prop In Lane	1.00		1.00	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	0	106	28	0	118	2222	3773	1056	61	681	207
V/C Ratio(X)	0.17	0.00	0.02	0.36	0.00	0.09	0.00	0.15	0.03	0.65	0.68	0.01
Avail Cap(c_a), veh/h	138	0	507	123	0	503	2222	3773	1056	231	2119	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.99	0.99	0.99	0.99	0.99
Uniform Delay (d), s/veh	58.8	0.0	52.4	58.3	0.0	51.9	0.0	0.0	0.0	54.7	41.6	30.4
Incr Delay (d2), s/veh	4.6	0.0	0.1	7.7	0.0	0.3	0.0	0.1	0.1	11.0	5.5	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	0.1	0.0	0.1	0.4	0.0	0.4	0.0	0.0	0.0	1.5	4.9	0.0
LnGrp Delay(d),s/veh	63.4	0.0	52.4	66.1	0.0	52.3	0.0	0.1	0.1	65.7	47.1	30.5
LnGrp LOS	E		D	E		D		A	A	E	D	C
Approach Vol, veh/h		5			21			600			508	
Approach Delay, s/veh		59.0			58.8			0.1			48.5	
Approach LOS		E			E			A			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	8.5	93.0	6.0	12.4	81.5	20.1	5.3	13.2
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	4.9	2.0	2.7	2.1	0.0	11.9	2.2	2.8
Green Ext Time (p_c), s	0.0	2.7	0.0	0.0	0.0	2.0	0.0	0.0

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)	7	0	2	9	1	10	0	546	30	38	446	3
Future Volume (veh/h)	7	0	2	9	1	10	0	546	30	38	446	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		0.96	1.00		0.96	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	8	0	2	10	1	11	0	593	33	41	485	3
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	25	0	111	28	10	106	2199	3754	1050	63	699	212
Arrive On Green	0.02	0.00	0.07	0.02	0.07	0.07	0.00	1.00	1.00	0.08	0.27	0.27
Sat Flow, veh/h	1634	0	1519	1634	129	1415	3442	5085	1423	1634	5085	1542
Grp Volume(v), veh/h	8	0	2	10	0	12	0	593	33	41	485	3
Grp Sat Flow(s),veh/h/ln	1634	0	1519	1634	0	1543	1721	1695	1423	1634	1695	1542
Q Serve(g_s), s	0.6	0.0	0.1	0.7	0.0	0.9	0.0	0.0	0.0	2.9	10.3	0.2
Cycle Q Clear(g_c), s	0.6	0.0	0.1	0.7	0.0	0.9	0.0	0.0	0.0	2.9	10.3	0.2
Prop In Lane	1.00		1.00	1.00		0.92	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	25	0	111	28	0	115	2199	3754	1050	63	699	212
V/C Ratio(X)	0.32	0.00	0.02	0.36	0.00	0.10	0.00	0.16	0.03	0.65	0.69	0.01
Avail Cap(c_a), veh/h	138	0	507	123	0	502	2199	3754	1050	231	2119	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.98	0.98	0.99	0.99	0.99
Uniform Delay (d), s/veh	58.5	0.0	52.0	58.3	0.0	52.1	0.0	0.0	0.0	54.6	41.2	29.6
Incr Delay (d2), s/veh	7.2	0.0	0.1	7.7	0.0	0.4	0.0	0.1	0.1	10.9	5.6	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	0.3	0.0	0.1	0.4	0.0	0.4	0.0	0.0	0.0	1.5	5.1	0.1
LnGrp Delay(d),s/veh	65.6	0.0	52.1	66.1	0.0	52.5	0.0	0.1	0.1	65.5	46.8	29.7
LnGrp LOS	E		D	E		D		A	A	E	D	C
Approach Vol, veh/h		10			22			626			529	
Approach Delay, s/veh		62.9			58.7			0.1			48.2	
Approach LOS		E			E			A			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	8.6	92.6	6.0	12.8	80.7	20.5	5.8	13.0
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	4.9	2.0	2.7	2.1	0.0	12.3	2.6	2.9
Green Ext Time (p_c), s	0.0	2.8	0.0	0.0	0.0	2.1	0.0	0.0

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)	3	0	2	9	1	9	0	519	30	37	426	2
Future Volume (veh/h)	3	0	2	9	1	9	0	519	30	37	426	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		0.96	1.00		0.96	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	3	0	2	10	1	10	0	564	33	40	463	2
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	17	0	106	28	11	108	2224	3773	1056	61	679	206
Arrive On Green	0.01	0.00	0.06	0.02	0.08	0.07	0.00	1.00	1.00	0.08	0.27	0.27
Sat Flow, veh/h	1634	0	1516	1634	141	1406	3442	5085	1423	1634	5085	1542
Grp Volume(v), veh/h	3	0	2	10	0	11	0	564	33	40	463	2
Grp Sat Flow(s),veh/h/ln	1634	0	1516	1634	0	1547	1721	1695	1423	1634	1695	1542
Q Serve(g_s), s	0.2	0.0	0.1	0.7	0.0	0.8	0.0	0.0	0.0	2.9	9.8	0.1
Cycle Q Clear(g_c), s	0.2	0.0	0.1	0.7	0.0	0.8	0.0	0.0	0.0	2.9	9.8	0.1
Prop In Lane	1.00		1.00	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	0	106	28	0	118	2224	3773	1056	61	679	206
V/C Ratio(X)	0.17	0.00	0.02	0.36	0.00	0.09	0.00	0.15	0.03	0.65	0.68	0.01
Avail Cap(c_a), veh/h	138	0	507	123	0	503	2224	3773	1056	231	2119	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.99	0.99	0.99	0.99	0.99
Uniform Delay (d), s/veh	58.8	0.0	52.4	58.3	0.0	51.9	0.0	0.0	0.0	54.7	41.7	30.5
Incr Delay (d2), s/veh	4.6	0.0	0.1	7.7	0.0	0.3	0.0	0.1	0.1	11.0	5.5	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	0.1	0.0	0.1	0.4	0.0	0.4	0.0	0.0	0.0	1.5	4.9	0.0
LnGrp Delay(d),s/veh	63.4	0.0	52.4	66.1	0.0	52.3	0.0	0.1	0.1	65.7	47.2	30.5
LnGrp LOS	E		D	E		D		A	A	E	D	C
Approach Vol, veh/h		5			21			597			505	
Approach Delay, s/veh		59.0			58.8			0.1			48.6	
Approach LOS		E			E			A			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	8.5	93.0	6.0	12.4	81.5	20.0	5.3	13.2
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	4.9	2.0	2.7	2.1	0.0	11.8	2.2	2.8
Green Ext Time (p_c), s	0.0	2.6	0.0	0.0	0.0	2.0	0.0	0.0

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)	5	0	4	19	2	19	0	588	34	42	483	2
Future Volume (veh/h)	5	0	4	19	2	19	0	588	34	42	483	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		0.96	1.00		0.96	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	5	0	4	21	2	21	0	639	37	46	525	2
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	21	0	117	40	12	126	2136	3677	1029	69	736	223
Arrive On Green	0.01	0.00	0.07	0.02	0.09	0.08	0.00	1.00	1.00	0.08	0.29	0.29
Sat Flow, veh/h	1634	0	1521	1634	135	1417	3442	5085	1423	1634	5085	1543
Grp Volume(v), veh/h	5	0	4	21	0	23	0	639	37	46	525	2
Grp Sat Flow(s),veh/h/ln	1634	0	1521	1634	0	1552	1721	1695	1423	1634	1695	1543
Q Serve(g_s), s	0.4	0.0	0.3	1.5	0.0	1.7	0.0	0.0	0.0	3.3	11.1	0.1
Cycle Q Clear(g_c), s	0.4	0.0	0.3	1.5	0.0	1.7	0.0	0.0	0.0	3.3	11.1	0.1
Prop In Lane	1.00		1.00	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	21	0	117	40	0	138	2136	3677	1029	69	736	223
V/C Ratio(X)	0.24	0.00	0.03	0.53	0.00	0.17	0.00	0.17	0.04	0.66	0.71	0.01
Avail Cap(c_a), veh/h	138	0	508	123	0	504	2136	3677	1029	231	2119	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.97	0.97	0.99	0.99	0.99
Uniform Delay (d), s/veh	58.7	0.0	51.7	57.9	0.0	51.0	0.0	0.0	0.0	54.1	40.4	28.9
Incr Delay (d2), s/veh	5.9	0.0	0.1	10.5	0.0	0.6	0.0	0.1	0.1	10.3	5.8	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	0.2	0.0	0.1	0.8	0.0	0.7	0.0	0.0	0.0	1.7	5.5	0.0
LnGrp Delay(d),s/veh	64.6	0.0	51.8	68.4	0.0	51.5	0.0	0.1	0.1	64.4	46.2	29.0
LnGrp LOS	E		D	E		D		A	A	E	D	C
Approach Vol, veh/h		9			44			676			573	
Approach Delay, s/veh		58.9			59.6			0.1			47.6	
Approach LOS		E			E			A			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	9.1	90.8	6.9	13.2	78.5	21.4	5.5	14.6
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	5.3	2.0	3.5	2.3	0.0	13.1	2.4	3.7
Green Ext Time (p_c), s	0.1	3.0	0.0	0.1	0.0	2.3	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	23.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	4	19	2	20	0	612	34	43	500	3
Future Volume (veh/h)	9	0	4	19	2	20	0	612	34	43	500	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		0.96	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	10	0	4	21	2	22	0	665	37	47	543	3
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	28	0	120	40	11	122	2119	3664	1025	70	752	228
Arrive On Green	0.02	0.00	0.07	0.02	0.09	0.08	0.00	1.00	1.00	0.09	0.30	0.30
Sat Flow, veh/h	1634	0	1522	1634	129	1420	3442	5085	1423	1634	5085	1544
Grp Volume(v), veh/h	10	0	4	21	0	24	0	665	37	47	543	3
Grp Sat Flow(s),veh/h/ln	1634	0	1522	1634	0	1549	1721	1695	1423	1634	1695	1544
Q Serve(g_s), s	0.7	0.0	0.3	1.5	0.0	1.7	0.0	0.0	0.0	3.3	11.5	0.1
Cycle Q Clear(g_c), s	0.7	0.0	0.3	1.5	0.0	1.7	0.0	0.0	0.0	3.3	11.5	0.1
Prop In Lane	1.00		1.00	1.00		0.92	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	28	0	120	40	0	133	2119	3664	1025	70	752	228
V/C Ratio(X)	0.36	0.00	0.03	0.53	0.00	0.18	0.00	0.18	0.04	0.67	0.72	0.01
Avail Cap(c_a), veh/h	138	0	509	123	0	504	2119	3664	1025	231	2119	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.97	0.97	0.99	0.99	0.99
Uniform Delay (d), s/veh	58.3	0.0	51.5	57.9	0.0	51.3	0.0	0.0	0.0	54.0	40.0	28.2
Incr Delay (d2), s/veh	7.7	0.0	0.1	10.5	0.0	0.6	0.0	0.1	0.1	10.2	5.9	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	0.1	0.8	0.0	0.8	0.0	0.0	0.0	1.7	5.7	0.1
LnGrp Delay(d),s/veh	66.1	0.0	51.6	68.4	0.0	51.9	0.0	0.1	0.1	64.2	45.9	28.3
LnGrp LOS	E		D	E		D		A	A	E	D	C
Approach Vol, veh/h		14			45			702			593	
Approach Delay, s/veh		61.9			59.6			0.1			47.3	
Approach LOS		E			E			A			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	9.2	90.5	6.9	13.5	77.9	21.8	6.0	14.3
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	5.3	2.0	3.5	2.3	0.0	13.5	2.7	3.7
Green Ext Time (p_c), s	0.1	3.2	0.0	0.1	0.0	2.4	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	23.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	4	19	2	19	0	588	34	42	483	2
Future Volume (veh/h)	5	0	4	19	2	19	0	588	34	42	483	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		0.96	1.00		0.96	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	5	0	4	21	2	21	0	639	37	46	525	2
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	21	0	117	40	12	126	2136	3677	1029	69	736	223
Arrive On Green	0.01	0.00	0.07	0.02	0.09	0.08	0.00	1.00	1.00	0.08	0.29	0.29
Sat Flow, veh/h	1634	0	1521	1634	135	1417	3442	5085	1423	1634	5085	1543
Grp Volume(v), veh/h	5	0	4	21	0	23	0	639	37	46	525	2
Grp Sat Flow(s),veh/h/ln	1634	0	1521	1634	0	1552	1721	1695	1423	1634	1695	1543
Q Serve(g_s), s	0.4	0.0	0.3	1.5	0.0	1.7	0.0	0.0	0.0	3.3	11.1	0.1
Cycle Q Clear(g_c), s	0.4	0.0	0.3	1.5	0.0	1.7	0.0	0.0	0.0	3.3	11.1	0.1
Prop In Lane	1.00		1.00	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	21	0	117	40	0	138	2136	3677	1029	69	736	223
V/C Ratio(X)	0.24	0.00	0.03	0.53	0.00	0.17	0.00	0.17	0.04	0.66	0.71	0.01
Avail Cap(c_a), veh/h	138	0	508	123	0	504	2136	3677	1029	231	2119	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.97	0.97	0.99	0.99	0.99
Uniform Delay (d), s/veh	58.7	0.0	51.7	57.9	0.0	51.0	0.0	0.0	0.0	54.1	40.4	28.9
Incr Delay (d2), s/veh	5.9	0.0	0.1	10.5	0.0	0.6	0.0	0.1	0.1	10.3	5.8	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	0.2	0.0	0.1	0.8	0.0	0.7	0.0	0.0	0.0	1.7	5.5	0.0
LnGrp Delay(d),s/veh	64.6	0.0	51.8	68.4	0.0	51.5	0.0	0.1	0.1	64.4	46.2	29.0
LnGrp LOS	E		D	E		D		A	A	E	D	C
Approach Vol, veh/h		9			44			676			573	
Approach Delay, s/veh		58.9			59.6			0.1			47.6	
Approach LOS		E			E			A			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	9.1	90.8	6.9	13.2	78.5	21.4	5.5	14.6
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	5.3	2.0	3.5	2.3	0.0	13.1	2.4	3.7
Green Ext Time (p_c), s	0.1	3.0	0.0	0.1	0.0	2.3	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	23.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	4	19	2	20	0	612	34	43	500	3
Future Volume (veh/h)	9	0	4	19	2	20	0	612	34	43	500	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		0.96	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	10	0	4	21	2	22	0	665	37	47	543	3
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	28	0	120	40	11	122	2119	3664	1025	70	752	228
Arrive On Green	0.02	0.00	0.07	0.02	0.09	0.08	0.00	1.00	1.00	0.09	0.30	0.30
Sat Flow, veh/h	1634	0	1522	1634	129	1420	3442	5085	1423	1634	5085	1544
Grp Volume(v), veh/h	10	0	4	21	0	24	0	665	37	47	543	3
Grp Sat Flow(s),veh/h/ln	1634	0	1522	1634	0	1549	1721	1695	1423	1634	1695	1544
Q Serve(g_s), s	0.7	0.0	0.3	1.5	0.0	1.7	0.0	0.0	0.0	3.3	11.5	0.1
Cycle Q Clear(g_c), s	0.7	0.0	0.3	1.5	0.0	1.7	0.0	0.0	0.0	3.3	11.5	0.1
Prop In Lane	1.00		1.00	1.00		0.92	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	28	0	120	40	0	133	2119	3664	1025	70	752	228
V/C Ratio(X)	0.36	0.00	0.03	0.53	0.00	0.18	0.00	0.18	0.04	0.67	0.72	0.01
Avail Cap(c_a), veh/h	138	0	509	123	0	504	2119	3664	1025	231	2119	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.97	0.97	0.99	0.99	0.99
Uniform Delay (d), s/veh	58.3	0.0	51.5	57.9	0.0	51.3	0.0	0.0	0.0	54.0	40.0	28.2
Incr Delay (d2), s/veh	7.7	0.0	0.1	10.5	0.0	0.6	0.0	0.1	0.1	10.2	5.9	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	0.1	0.8	0.0	0.8	0.0	0.0	0.0	1.7	5.7	0.1
LnGrp Delay(d),s/veh	66.1	0.0	51.6	68.4	0.0	51.9	0.0	0.1	0.1	64.2	45.9	28.3
LnGrp LOS	E		D	E		D		A	A	E	D	C
Approach Vol, veh/h		14			45			702			593	
Approach Delay, s/veh		61.9			59.6			0.1			47.3	
Approach LOS		E			E			A			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	9.2	90.5	6.9	13.5	77.9	21.8	6.0	14.3
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	5.3	2.0	3.5	2.3	0.0	13.5	2.7	3.7
Green Ext Time (p_c), s	0.1	3.2	0.0	0.1	0.0	2.4	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	23.4
HCM 2010 LOS	C

Intersection 8
Mooney Blvd & Caldwell Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	487	171	240	396	130	307	1004	181	269	1182	128
Future Volume (veh/h)	277	487	171	240	396	130	307	1004	181	269	1182	128
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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	301	529	186	261	430	141	334	1091	197	292	1285	139
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	413	779	265	336	704	221	850	1375	387	892	1443	406
Arrive On Green	0.13	0.21	0.20	0.11	0.18	0.18	0.27	0.27	0.27	0.56	0.57	0.57
Sat Flow, veh/h	3170	3728	1268	3170	3813	1196	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	301	479	236	261	380	191	334	1091	197	292	1285	139
Grp Sat Flow(s),veh/h/ln	1585	1695	1606	1585	1695	1619	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	11.0	15.6	16.4	9.6	12.4	13.1	10.3	23.9	10.4	5.9	26.5	6.3
Cycle Q Clear(g_c), s	11.0	15.6	16.4	9.6	12.4	13.1	10.3	23.9	10.4	5.9	26.5	6.3
Prop In Lane	1.00		0.79	1.00		0.74	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	413	708	336	336	626	299	850	1375	387	892	1443	406
V/C Ratio(X)	0.73	0.68	0.70	0.78	0.61	0.64	0.39	0.79	0.51	0.33	0.89	0.34
Avail Cap(c_a), veh/h	413	1172	555	383	1215	580	850	1653	465	892	1610	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	50.2	43.7	44.4	52.3	44.9	45.5	35.9	40.7	20.4	20.2	24.3	19.9
Incr Delay (d2), s/veh	6.4	1.1	2.7	7.3	0.8	1.9	0.3	4.8	4.7	0.2	7.7	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	5.2	7.4	7.5	4.5	5.9	6.0	4.6	11.8	4.6	2.6	13.2	2.7
LnGrp Delay(d),s/veh	56.6	44.9	47.0	59.6	45.7	47.4	36.2	45.4	25.2	20.3	32.0	21.9
LnGrp LOS	E	D	D	E	D	D	D	D	C	C	C	C
Approach Vol, veh/h		1016			832			1622			1716	
Approach Delay, s/veh		48.8			50.5			41.1			29.2	
Approach LOS		D			D			D			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	37.7	36.5	16.7	29.1	36.2	38.0	19.6	26.2
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	7.9	25.9	11.6	18.4	12.3	28.5	13.0	15.1
Green Ext Time (p_c), s	0.1	4.7	0.2	3.2	0.0	4.3	0.0	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	40.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	283	498	175	244	402	132	310	1013	183	271	1189	129
Future Volume (veh/h)	283	498	175	244	402	132	310	1013	183	271	1189	129
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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	308	541	190	265	437	143	337	1101	199	295	1292	140
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	419	788	268	340	711	223	835	1384	389	875	1448	407
Arrive On Green	0.13	0.21	0.20	0.11	0.19	0.18	0.26	0.27	0.27	0.55	0.57	0.57
Sat Flow, veh/h	3170	3728	1268	3170	3814	1195	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	308	490	241	265	386	194	337	1101	199	295	1292	140
Grp Sat Flow(s),veh/h/ln	1585	1695	1606	1585	1695	1619	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	11.2	16.0	16.7	9.8	12.6	13.3	10.5	24.1	10.5	6.1	26.7	6.3
Cycle Q Clear(g_c), s	11.2	16.0	16.7	9.8	12.6	13.3	10.5	24.1	10.5	6.1	26.7	6.3
Prop In Lane	1.00		0.79	1.00		0.74	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	419	716	339	340	632	302	835	1384	389	875	1448	407
V/C Ratio(X)	0.74	0.68	0.71	0.78	0.61	0.64	0.40	0.80	0.51	0.34	0.89	0.34
Avail Cap(c_a), veh/h	419	1172	556	383	1215	580	835	1653	465	875	1610	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	50.1	43.6	44.2	52.2	44.8	45.4	36.4	40.6	20.3	20.8	24.2	19.8
Incr Delay (d2), s/veh	6.6	1.2	2.7	7.6	0.8	1.9	0.3	4.8	4.7	0.2	7.6	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	5.3	7.6	7.7	4.6	6.0	6.1	4.6	11.9	4.6	2.6	13.2	2.7
LnGrp Delay(d),s/veh	56.7	44.8	47.0	59.7	45.6	47.3	36.7	45.4	25.0	21.0	31.9	21.8
LnGrp LOS	E	D	D	E	D	D	D	D	C	C	C	C
Approach Vol, veh/h		1039			845			1637			1727	
Approach Delay, s/veh		48.8			50.5			41.1			29.2	
Approach LOS		D			D			D			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	37.1	36.6	16.9	29.4	35.6	38.2	19.9	26.4
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	8.1	26.1	11.8	18.7	12.5	28.7	13.2	15.3
Green Ext Time (p_c), s	0.0	4.7	0.2	3.2	0.0	4.3	0.0	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	40.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	287	498	175	244	402	137	310	1024	183	276	1195	132
Future Volume (veh/h)	287	498	175	244	402	137	310	1024	183	276	1195	132
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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	312	541	190	265	437	149	337	1113	199	300	1299	143
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	416	789	269	340	708	231	831	1393	392	868	1453	409
Arrive On Green	0.13	0.21	0.20	0.11	0.19	0.18	0.26	0.27	0.27	0.55	0.57	0.57
Sat Flow, veh/h	3170	3728	1268	3170	3772	1230	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	312	490	241	265	391	195	337	1113	199	300	1299	143
Grp Sat Flow(s),veh/h/ln	1585	1695	1606	1585	1695	1612	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	11.4	16.0	16.7	9.8	12.7	13.5	10.5	24.4	10.4	6.3	26.9	6.4
Cycle Q Clear(g_c), s	11.4	16.0	16.7	9.8	12.7	13.5	10.5	24.4	10.4	6.3	26.9	6.4
Prop In Lane	1.00		0.79	1.00		0.76	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	416	718	340	340	637	303	831	1393	392	868	1453	409
V/C Ratio(X)	0.75	0.68	0.71	0.78	0.61	0.64	0.41	0.80	0.51	0.35	0.89	0.35
Avail Cap(c_a), veh/h	416	1172	556	383	1215	578	831	1653	465	868	1610	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	50.2	43.6	44.2	52.2	44.7	45.4	36.6	40.5	20.1	21.1	24.1	19.7
Incr Delay (d2), s/veh	7.4	1.2	2.7	7.5	0.8	1.9	0.3	4.9	4.6	0.2	7.7	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	5.4	7.6	7.7	4.6	6.0	6.1	4.7	12.1	4.6	2.8	13.3	2.7
LnGrp Delay(d),s/veh	57.7	44.8	46.9	59.7	45.5	47.3	36.9	45.4	24.8	21.3	31.8	21.8
LnGrp LOS	E	D	D	E	D	D	D	D	C	C	C	C
Approach Vol, veh/h		1043			851			1649			1742	
Approach Delay, s/veh		49.1			50.4			41.1			29.2	
Approach LOS		D			D			D			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	36.9	36.9	16.9	29.4	35.5	38.3	19.7	26.5
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	8.3	26.4	11.8	18.7	12.5	28.9	13.4	15.5
Green Ext Time (p_c), s	0.0	4.7	0.2	3.3	0.0	4.2	0.0	2.4

Intersection Summary	
HCM 2010 Ctrl Delay	40.3
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	283	498	175	244	402	132	310	1013	183	271	1189	129
Future Volume (veh/h)	283	498	175	244	402	132	310	1013	183	271	1189	129
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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	308	541	190	265	437	143	337	1101	199	295	1292	140
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	419	788	268	340	711	223	835	1384	389	875	1448	407
Arrive On Green	0.13	0.21	0.20	0.11	0.19	0.18	0.26	0.27	0.27	0.55	0.57	0.57
Sat Flow, veh/h	3170	3728	1268	3170	3814	1195	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	308	490	241	265	386	194	337	1101	199	295	1292	140
Grp Sat Flow(s),veh/h/ln	1585	1695	1606	1585	1695	1619	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	11.2	16.0	16.7	9.8	12.6	13.3	10.5	24.1	10.5	6.1	26.7	6.3
Cycle Q Clear(g_c), s	11.2	16.0	16.7	9.8	12.6	13.3	10.5	24.1	10.5	6.1	26.7	6.3
Prop In Lane	1.00		0.79	1.00		0.74	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	419	716	339	340	632	302	835	1384	389	875	1448	407
V/C Ratio(X)	0.74	0.68	0.71	0.78	0.61	0.64	0.40	0.80	0.51	0.34	0.89	0.34
Avail Cap(c_a), veh/h	419	1172	556	383	1215	580	835	1653	465	875	1610	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	50.1	43.6	44.2	52.2	44.8	45.4	36.4	40.6	20.3	20.8	24.2	19.8
Incr Delay (d2), s/veh	6.6	1.2	2.7	7.6	0.8	1.9	0.3	4.8	4.7	0.2	7.6	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	5.3	7.6	7.7	4.6	6.0	6.1	4.6	11.9	4.6	2.6	13.2	2.7
LnGrp Delay(d),s/veh	56.7	44.8	47.0	59.7	45.6	47.3	36.7	45.4	25.0	21.0	31.9	21.8
LnGrp LOS	E	D	D	E	D	D	D	D	C	C	C	C
Approach Vol, veh/h		1039			845			1637			1727	
Approach Delay, s/veh		48.8			50.5			41.1			29.2	
Approach LOS		D			D			D			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	37.1	36.6	16.9	29.4	35.6	38.2	19.9	26.4
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	8.1	26.1	11.8	18.7	12.5	28.7	13.2	15.3
Green Ext Time (p_c), s	0.0	4.7	0.2	3.2	0.0	4.3	0.0	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	40.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	287	498	175	244	402	137	310	1024	183	276	1195	132
Future Volume (veh/h)	287	498	175	244	402	137	310	1024	183	276	1195	132
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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	312	541	190	265	437	149	337	1113	199	300	1299	143
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	416	789	269	340	708	231	831	1393	392	868	1453	409
Arrive On Green	0.13	0.21	0.20	0.11	0.19	0.18	0.26	0.27	0.27	0.55	0.57	0.57
Sat Flow, veh/h	3170	3728	1268	3170	3772	1230	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	312	490	241	265	391	195	337	1113	199	300	1299	143
Grp Sat Flow(s),veh/h/ln	1585	1695	1606	1585	1695	1612	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	11.4	16.0	16.7	9.8	12.7	13.5	10.5	24.4	10.4	6.3	26.9	6.4
Cycle Q Clear(g_c), s	11.4	16.0	16.7	9.8	12.7	13.5	10.5	24.4	10.4	6.3	26.9	6.4
Prop In Lane	1.00		0.79	1.00		0.76	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	416	718	340	340	637	303	831	1393	392	868	1453	409
V/C Ratio(X)	0.75	0.68	0.71	0.78	0.61	0.64	0.41	0.80	0.51	0.35	0.89	0.35
Avail Cap(c_a), veh/h	416	1172	556	383	1215	578	831	1653	465	868	1610	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	50.2	43.6	44.2	52.2	44.7	45.4	36.6	40.5	20.1	21.1	24.1	19.7
Incr Delay (d2), s/veh	7.4	1.2	2.7	7.5	0.8	1.9	0.3	4.9	4.6	0.2	7.7	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	5.4	7.6	7.7	4.6	6.0	6.1	4.7	12.1	4.6	2.8	13.3	2.7
LnGrp Delay(d),s/veh	57.7	44.8	46.9	59.7	45.5	47.3	36.9	45.4	24.8	21.3	31.8	21.8
LnGrp LOS	E	D	D	E	D	D	D	D	C	C	C	C
Approach Vol, veh/h		1043			851			1649			1742	
Approach Delay, s/veh		49.1			50.4			41.1			29.2	
Approach LOS		D			D			D			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	36.9	36.9	16.9	29.4	35.5	38.3	19.7	26.5
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	8.3	26.4	11.8	18.7	12.5	28.9	13.4	15.5
Green Ext Time (p_c), s	0.0	4.7	0.2	3.3	0.0	4.2	0.0	2.4

Intersection Summary	
HCM 2010 Ctrl Delay	40.3
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	289	442	183	253	336	146	270	1014	136	256	1125	164
Future Volume (veh/h)	289	442	183	253	336	146	270	1014	136	256	1125	164
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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	314	480	199	275	365	159	293	1102	148	278	1223	178
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	426	719	285	349	626	256	884	1379	388	898	1401	394
Arrive On Green	0.13	0.20	0.19	0.11	0.18	0.17	0.28	0.27	0.27	0.57	0.55	0.55
Sat Flow, veh/h	3170	3555	1412	3170	3521	1438	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	314	457	222	275	351	173	293	1102	148	278	1223	178
Grp Sat Flow(s),veh/h/ln	1585	1695	1577	1585	1695	1569	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	11.4	14.9	15.8	10.1	11.4	12.3	8.8	24.2	7.4	5.5	25.0	8.9
Cycle Q Clear(g_c), s	11.4	14.9	15.8	10.1	11.4	12.3	8.8	24.2	7.4	5.5	25.0	8.9
Prop In Lane	1.00		0.90	1.00		0.92	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	426	685	319	349	603	279	884	1379	388	898	1401	394
V/C Ratio(X)	0.74	0.67	0.70	0.79	0.58	0.62	0.33	0.80	0.38	0.31	0.87	0.45
Avail Cap(c_a), veh/h	426	1172	545	383	1215	562	884	1653	465	898	1610	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	49.9	44.1	44.9	52.0	45.2	46.0	34.4	40.7	19.3	19.8	25.1	21.5
Incr Delay (d2), s/veh	6.6	1.1	2.8	9.1	0.8	2.1	0.2	4.9	2.8	0.2	7.0	3.3
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	5.4	7.1	7.1	4.9	5.4	5.5	3.9	12.0	3.2	2.4	12.4	3.8
LnGrp Delay(d),s/veh	56.5	45.3	47.6	61.2	46.1	48.1	34.6	45.6	22.1	20.0	32.1	24.8
LnGrp LOS	E	D	D	E	D	D	C	D	C	C	C	C
Approach Vol, veh/h		993			799			1543			1679	
Approach Delay, s/veh		49.4			51.7			41.3			29.3	
Approach LOS		D			D			D			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	38.0	36.5	17.2	28.3	37.5	37.1	20.1	25.3
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	7.5	26.2	12.1	17.8	10.8	27.0	13.4	14.3
Green Ext Time (p_c), s	0.2	4.6	0.2	2.9	0.0	4.7	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	40.5
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	295	452	187	257	341	148	272	1023	137	258	1132	165
Future Volume (veh/h)	295	452	187	257	341	148	272	1023	137	258	1132	165
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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	321	491	203	279	371	161	296	1112	149	280	1230	179
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	433	728	289	352	632	257	869	1387	390	881	1406	396
Arrive On Green	0.14	0.20	0.20	0.11	0.18	0.17	0.27	0.27	0.27	0.56	0.55	0.55
Sat Flow, veh/h	3170	3556	1411	3170	3524	1436	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	321	467	227	279	356	176	296	1112	149	280	1230	179
Grp Sat Flow(s),veh/h/ln	1585	1695	1577	1585	1695	1569	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	11.7	15.2	16.1	10.3	11.6	12.5	9.0	24.4	7.5	5.7	25.1	8.9
Cycle Q Clear(g_c), s	11.7	15.2	16.1	10.3	11.6	12.5	9.0	24.4	7.5	5.7	25.1	8.9
Prop In Lane	1.00		0.89	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	433	694	323	352	608	281	869	1387	390	881	1406	396
V/C Ratio(X)	0.74	0.67	0.70	0.79	0.59	0.63	0.34	0.80	0.38	0.32	0.87	0.45
Avail Cap(c_a), veh/h	433	1172	545	383	1215	562	869	1653	465	881	1610	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	49.8	44.0	44.7	52.0	45.1	45.9	34.9	40.6	19.1	20.5	25.0	21.4
Incr Delay (d2), s/veh	6.7	1.1	2.8	9.4	0.8	2.1	0.2	5.0	2.8	0.2	7.1	3.3
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	5.5	7.2	7.3	5.0	5.5	5.6	4.0	12.1	3.2	2.5	12.5	3.8
LnGrp Delay(d),s/veh	56.4	45.1	47.5	61.4	46.0	48.0	35.1	45.6	21.9	20.7	32.1	24.7
LnGrp LOS	E	D	D	E	D	D	D	D	C	C	C	C
Approach Vol, veh/h		1015			811			1557			1689	
Approach Delay, s/veh		49.2			51.7			41.3			29.4	
Approach LOS		D			D			D			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	37.3	36.7	17.3	28.6	36.9	37.2	20.4	25.5
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	7.7	26.4	12.3	18.1	11.0	27.1	13.7	14.5
Green Ext Time (p_c), s	0.1	4.6	0.2	3.0	0.0	4.7	0.0	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	40.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	299	452	187	257	341	153	272	1034	137	263	1138	168
Future Volume (veh/h)	299	452	187	257	341	153	272	1034	137	263	1138	168
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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	325	491	203	279	371	166	296	1124	149	286	1237	183
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	430	728	289	352	630	264	865	1396	393	875	1412	397
Arrive On Green	0.14	0.20	0.20	0.11	0.18	0.17	0.27	0.27	0.27	0.55	0.56	0.56
Sat Flow, veh/h	3170	3556	1411	3170	3490	1464	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	325	467	227	279	360	177	296	1124	149	286	1237	183
Grp Sat Flow(s),veh/h/ln	1585	1695	1577	1585	1695	1564	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	11.9	15.2	16.1	10.3	11.7	12.6	9.0	24.7	7.4	5.9	25.3	9.2
Cycle Q Clear(g_c), s	11.9	15.2	16.1	10.3	11.7	12.6	9.0	24.7	7.4	5.9	25.3	9.2
Prop In Lane	1.00		0.89	1.00		0.94	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	430	694	323	352	612	282	865	1396	393	875	1412	397
V/C Ratio(X)	0.76	0.67	0.70	0.79	0.59	0.63	0.34	0.80	0.38	0.33	0.88	0.46
Avail Cap(c_a), veh/h	430	1172	545	383	1215	560	865	1653	465	875	1610	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	50.0	44.0	44.7	52.0	45.1	45.9	35.0	40.5	19.0	20.8	24.9	21.3
Incr Delay (d2), s/veh	7.5	1.1	2.8	9.4	0.8	2.1	0.2	5.0	2.8	0.2	7.1	3.4
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	5.6	7.2	7.3	5.0	5.5	5.6	4.0	12.2	3.2	2.6	12.6	3.9
LnGrp Delay(d),s/veh	57.5	45.1	47.5	61.4	45.9	48.0	35.2	45.6	21.8	21.0	32.0	24.7
LnGrp LOS	E	D	D	E	D	D	D	D	C	C	C	C
Approach Vol, veh/h		1019			816			1569			1706	
Approach Delay, s/veh		49.6			51.7			41.4			29.4	
Approach LOS		D			D			D			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	37.1	36.9	17.3	28.6	36.8	37.3	20.3	25.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	7.9	26.7	12.3	18.1	11.0	27.3	13.9	14.6
Green Ext Time (p_c), s	0.1	4.5	0.2	3.0	0.0	4.6	0.0	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	40.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	295	452	187	257	341	148	272	1023	137	258	1132	165
Future Volume (veh/h)	295	452	187	257	341	148	272	1023	137	258	1132	165
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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	321	491	203	279	371	161	296	1112	149	280	1230	179
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	433	728	289	352	632	257	869	1387	390	881	1406	396
Arrive On Green	0.14	0.20	0.20	0.11	0.18	0.17	0.27	0.27	0.27	0.56	0.55	0.55
Sat Flow, veh/h	3170	3556	1411	3170	3524	1436	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	321	467	227	279	356	176	296	1112	149	280	1230	179
Grp Sat Flow(s),veh/h/ln	1585	1695	1577	1585	1695	1569	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	11.7	15.2	16.1	10.3	11.6	12.5	9.0	24.4	7.5	5.7	25.1	8.9
Cycle Q Clear(g_c), s	11.7	15.2	16.1	10.3	11.6	12.5	9.0	24.4	7.5	5.7	25.1	8.9
Prop In Lane	1.00		0.89	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	433	694	323	352	608	281	869	1387	390	881	1406	396
V/C Ratio(X)	0.74	0.67	0.70	0.79	0.59	0.63	0.34	0.80	0.38	0.32	0.87	0.45
Avail Cap(c_a), veh/h	433	1172	545	383	1215	562	869	1653	465	881	1610	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	49.8	44.0	44.7	52.0	45.1	45.9	34.9	40.6	19.1	20.5	25.0	21.4
Incr Delay (d2), s/veh	6.7	1.1	2.8	9.4	0.8	2.1	0.2	5.0	2.8	0.2	7.1	3.3
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	5.5	7.2	7.3	5.0	5.5	5.6	4.0	12.1	3.2	2.5	12.5	3.8
LnGrp Delay(d),s/veh	56.4	45.1	47.5	61.4	46.0	48.0	35.1	45.6	21.9	20.7	32.1	24.7
LnGrp LOS	E	D	D	E	D	D	D	D	C	C	C	C
Approach Vol, veh/h		1015			811			1557			1689	
Approach Delay, s/veh		49.2			51.7			41.3			29.4	
Approach LOS		D			D			D			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	37.3	36.7	17.3	28.6	36.9	37.2	20.4	25.5
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	7.7	26.4	12.3	18.1	11.0	27.1	13.7	14.5
Green Ext Time (p_c), s	0.1	4.6	0.2	3.0	0.0	4.7	0.0	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	40.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	299	452	187	257	341	153	272	1034	137	263	1138	168
Future Volume (veh/h)	299	452	187	257	341	153	272	1034	137	263	1138	168
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		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	325	491	203	279	371	166	296	1124	149	286	1237	183
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	430	728	289	352	630	264	865	1396	393	875	1412	397
Arrive On Green	0.14	0.20	0.20	0.11	0.18	0.17	0.27	0.27	0.27	0.55	0.56	0.56
Sat Flow, veh/h	3170	3556	1411	3170	3490	1464	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	325	467	227	279	360	177	296	1124	149	286	1237	183
Grp Sat Flow(s),veh/h/ln	1585	1695	1577	1585	1695	1564	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	11.9	15.2	16.1	10.3	11.7	12.6	9.0	24.7	7.4	5.9	25.3	9.2
Cycle Q Clear(g_c), s	11.9	15.2	16.1	10.3	11.7	12.6	9.0	24.7	7.4	5.9	25.3	9.2
Prop In Lane	1.00		0.89	1.00		0.94	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	430	694	323	352	612	282	865	1396	393	875	1412	397
V/C Ratio(X)	0.76	0.67	0.70	0.79	0.59	0.63	0.34	0.80	0.38	0.33	0.88	0.46
Avail Cap(c_a), veh/h	430	1172	545	383	1215	560	865	1653	465	875	1610	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	50.0	44.0	44.7	52.0	45.1	45.9	35.0	40.5	19.0	20.8	24.9	21.3
Incr Delay (d2), s/veh	7.5	1.1	2.8	9.4	0.8	2.1	0.2	5.0	2.8	0.2	7.1	3.4
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	5.6	7.2	7.3	5.0	5.5	5.6	4.0	12.2	3.2	2.6	12.6	3.9
LnGrp Delay(d),s/veh	57.5	45.1	47.5	61.4	45.9	48.0	35.2	45.6	21.8	21.0	32.0	24.7
LnGrp LOS	E	D	D	E	D	D	D	D	C	C	C	C
Approach Vol, veh/h		1019			816			1569			1706	
Approach Delay, s/veh		49.6			51.7			41.4			29.4	
Approach LOS		D			D			D			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	37.1	36.9	17.3	28.6	36.8	37.3	20.3	25.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	7.9	26.7	12.3	18.1	11.0	27.3	13.9	14.6
Green Ext Time (p_c), s	0.1	4.5	0.2	3.0	0.0	4.6	0.0	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	40.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	259	75	91	340	38	101	443	81	49	328	41
Future Volume (veh/h)	92	259	75	91	340	38	101	443	81	49	328	41
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		0.98	1.00		0.97	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	100	282	82	99	370	41	110	482	88	53	357	45
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	624	171	172	701	76	1662	814	228	1567	661	184
Arrive On Green	0.06	0.16	0.15	0.05	0.15	0.14	0.52	0.16	0.16	0.99	0.26	0.26
Sat Flow, veh/h	3170	3948	1082	3170	4645	504	3170	5085	1423	3170	5085	1419
Grp Volume(v), veh/h	100	240	124	99	268	143	110	482	88	53	357	45
Grp Sat Flow(s),veh/h/ln	1585	1695	1640	1585	1695	1758	1585	1695	1423	1585	1695	1419
Q Serve(g_s), s	3.7	7.7	8.3	3.7	8.7	9.0	2.1	10.6	5.6	0.0	7.3	3.0
Cycle Q Clear(g_c), s	3.7	7.7	8.3	3.7	8.7	9.0	2.1	10.6	5.6	0.0	7.3	3.0
Prop In Lane	1.00		0.66	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	194	536	259	172	512	266	1662	814	228	1567	661	184
V/C Ratio(X)	0.51	0.45	0.48	0.58	0.52	0.54	0.07	0.59	0.39	0.03	0.54	0.24
Avail Cap(c_a), veh/h	343	1172	567	383	1215	630	1662	1653	463	1567	1610	449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.6	45.8	46.3	55.4	47.0	47.2	14.1	46.8	31.7	0.4	41.3	39.8
Incr Delay (d2), s/veh	2.1	0.6	1.4	2.9	0.8	1.6	0.0	3.2	4.9	0.0	3.1	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.6	3.9	1.7	4.1	4.5	0.9	5.2	2.5	0.0	3.6	1.3
LnGrp Delay(d),s/veh	56.7	46.3	47.7	58.3	47.7	48.8	14.1	49.9	36.6	0.4	44.5	42.9
LnGrp LOS	E	D	D	E	D	D	B	D	D	A	D	D
Approach Vol, veh/h		464			510			680			455	
Approach Delay, s/veh		48.9			50.1			42.4			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	63.3	23.2	10.5	23.0	66.9	19.6	11.4	22.1
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	2.0	12.6	5.7	10.3	4.1	9.3	5.7	11.0
Green Ext Time (p_c), s	0.3	2.4	0.2	1.8	0.2	1.7	1.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	45.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	265	77	92	345	39	102	447	82	49	330	41
Future Volume (veh/h)	94	265	77	92	345	39	102	447	82	49	330	41
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		0.98	1.00		0.97	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	102	288	84	100	375	42	111	486	89	53	359	45
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	630	173	173	706	77	1655	818	229	1558	662	185
Arrive On Green	0.06	0.16	0.15	0.05	0.15	0.14	0.52	0.16	0.16	0.98	0.26	0.26
Sat Flow, veh/h	3170	3945	1085	3170	4639	509	3170	5085	1424	3170	5085	1419
Grp Volume(v), veh/h	102	245	127	100	272	145	111	486	89	53	359	45
Grp Sat Flow(s),veh/h/ln	1585	1695	1639	1585	1695	1758	1585	1695	1424	1585	1695	1419
Q Serve(g_s), s	3.7	7.9	8.5	3.7	8.9	9.2	2.1	10.6	5.6	0.0	7.3	3.0
Cycle Q Clear(g_c), s	3.7	7.9	8.5	3.7	8.9	9.2	2.1	10.6	5.6	0.0	7.3	3.0
Prop In Lane	1.00		0.66	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	197	541	262	173	516	267	1655	818	229	1558	662	185
V/C Ratio(X)	0.52	0.45	0.48	0.58	0.53	0.54	0.07	0.59	0.39	0.03	0.54	0.24
Avail Cap(c_a), veh/h	343	1172	567	383	1215	630	1655	1653	463	1558	1610	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	45.7	46.2	55.4	46.9	47.1	14.2	46.7	31.6	0.5	41.3	39.7
Incr Delay (d2), s/veh	2.1	0.6	1.4	2.9	0.8	1.6	0.0	3.2	4.9	0.0	3.2	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.7	4.0	1.7	4.2	4.6	0.9	5.2	2.5	0.0	3.6	1.3
LnGrp Delay(d),s/veh	56.6	46.3	47.6	58.3	47.7	48.8	14.2	49.9	36.5	0.5	44.4	42.8
LnGrp LOS	E	D	D	E	D	D	B	D	D	A	D	D
Approach Vol, veh/h		474			517			686			457	
Approach Delay, s/veh		48.8			50.0			42.4			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	63.0	23.3	10.6	23.2	66.7	19.6	11.5	22.3
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	2.0	12.6	5.7	10.5	4.1	9.3	5.7	11.2
Green Ext Time (p_c), s	0.3	2.4	0.2	1.9	0.2	1.7	1.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	45.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	265	77	92	345	45	102	461	82	55	338	44
Future Volume (veh/h)	98	265	77	92	345	45	102	461	82	55	338	44
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		0.98	1.00		0.97	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	107	288	84	100	375	49	111	501	89	60	367	48
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	643	177	173	700	89	1640	832	233	1538	670	187
Arrive On Green	0.06	0.16	0.16	0.05	0.15	0.15	0.52	0.16	0.16	0.97	0.26	0.26
Sat Flow, veh/h	3170	3945	1085	3170	4552	580	3170	5085	1424	3170	5085	1420
Grp Volume(v), veh/h	107	245	127	100	277	147	111	501	89	60	367	48
Grp Sat Flow(s),veh/h/ln	1585	1695	1640	1585	1695	1743	1585	1695	1424	1585	1695	1420
Q Serve(g_s), s	3.9	7.8	8.5	3.7	9.0	9.4	2.1	11.0	5.6	0.1	7.5	3.2
Cycle Q Clear(g_c), s	3.9	7.8	8.5	3.7	9.0	9.4	2.1	11.0	5.6	0.1	7.5	3.2
Prop In Lane	1.00		0.66	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	553	267	173	521	268	1640	832	233	1538	670	187
V/C Ratio(X)	0.53	0.44	0.47	0.58	0.53	0.55	0.07	0.60	0.38	0.04	0.55	0.26
Avail Cap(c_a), veh/h	343	1172	567	383	1215	624	1640	1653	463	1538	1610	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	45.3	45.8	55.4	46.8	47.1	14.5	46.6	31.4	0.9	41.1	39.6
Incr Delay (d2), s/veh	2.1	0.6	1.3	2.9	0.8	1.7	0.0	3.2	4.7	0.0	3.2	3.3
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	1.8	3.7	3.9	1.7	4.3	4.6	0.9	5.4	2.5	0.0	3.7	1.4
LnGrp Delay(d),s/veh	56.5	45.9	47.1	58.2	47.6	48.7	14.5	49.8	36.1	0.9	44.3	42.8
LnGrp LOS	E	D	D	E	D	D	B	D	D	A	D	D
Approach Vol, veh/h		479			524			701			475	
Approach Delay, s/veh		48.6			49.9			42.4			38.7	
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	62.2	23.6	10.6	23.6	66.1	19.8	11.7	22.5
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	2.1	13.0	5.7	10.5	4.1	9.5	5.9	11.4
Green Ext Time (p_c), s	0.3	2.5	0.2	1.9	0.2	1.7	1.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	44.8
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	265	77	92	345	39	102	447	82	49	330	41
Future Volume (veh/h)	94	265	77	92	345	39	102	447	82	49	330	41
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		0.98	1.00		0.97	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	102	288	84	100	375	42	111	486	89	53	359	45
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	630	173	173	706	77	1655	818	229	1558	662	185
Arrive On Green	0.06	0.16	0.15	0.05	0.15	0.14	0.52	0.16	0.16	0.98	0.26	0.26
Sat Flow, veh/h	3170	3945	1085	3170	4639	509	3170	5085	1424	3170	5085	1419
Grp Volume(v), veh/h	102	245	127	100	272	145	111	486	89	53	359	45
Grp Sat Flow(s),veh/h/ln	1585	1695	1639	1585	1695	1758	1585	1695	1424	1585	1695	1419
Q Serve(g_s), s	3.7	7.9	8.5	3.7	8.9	9.2	2.1	10.6	5.6	0.0	7.3	3.0
Cycle Q Clear(g_c), s	3.7	7.9	8.5	3.7	8.9	9.2	2.1	10.6	5.6	0.0	7.3	3.0
Prop In Lane	1.00		0.66	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	197	541	262	173	516	267	1655	818	229	1558	662	185
V/C Ratio(X)	0.52	0.45	0.48	0.58	0.53	0.54	0.07	0.59	0.39	0.03	0.54	0.24
Avail Cap(c_a), veh/h	343	1172	567	383	1215	630	1655	1653	463	1558	1610	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	45.7	46.2	55.4	46.9	47.1	14.2	46.7	31.6	0.5	41.3	39.7
Incr Delay (d2), s/veh	2.1	0.6	1.4	2.9	0.8	1.6	0.0	3.2	4.9	0.0	3.2	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.7	4.0	1.7	4.2	4.6	0.9	5.2	2.5	0.0	3.6	1.3
LnGrp Delay(d),s/veh	56.6	46.3	47.6	58.3	47.7	48.8	14.2	49.9	36.5	0.5	44.4	42.8
LnGrp LOS	E	D	D	E	D	D	B	D	D	A	D	D
Approach Vol, veh/h		474			517			686			457	
Approach Delay, s/veh		48.8			50.0			42.4			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	63.0	23.3	10.6	23.2	66.7	19.6	11.5	22.3
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	2.0	12.6	5.7	10.5	4.1	9.3	5.7	11.2
Green Ext Time (p_c), s	0.3	2.4	0.2	1.9	0.2	1.7	1.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	45.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	265	77	92	345	45	102	461	82	55	338	44
Future Volume (veh/h)	98	265	77	92	345	45	102	461	82	55	338	44
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		0.98	1.00		0.97	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	107	288	84	100	375	49	111	501	89	60	367	48
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	643	177	173	700	89	1640	832	233	1538	670	187
Arrive On Green	0.06	0.16	0.16	0.05	0.15	0.15	0.52	0.16	0.16	0.97	0.26	0.26
Sat Flow, veh/h	3170	3945	1085	3170	4552	580	3170	5085	1424	3170	5085	1420
Grp Volume(v), veh/h	107	245	127	100	277	147	111	501	89	60	367	48
Grp Sat Flow(s),veh/h/ln	1585	1695	1640	1585	1695	1743	1585	1695	1424	1585	1695	1420
Q Serve(g_s), s	3.9	7.8	8.5	3.7	9.0	9.4	2.1	11.0	5.6	0.1	7.5	3.2
Cycle Q Clear(g_c), s	3.9	7.8	8.5	3.7	9.0	9.4	2.1	11.0	5.6	0.1	7.5	3.2
Prop In Lane	1.00		0.66	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	553	267	173	521	268	1640	832	233	1538	670	187
V/C Ratio(X)	0.53	0.44	0.47	0.58	0.53	0.55	0.07	0.60	0.38	0.04	0.55	0.26
Avail Cap(c_a), veh/h	343	1172	567	383	1215	624	1640	1653	463	1538	1610	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	45.3	45.8	55.4	46.8	47.1	14.5	46.6	31.4	0.9	41.1	39.6
Incr Delay (d2), s/veh	2.1	0.6	1.3	2.9	0.8	1.7	0.0	3.2	4.7	0.0	3.2	3.3
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	1.8	3.7	3.9	1.7	4.3	4.6	0.9	5.4	2.5	0.0	3.7	1.4
LnGrp Delay(d),s/veh	56.5	45.9	47.1	58.2	47.6	48.7	14.5	49.8	36.1	0.9	44.3	42.8
LnGrp LOS	E	D	D	E	D	D	B	D	D	A	D	D
Approach Vol, veh/h		479			524			701			475	
Approach Delay, s/veh		48.6			49.9			42.4			38.7	
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	62.2	23.6	10.6	23.6	66.1	19.8	11.7	22.5
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	2.1	13.0	5.7	10.5	4.1	9.5	5.9	11.4
Green Ext Time (p_c), s	0.3	2.5	0.2	1.9	0.2	1.7	1.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	44.8
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	259	75	91	340	38	101	443	81	49	328	41
Future Volume (veh/h)	92	259	75	91	340	38	101	443	81	49	328	41
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		0.98	1.00		0.97	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	100	282	82	99	370	41	110	482	88	53	357	45
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	624	171	172	701	76	1662	814	228	1567	661	184
Arrive On Green	0.06	0.16	0.15	0.05	0.15	0.14	0.52	0.16	0.16	0.99	0.26	0.26
Sat Flow, veh/h	3170	3948	1082	3170	4645	504	3170	5085	1423	3170	5085	1419
Grp Volume(v), veh/h	100	240	124	99	268	143	110	482	88	53	357	45
Grp Sat Flow(s),veh/h/ln	1585	1695	1640	1585	1695	1758	1585	1695	1423	1585	1695	1419
Q Serve(g_s), s	3.7	7.7	8.3	3.7	8.7	9.0	2.1	10.6	5.6	0.0	7.3	3.0
Cycle Q Clear(g_c), s	3.7	7.7	8.3	3.7	8.7	9.0	2.1	10.6	5.6	0.0	7.3	3.0
Prop In Lane	1.00		0.66	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	194	536	259	172	512	266	1662	814	228	1567	661	184
V/C Ratio(X)	0.51	0.45	0.48	0.58	0.52	0.54	0.07	0.59	0.39	0.03	0.54	0.24
Avail Cap(c_a), veh/h	343	1172	567	383	1215	630	1662	1653	463	1567	1610	449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.6	45.8	46.3	55.4	47.0	47.2	14.1	46.8	31.7	0.4	41.3	39.8
Incr Delay (d2), s/veh	2.1	0.6	1.4	2.9	0.8	1.6	0.0	3.2	4.9	0.0	3.1	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.6	3.9	1.7	4.1	4.5	0.9	5.2	2.5	0.0	3.6	1.3
LnGrp Delay(d),s/veh	56.7	46.3	47.7	58.3	47.7	48.8	14.1	49.9	36.6	0.4	44.5	42.9
LnGrp LOS	E	D	D	E	D	D	B	D	D	A	D	D
Approach Vol, veh/h		464			510			680			455	
Approach Delay, s/veh		48.9			50.1			42.4			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	63.3	23.2	10.5	23.0	66.9	19.6	11.4	22.1
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	2.0	12.6	5.7	10.3	4.1	9.3	5.7	11.0
Green Ext Time (p_c), s	0.3	2.4	0.2	1.8	0.2	1.7	1.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	45.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	397	115	124	464	52	121	529	97	56	372	46
Future Volume (veh/h)	141	397	115	124	464	52	121	529	97	56	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		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	153	432	125	135	504	57	132	575	105	61	404	50
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	758	211	212	825	92	1487	904	253	1362	703	196
Arrive On Green	0.08	0.19	0.18	0.07	0.18	0.17	0.47	0.18	0.18	0.86	0.28	0.28
Sat Flow, veh/h	3170	3936	1094	3170	4632	516	3170	5085	1425	3170	5085	1421
Grp Volume(v), veh/h	153	370	187	135	367	194	132	575	105	61	404	50
Grp Sat Flow(s),veh/h/ln	1585	1695	1640	1585	1695	1757	1585	1695	1425	1585	1695	1421
Q Serve(g_s), s	5.6	11.9	12.5	5.0	12.0	12.3	2.8	12.6	6.4	0.3	8.2	3.3
Cycle Q Clear(g_c), s	5.6	11.9	12.5	5.0	12.0	12.3	2.8	12.6	6.4	0.3	8.2	3.3
Prop In Lane	1.00		0.67	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	257	652	316	212	604	313	1487	904	253	1362	703	196
V/C Ratio(X)	0.59	0.57	0.59	0.64	0.61	0.62	0.09	0.64	0.41	0.04	0.57	0.25
Avail Cap(c_a), veh/h	343	1172	567	383	1215	630	1487	1653	463	1362	1610	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	43.9	44.5	54.6	45.4	45.7	17.6	45.7	29.4	4.8	40.4	38.6
Incr Delay (d2), s/veh	2.2	0.8	1.8	2.9	0.9	1.8	0.0	3.4	4.9	0.0	3.4	3.1
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	2.5	5.6	5.8	2.3	5.7	6.1	1.2	6.2	2.9	0.1	4.0	1.5
LnGrp Delay(d),s/veh	55.4	44.7	46.2	57.5	46.4	47.5	17.7	49.1	34.3	4.9	43.8	41.7
LnGrp LOS	E	D	D	E	D	D	B	D	C	A	D	D
Approach Vol, veh/h		710			696			812			515	
Approach Delay, s/veh		47.4			48.8			42.1			39.0	
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	55.6	25.3	12.0	27.1	60.3	20.6	13.7	25.4
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	2.3	14.6	7.0	14.5	4.8	10.2	7.6	14.3
Green Ext Time (p_c), s	0.3	2.9	0.2	2.9	0.3	1.9	1.3	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	44.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	397	115	124	464	58	121	543	97	62	380	49
Future Volume (veh/h)	145	397	115	124	464	58	121	543	97	62	380	49
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		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	158	432	125	135	504	63	132	590	105	67	413	53
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	768	214	212	821	101	1473	918	257	1344	711	199
Arrive On Green	0.08	0.20	0.19	0.07	0.18	0.17	0.46	0.18	0.18	0.85	0.28	0.28
Sat Flow, veh/h	3170	3936	1094	3170	4576	562	3170	5085	1425	3170	5085	1421
Grp Volume(v), veh/h	158	370	187	135	371	196	132	590	105	67	413	53
Grp Sat Flow(s),veh/h/ln	1585	1695	1640	1585	1695	1748	1585	1695	1425	1585	1695	1421
Q Serve(g_s), s	5.8	11.8	12.5	5.0	12.1	12.4	2.8	12.9	6.4	0.4	8.4	3.5
Cycle Q Clear(g_c), s	5.8	11.8	12.5	5.0	12.1	12.4	2.8	12.9	6.4	0.4	8.4	3.5
Prop In Lane	1.00		0.67	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	262	662	320	212	609	314	1473	918	257	1344	711	199
V/C Ratio(X)	0.60	0.56	0.59	0.64	0.61	0.62	0.09	0.64	0.41	0.05	0.58	0.27
Avail Cap(c_a), veh/h	343	1172	567	383	1215	626	1473	1653	463	1344	1610	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	43.6	44.2	54.6	45.4	45.6	17.9	45.6	29.2	5.3	40.2	38.4
Incr Delay (d2), s/veh	2.2	0.7	1.7	2.9	0.9	1.9	0.0	3.5	4.7	0.0	3.4	3.3
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	5.6	5.8	2.3	5.7	6.2	1.2	6.4	2.9	0.2	4.1	1.5
LnGrp Delay(d),s/veh	55.4	44.4	45.9	57.5	46.3	47.5	18.0	49.0	33.9	5.3	43.6	41.7
LnGrp LOS	E	D	D	E	D	D	B	D	C	A	D	D
Approach Vol, veh/h		715			702			827			533	
Approach Delay, s/veh		47.2			48.8			42.1			38.6	
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	54.9	25.7	12.0	27.4	59.8	20.8	13.9	25.5
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	2.4	14.9	7.0	14.5	4.8	10.4	7.8	14.4
Green Ext Time (p_c), s	0.3	3.0	0.2	2.9	0.3	2.0	1.3	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	44.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	397	115	124	464	52	121	529	97	56	372	46
Future Volume (veh/h)	141	397	115	124	464	52	121	529	97	56	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		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	153	432	125	135	504	57	132	575	105	61	404	50
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	758	211	212	825	92	1487	904	253	1362	703	196
Arrive On Green	0.08	0.19	0.18	0.07	0.18	0.17	0.47	0.18	0.18	0.86	0.28	0.28
Sat Flow, veh/h	3170	3936	1094	3170	4632	516	3170	5085	1425	3170	5085	1421
Grp Volume(v), veh/h	153	370	187	135	367	194	132	575	105	61	404	50
Grp Sat Flow(s),veh/h/ln	1585	1695	1640	1585	1695	1757	1585	1695	1425	1585	1695	1421
Q Serve(g_s), s	5.6	11.9	12.5	5.0	12.0	12.3	2.8	12.6	6.4	0.3	8.2	3.3
Cycle Q Clear(g_c), s	5.6	11.9	12.5	5.0	12.0	12.3	2.8	12.6	6.4	0.3	8.2	3.3
Prop In Lane	1.00		0.67	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	257	652	316	212	604	313	1487	904	253	1362	703	196
V/C Ratio(X)	0.59	0.57	0.59	0.64	0.61	0.62	0.09	0.64	0.41	0.04	0.57	0.25
Avail Cap(c_a), veh/h	343	1172	567	383	1215	630	1487	1653	463	1362	1610	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	43.9	44.5	54.6	45.4	45.7	17.6	45.7	29.4	4.8	40.4	38.6
Incr Delay (d2), s/veh	2.2	0.8	1.8	2.9	0.9	1.8	0.0	3.4	4.9	0.0	3.4	3.1
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	2.5	5.6	5.8	2.3	5.7	6.1	1.2	6.2	2.9	0.1	4.0	1.5
LnGrp Delay(d),s/veh	55.4	44.7	46.2	57.5	46.4	47.5	17.7	49.1	34.3	4.9	43.8	41.7
LnGrp LOS	E	D	D	E	D	D	B	D	C	A	D	D
Approach Vol, veh/h		710			696			812			515	
Approach Delay, s/veh		47.4			48.8			42.1			39.0	
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	55.6	25.3	12.0	27.1	60.3	20.6	13.7	25.4
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	2.3	14.6	7.0	14.5	4.8	10.2	7.6	14.3
Green Ext Time (p_c), s	0.3	2.9	0.2	2.9	0.3	1.9	1.3	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	44.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	397	115	124	464	58	121	543	97	62	380	49
Future Volume (veh/h)	145	397	115	124	464	58	121	543	97	62	380	49
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		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	158	432	125	135	504	63	132	590	105	67	413	53
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	768	214	212	821	101	1473	918	257	1344	711	199
Arrive On Green	0.08	0.20	0.19	0.07	0.18	0.17	0.46	0.18	0.18	0.85	0.28	0.28
Sat Flow, veh/h	3170	3936	1094	3170	4576	562	3170	5085	1425	3170	5085	1421
Grp Volume(v), veh/h	158	370	187	135	371	196	132	590	105	67	413	53
Grp Sat Flow(s),veh/h/ln	1585	1695	1640	1585	1695	1748	1585	1695	1425	1585	1695	1421
Q Serve(g_s), s	5.8	11.8	12.5	5.0	12.1	12.4	2.8	12.9	6.4	0.4	8.4	3.5
Cycle Q Clear(g_c), s	5.8	11.8	12.5	5.0	12.1	12.4	2.8	12.9	6.4	0.4	8.4	3.5
Prop In Lane	1.00		0.67	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	262	662	320	212	609	314	1473	918	257	1344	711	199
V/C Ratio(X)	0.60	0.56	0.59	0.64	0.61	0.62	0.09	0.64	0.41	0.05	0.58	0.27
Avail Cap(c_a), veh/h	343	1172	567	383	1215	626	1473	1653	463	1344	1610	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	43.6	44.2	54.6	45.4	45.6	17.9	45.6	29.2	5.3	40.2	38.4
Incr Delay (d2), s/veh	2.2	0.7	1.7	2.9	0.9	1.9	0.0	3.5	4.7	0.0	3.4	3.3
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	5.6	5.8	2.3	5.7	6.2	1.2	6.4	2.9	0.2	4.1	1.5
LnGrp Delay(d),s/veh	55.4	44.4	45.9	57.5	46.3	47.5	18.0	49.0	33.9	5.3	43.6	41.7
LnGrp LOS	E	D	D	E	D	D	B	D	C	A	D	D
Approach Vol, veh/h		715			702			827			533	
Approach Delay, s/veh		47.2			48.8			42.1			38.6	
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	54.9	25.7	12.0	27.4	59.8	20.8	13.9	25.5
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	2.4	14.9	7.0	14.5	4.8	10.4	7.8	14.4
Green Ext Time (p_c), s	0.3	3.0	0.2	2.9	0.3	2.0	1.3	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	44.4
HCM 2010 LOS	D

Intersection 9
Fairway St & Caldwell Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	670	102	158	594	97	106	27	129	143	21	48
Future Volume (veh/h)	113	670	102	158	594	97	106	27	129	143	21	48
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		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	123	728	111	172	646	105	115	29	140	155	23	52
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	1262	190	243	1374	220	170	51	246	227	111	250
Arrive On Green	0.11	0.28	0.27	0.14	0.31	0.30	0.10	0.19	0.17	0.14	0.22	0.21
Sat Flow, veh/h	1634	4439	670	1774	4398	704	1634	273	1320	1634	501	1133
Grp Volume(v), veh/h	123	554	285	172	496	255	115	0	169	155	0	75
Grp Sat Flow(s),veh/h/ln	1634	1695	1719	1774	1695	1712	1634	0	1593	1634	0	1634
Q Serve(g_s), s	4.6	8.8	9.0	5.8	7.4	7.6	4.3	0.0	6.1	5.7	0.0	2.4
Cycle Q Clear(g_c), s	4.6	8.8	9.0	5.8	7.4	7.6	4.3	0.0	6.1	5.7	0.0	2.4
Prop In Lane	1.00		0.39	1.00		0.41	1.00		0.83	1.00		0.69
Lane Grp Cap(c), veh/h	177	964	488	243	1059	535	170	0	297	227	0	361
V/C Ratio(X)	0.69	0.58	0.58	0.71	0.47	0.48	0.68	0.00	0.57	0.68	0.00	0.21
Avail Cap(c_a), veh/h	347	1442	731	445	1571	793	524	0	870	700	0	1068
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	27.1	19.3	19.5	26.0	17.4	17.7	27.2	0.0	23.7	25.8	0.0	20.3
Incr Delay (d2), s/veh	4.8	0.5	1.1	3.8	0.3	0.7	4.7	0.0	1.7	3.6	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	4.2	4.4	3.1	3.5	3.7	2.1	0.0	2.8	2.8	0.0	1.1
LnGrp Delay(d),s/veh	31.9	19.8	20.6	29.8	17.8	18.3	31.9	0.0	25.4	29.5	0.0	20.6
LnGrp LOS	C	B	C	C	B	B	C		C	C		C
Approach Vol, veh/h		962			923			284			230	
Approach Delay, s/veh		21.6			20.2			28.0			26.6	
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	12.7	15.7	12.6	21.9	10.5	17.9	10.8	23.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	7.7	8.1	7.8	11.0	6.3	4.4	6.6	9.6
Green Ext Time (p_c), s	0.7	0.6	0.3	6.0	0.2	0.8	0.2	6.6

Intersection Summary	
HCM 2010 Ctrl Delay	22.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	681	104	160	602	98	107	28	131	145	22	49
Future Volume (veh/h)	115	681	104	160	602	98	107	28	131	145	22	49
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		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	125	740	113	174	654	107	116	30	142	158	24	53
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	1265	191	244	1375	222	171	52	246	229	114	251
Arrive On Green	0.11	0.29	0.27	0.14	0.31	0.30	0.10	0.19	0.17	0.14	0.22	0.21
Sat Flow, veh/h	1634	4438	671	1774	4393	708	1634	278	1316	1634	510	1126
Grp Volume(v), veh/h	125	563	290	174	503	258	116	0	172	158	0	77
Grp Sat Flow(s),veh/h/ln	1634	1695	1719	1774	1695	1711	1634	0	1594	1634	0	1635
Q Serve(g_s), s	4.7	9.1	9.3	6.0	7.7	7.9	4.4	0.0	6.3	5.9	0.0	2.5
Cycle Q Clear(g_c), s	4.7	9.1	9.3	6.0	7.7	7.9	4.4	0.0	6.3	5.9	0.0	2.5
Prop In Lane	1.00		0.39	1.00		0.41	1.00		0.83	1.00		0.69
Lane Grp Cap(c), veh/h	179	967	490	244	1061	536	171	0	298	229	0	365
V/C Ratio(X)	0.70	0.58	0.59	0.71	0.47	0.48	0.68	0.00	0.58	0.69	0.00	0.21
Avail Cap(c_a), veh/h	342	1418	719	438	1545	780	515	0	856	689	0	1052
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	27.5	19.6	19.8	26.4	17.8	18.0	27.7	0.0	24.1	26.2	0.0	20.5
Incr Delay (d2), s/veh	4.8	0.6	1.1	3.8	0.3	0.7	4.7	0.0	1.8	3.7	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.3	4.5	3.2	3.6	3.8	2.2	0.0	2.9	2.9	0.0	1.2
LnGrp Delay(d),s/veh	32.3	20.2	21.0	30.2	18.1	18.6	32.3	0.0	25.8	29.8	0.0	20.8
LnGrp LOS	C	C	C	C	B	B	C		C	C		C
Approach Vol, veh/h		978			935			288			235	
Approach Delay, s/veh		22.0			20.5			28.5			26.9	
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	13.0	16.0	12.8	22.3	10.7	18.3	11.0	24.0
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	7.9	8.3	8.0	11.3	6.4	4.5	6.7	9.9
Green Ext Time (p_c), s	0.7	0.6	0.3	6.1	0.2	0.8	0.2	6.7

Intersection Summary	
HCM 2010 Ctrl Delay	22.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	686	104	160	607	98	107	28	131	145	22	49
Future Volume (veh/h)	115	686	104	160	607	98	107	28	131	145	22	49
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		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	125	746	113	174	660	107	116	30	142	158	24	53
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	1271	191	244	1381	221	170	52	246	229	114	251
Arrive On Green	0.11	0.29	0.27	0.14	0.31	0.30	0.10	0.19	0.17	0.14	0.22	0.21
Sat Flow, veh/h	1634	4443	666	1774	4399	703	1634	278	1316	1634	510	1126
Grp Volume(v), veh/h	125	567	292	174	506	261	116	0	172	158	0	77
Grp Sat Flow(s),veh/h/ln	1634	1695	1719	1774	1695	1713	1634	0	1594	1634	0	1635
Q Serve(g_s), s	4.7	9.2	9.4	6.0	7.7	7.9	4.4	0.0	6.4	5.9	0.0	2.5
Cycle Q Clear(g_c), s	4.7	9.2	9.4	6.0	7.7	7.9	4.4	0.0	6.4	5.9	0.0	2.5
Prop In Lane	1.00		0.39	1.00		0.41	1.00		0.83	1.00		0.69
Lane Grp Cap(c), veh/h	179	970	492	244	1064	538	170	0	298	229	0	365
V/C Ratio(X)	0.70	0.58	0.59	0.71	0.48	0.48	0.68	0.00	0.58	0.69	0.00	0.21
Avail Cap(c_a), veh/h	341	1414	717	436	1541	778	514	0	854	687	0	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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.6	19.7	19.9	26.5	17.8	18.0	27.7	0.0	24.2	26.3	0.0	20.6
Incr Delay (d2), s/veh	4.8	0.6	1.1	3.8	0.3	0.7	4.7	0.0	1.8	3.7	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.3	4.6	3.2	3.6	3.8	2.2	0.0	2.9	2.9	0.0	1.2
LnGrp Delay(d),s/veh	32.4	20.2	21.0	30.3	18.1	18.7	32.4	0.0	25.9	29.9	0.0	20.9
LnGrp LOS	C	C	C	C	B	B	C		C	C		C
Approach Vol, veh/h		984			941			288			235	
Approach Delay, s/veh		22.0			20.5			28.5			27.0	
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	13.0	16.0	12.8	22.4	10.7	18.3	11.0	24.2
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	7.9	8.4	8.0	11.4	6.4	4.5	6.7	9.9
Green Ext Time (p_c), s	0.7	0.6	0.3	6.1	0.2	0.8	0.2	6.8

Intersection Summary	
HCM 2010 Ctrl Delay	22.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	681	104	160	602	98	107	28	131	145	22	49
Future Volume (veh/h)	115	681	104	160	602	98	107	28	131	145	22	49
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		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	125	740	113	174	654	107	116	30	142	158	24	53
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	1265	191	244	1375	222	171	52	246	229	114	251
Arrive On Green	0.11	0.29	0.27	0.14	0.31	0.30	0.10	0.19	0.17	0.14	0.22	0.21
Sat Flow, veh/h	1634	4438	671	1774	4393	708	1634	278	1316	1634	510	1126
Grp Volume(v), veh/h	125	563	290	174	503	258	116	0	172	158	0	77
Grp Sat Flow(s),veh/h/ln	1634	1695	1719	1774	1695	1711	1634	0	1594	1634	0	1635
Q Serve(g_s), s	4.7	9.1	9.3	6.0	7.7	7.9	4.4	0.0	6.3	5.9	0.0	2.5
Cycle Q Clear(g_c), s	4.7	9.1	9.3	6.0	7.7	7.9	4.4	0.0	6.3	5.9	0.0	2.5
Prop In Lane	1.00		0.39	1.00		0.41	1.00		0.83	1.00		0.69
Lane Grp Cap(c), veh/h	179	967	490	244	1061	536	171	0	298	229	0	365
V/C Ratio(X)	0.70	0.58	0.59	0.71	0.47	0.48	0.68	0.00	0.58	0.69	0.00	0.21
Avail Cap(c_a), veh/h	342	1418	719	438	1545	780	515	0	856	689	0	1052
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	27.5	19.6	19.8	26.4	17.8	18.0	27.7	0.0	24.1	26.2	0.0	20.5
Incr Delay (d2), s/veh	4.8	0.6	1.1	3.8	0.3	0.7	4.7	0.0	1.8	3.7	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.3	4.5	3.2	3.6	3.8	2.2	0.0	2.9	2.9	0.0	1.2
LnGrp Delay(d),s/veh	32.3	20.2	21.0	30.2	18.1	18.6	32.3	0.0	25.8	29.8	0.0	20.8
LnGrp LOS	C	C	C	C	B	B	C		C	C		C
Approach Vol, veh/h		978			935			288			235	
Approach Delay, s/veh		22.0			20.5			28.5			26.9	
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	13.0	16.0	12.8	22.3	10.7	18.3	11.0	24.0
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	7.9	8.3	8.0	11.3	6.4	4.5	6.7	9.9
Green Ext Time (p_c), s	0.7	0.6	0.3	6.1	0.2	0.8	0.2	6.7

Intersection Summary	
HCM 2010 Ctrl Delay	22.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	686	104	160	607	98	107	28	131	145	22	49
Future Volume (veh/h)	115	686	104	160	607	98	107	28	131	145	22	49
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		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	125	746	113	174	660	107	116	30	142	158	24	53
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	1271	191	244	1381	221	170	52	246	229	114	251
Arrive On Green	0.11	0.29	0.27	0.14	0.31	0.30	0.10	0.19	0.17	0.14	0.22	0.21
Sat Flow, veh/h	1634	4443	666	1774	4399	703	1634	278	1316	1634	510	1126
Grp Volume(v), veh/h	125	567	292	174	506	261	116	0	172	158	0	77
Grp Sat Flow(s),veh/h/ln	1634	1695	1719	1774	1695	1713	1634	0	1594	1634	0	1635
Q Serve(g_s), s	4.7	9.2	9.4	6.0	7.7	7.9	4.4	0.0	6.4	5.9	0.0	2.5
Cycle Q Clear(g_c), s	4.7	9.2	9.4	6.0	7.7	7.9	4.4	0.0	6.4	5.9	0.0	2.5
Prop In Lane	1.00		0.39	1.00		0.41	1.00		0.83	1.00		0.69
Lane Grp Cap(c), veh/h	179	970	492	244	1064	538	170	0	298	229	0	365
V/C Ratio(X)	0.70	0.58	0.59	0.71	0.48	0.48	0.68	0.00	0.58	0.69	0.00	0.21
Avail Cap(c_a), veh/h	341	1414	717	436	1541	778	514	0	854	687	0	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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.6	19.7	19.9	26.5	17.8	18.0	27.7	0.0	24.2	26.3	0.0	20.6
Incr Delay (d2), s/veh	4.8	0.6	1.1	3.8	0.3	0.7	4.7	0.0	1.8	3.7	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.3	4.6	3.2	3.6	3.8	2.2	0.0	2.9	2.9	0.0	1.2
LnGrp Delay(d),s/veh	32.4	20.2	21.0	30.3	18.1	18.7	32.4	0.0	25.9	29.9	0.0	20.9
LnGrp LOS	C	C	C	C	B	B	C		C	C		C
Approach Vol, veh/h		984			941			288			235	
Approach Delay, s/veh		22.0			20.5			28.5			27.0	
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	13.0	16.0	12.8	22.4	10.7	18.3	11.0	24.2
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	7.9	8.4	8.0	11.4	6.4	4.5	6.7	9.9
Green Ext Time (p_c), s	0.7	0.6	0.3	6.1	0.2	0.8	0.2	6.8

Intersection Summary	
HCM 2010 Ctrl Delay	22.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	541	125	136	501	87	103	27	113	103	40	52
Future Volume (veh/h)	96	541	125	136	501	87	103	27	113	103	40	52
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		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	104	588	136	148	545	95	112	29	123	112	43	57
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	158	1159	262	222	1349	230	170	57	241	180	138	183
Arrive On Green	0.10	0.28	0.26	0.13	0.31	0.29	0.10	0.19	0.17	0.11	0.19	0.18
Sat Flow, veh/h	1634	4121	932	1774	4351	743	1634	305	1293	1634	718	951
Grp Volume(v), veh/h	104	481	243	148	422	218	112	0	152	112	0	100
Grp Sat Flow(s),veh/h/ln	1634	1695	1662	1774	1695	1704	1634	0	1598	1634	0	1669
Q Serve(g_s), s	3.3	6.4	6.7	4.3	5.3	5.5	3.5	0.0	4.6	3.5	0.0	2.8
Cycle Q Clear(g_c), s	3.3	6.4	6.7	4.3	5.3	5.5	3.5	0.0	4.6	3.5	0.0	2.8
Prop In Lane	1.00		0.56	1.00		0.44	1.00		0.81	1.00		0.57
Lane Grp Cap(c), veh/h	158	954	468	222	1051	528	170	0	297	180	0	320
V/C Ratio(X)	0.66	0.50	0.52	0.67	0.40	0.41	0.66	0.00	0.51	0.62	0.00	0.31
Avail Cap(c_a), veh/h	407	1689	828	521	1840	925	613	0	1022	820	0	1278
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	23.5	16.2	16.5	22.5	14.6	14.9	23.2	0.0	20.0	22.9	0.0	18.9
Incr Delay (d2), s/veh	4.6	0.4	0.9	3.4	0.2	0.5	4.3	0.0	1.4	3.5	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.0	3.2	2.3	2.5	2.6	1.8	0.0	2.2	1.8	0.0	1.3
LnGrp Delay(d),s/veh	28.1	16.6	17.4	25.9	14.9	15.4	27.5	0.0	21.4	26.4	0.0	19.5
LnGrp LOS	C	B	B	C	B	B	C		C	C		B
Approach Vol, veh/h		828			788			264			212	
Approach Delay, s/veh		18.3			17.1			24.0			23.1	
Approach LOS		B			B			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	9.9	14.0	10.7	19.1	9.6	14.3	9.2	20.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	5.5	6.6	6.3	8.7	5.5	4.8	5.3	7.5
Green Ext Time (p_c), s	0.7	0.5	0.3	5.4	0.2	0.7	0.1	5.8

Intersection Summary	
HCM 2010 Ctrl Delay	19.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	549	127	138	508	88	104	28	115	105	42	53
Future Volume (veh/h)	98	549	127	138	508	88	104	28	115	105	42	53
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		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	107	597	138	150	552	96	113	30	125	114	46	58
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	1162	263	224	1347	229	171	58	241	183	143	181
Arrive On Green	0.10	0.28	0.27	0.13	0.31	0.29	0.10	0.19	0.17	0.11	0.19	0.18
Sat Flow, veh/h	1634	4121	932	1774	4353	741	1634	310	1290	1634	740	933
Grp Volume(v), veh/h	107	489	246	150	427	221	113	0	155	114	0	104
Grp Sat Flow(s),veh/h/ln	1634	1695	1662	1774	1695	1704	1634	0	1599	1634	0	1673
Q Serve(g_s), s	3.4	6.6	6.9	4.4	5.4	5.6	3.6	0.0	4.8	3.6	0.0	2.9
Cycle Q Clear(g_c), s	3.4	6.6	6.9	4.4	5.4	5.6	3.6	0.0	4.8	3.6	0.0	2.9
Prop In Lane	1.00		0.56	1.00		0.44	1.00		0.81	1.00		0.56
Lane Grp Cap(c), veh/h	161	956	469	224	1049	527	171	0	299	183	0	324
V/C Ratio(X)	0.66	0.51	0.53	0.67	0.41	0.42	0.66	0.00	0.52	0.62	0.00	0.32
Avail Cap(c_a), veh/h	401	1665	816	514	1815	912	605	0	1008	809	0	1263
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	23.7	16.4	16.7	22.8	14.9	15.1	23.5	0.0	20.3	23.1	0.0	19.1
Incr Delay (d2), s/veh	4.6	0.4	0.9	3.5	0.3	0.5	4.3	0.0	1.4	3.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.1	3.2	2.4	2.5	2.7	1.8	0.0	2.2	1.8	0.0	1.4
LnGrp Delay(d),s/veh	28.3	16.9	17.7	26.2	15.1	15.6	27.8	0.0	21.7	26.6	0.0	19.7
LnGrp LOS	C	B	B	C	B	B	C		C	C		B
Approach Vol, veh/h		842			798			268			218	
Approach Delay, s/veh		18.5			17.4			24.3			23.3	
Approach LOS		B			B			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	14.2	10.9	19.4	9.7	14.6	9.4	20.9
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	5.6	6.8	6.4	8.9	5.6	4.9	5.4	7.6
Green Ext Time (p_c), s	0.7	0.5	0.3	5.5	0.2	0.8	0.1	5.8

Intersection Summary	
HCM 2010 Ctrl Delay	19.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	554	127	138	513	88	104	28	115	105	42	53
Future Volume (veh/h)	98	554	127	138	513	88	104	28	115	105	42	53
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		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	107	602	138	150	558	96	113	30	125	114	46	58
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	1168	262	224	1354	228	171	58	241	182	143	181
Arrive On Green	0.10	0.28	0.27	0.13	0.31	0.29	0.10	0.19	0.17	0.11	0.19	0.18
Sat Flow, veh/h	1634	4128	926	1774	4360	735	1634	310	1290	1634	740	933
Grp Volume(v), veh/h	107	492	248	150	431	223	113	0	155	114	0	104
Grp Sat Flow(s),veh/h/ln	1634	1695	1663	1774	1695	1705	1634	0	1599	1634	0	1673
Q Serve(g_s), s	3.5	6.7	6.9	4.4	5.5	5.7	3.6	0.0	4.8	3.6	0.0	2.9
Cycle Q Clear(g_c), s	3.5	6.7	6.9	4.4	5.5	5.7	3.6	0.0	4.8	3.6	0.0	2.9
Prop In Lane	1.00		0.56	1.00		0.43	1.00		0.81	1.00		0.56
Lane Grp Cap(c), veh/h	161	959	471	224	1052	529	171	0	299	182	0	324
V/C Ratio(X)	0.66	0.51	0.53	0.67	0.41	0.42	0.66	0.00	0.52	0.62	0.00	0.32
Avail Cap(c_a), veh/h	400	1661	815	513	1810	911	604	0	1006	807	0	1260
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	23.8	16.4	16.7	22.8	14.9	15.1	23.5	0.0	20.4	23.2	0.0	19.2
Incr Delay (d2), s/veh	4.6	0.4	0.9	3.5	0.3	0.5	4.3	0.0	1.4	3.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.1	3.3	2.4	2.6	2.8	1.8	0.0	2.2	1.8	0.0	1.4
LnGrp Delay(d),s/veh	28.4	16.9	17.7	26.3	15.2	15.7	27.9	0.0	21.8	26.7	0.0	19.7
LnGrp LOS	C	B	B	C	B	B	C		C	C		B
Approach Vol, veh/h		847			804			268			218	
Approach Delay, s/veh		18.6			17.4			24.3			23.4	
Approach LOS		B			B			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	14.2	10.9	19.5	9.7	14.6	9.4	21.0
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	5.6	6.8	6.4	8.9	5.6	4.9	5.5	7.7
Green Ext Time (p_c), s	0.7	0.5	0.3	5.5	0.2	0.8	0.1	5.9

Intersection Summary	
HCM 2010 Ctrl Delay	19.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	549	127	138	508	88	104	28	115	105	42	53
Future Volume (veh/h)	98	549	127	138	508	88	104	28	115	105	42	53
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		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	107	597	138	150	552	96	113	30	125	114	46	58
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	1162	263	224	1347	229	171	58	241	183	143	181
Arrive On Green	0.10	0.28	0.27	0.13	0.31	0.29	0.10	0.19	0.17	0.11	0.19	0.18
Sat Flow, veh/h	1634	4121	932	1774	4353	741	1634	310	1290	1634	740	933
Grp Volume(v), veh/h	107	489	246	150	427	221	113	0	155	114	0	104
Grp Sat Flow(s),veh/h/ln	1634	1695	1662	1774	1695	1704	1634	0	1599	1634	0	1673
Q Serve(g_s), s	3.4	6.6	6.9	4.4	5.4	5.6	3.6	0.0	4.8	3.6	0.0	2.9
Cycle Q Clear(g_c), s	3.4	6.6	6.9	4.4	5.4	5.6	3.6	0.0	4.8	3.6	0.0	2.9
Prop In Lane	1.00		0.56	1.00		0.44	1.00		0.81	1.00		0.56
Lane Grp Cap(c), veh/h	161	956	469	224	1049	527	171	0	299	183	0	324
V/C Ratio(X)	0.66	0.51	0.53	0.67	0.41	0.42	0.66	0.00	0.52	0.62	0.00	0.32
Avail Cap(c_a), veh/h	401	1665	816	514	1815	912	605	0	1008	809	0	1263
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	23.7	16.4	16.7	22.8	14.9	15.1	23.5	0.0	20.3	23.1	0.0	19.1
Incr Delay (d2), s/veh	4.6	0.4	0.9	3.5	0.3	0.5	4.3	0.0	1.4	3.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.1	3.2	2.4	2.5	2.7	1.8	0.0	2.2	1.8	0.0	1.4
LnGrp Delay(d),s/veh	28.3	16.9	17.7	26.2	15.1	15.6	27.8	0.0	21.7	26.6	0.0	19.7
LnGrp LOS	C	B	B	C	B	B	C		C	C		B
Approach Vol, veh/h		842			798			268			218	
Approach Delay, s/veh		18.5			17.4			24.3			23.3	
Approach LOS		B			B			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	14.2	10.9	19.4	9.7	14.6	9.4	20.9
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	5.6	6.8	6.4	8.9	5.6	4.9	5.4	7.6
Green Ext Time (p_c), s	0.7	0.5	0.3	5.5	0.2	0.8	0.1	5.8

Intersection Summary	
HCM 2010 Ctrl Delay	19.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	554	127	138	513	88	104	28	115	105	42	53
Future Volume (veh/h)	98	554	127	138	513	88	104	28	115	105	42	53
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		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	107	602	138	150	558	96	113	30	125	114	46	58
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	1168	262	224	1354	228	171	58	241	182	143	181
Arrive On Green	0.10	0.28	0.27	0.13	0.31	0.29	0.10	0.19	0.17	0.11	0.19	0.18
Sat Flow, veh/h	1634	4128	926	1774	4360	735	1634	310	1290	1634	740	933
Grp Volume(v), veh/h	107	492	248	150	431	223	113	0	155	114	0	104
Grp Sat Flow(s),veh/h/ln	1634	1695	1663	1774	1695	1705	1634	0	1599	1634	0	1673
Q Serve(g_s), s	3.5	6.7	6.9	4.4	5.5	5.7	3.6	0.0	4.8	3.6	0.0	2.9
Cycle Q Clear(g_c), s	3.5	6.7	6.9	4.4	5.5	5.7	3.6	0.0	4.8	3.6	0.0	2.9
Prop In Lane	1.00		0.56	1.00		0.43	1.00		0.81	1.00		0.56
Lane Grp Cap(c), veh/h	161	959	471	224	1052	529	171	0	299	182	0	324
V/C Ratio(X)	0.66	0.51	0.53	0.67	0.41	0.42	0.66	0.00	0.52	0.62	0.00	0.32
Avail Cap(c_a), veh/h	400	1661	815	513	1810	911	604	0	1006	807	0	1260
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	23.8	16.4	16.7	22.8	14.9	15.1	23.5	0.0	20.4	23.2	0.0	19.2
Incr Delay (d2), s/veh	4.6	0.4	0.9	3.5	0.3	0.5	4.3	0.0	1.4	3.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.1	3.3	2.4	2.6	2.8	1.8	0.0	2.2	1.8	0.0	1.4
LnGrp Delay(d),s/veh	28.4	16.9	17.7	26.3	15.2	15.7	27.9	0.0	21.8	26.7	0.0	19.7
LnGrp LOS	C	B	B	C	B	B	C		C	C		B
Approach Vol, veh/h		847			804			268			218	
Approach Delay, s/veh		18.6			17.4			24.3			23.4	
Approach LOS		B			B			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	14.2	10.9	19.5	9.7	14.6	9.4	21.0
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	5.6	6.8	6.4	8.9	5.6	4.9	5.5	7.7
Green Ext Time (p_c), s	0.7	0.5	0.3	5.5	0.2	0.8	0.1	5.9

Intersection Summary	
HCM 2010 Ctrl Delay	19.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	286	19	51	434	57	28	8	37	20	0	10
Future Volume (veh/h)	50	286	19	51	434	57	28	8	37	20	0	10
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		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	54	311	21	55	472	62	30	9	40	22	0	11
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	1320	88	125	1237	159	86	50	224	93	0	272
Arrive On Green	0.07	0.27	0.25	0.07	0.27	0.25	0.05	0.17	0.15	0.06	0.00	0.15
Sat Flow, veh/h	1634	4860	323	1774	4542	584	1634	293	1301	1634	0	1544
Grp Volume(v), veh/h	54	215	117	55	350	184	30	0	49	22	0	11
Grp Sat Flow(s),veh/h/ln	1634	1695	1793	1774	1695	1736	1634	0	1594	1634	0	1544
Q Serve(g_s), s	1.2	1.8	1.9	1.1	3.1	3.2	0.7	0.0	1.0	0.5	0.0	0.2
Cycle Q Clear(g_c), s	1.2	1.8	1.9	1.1	3.1	3.2	0.7	0.0	1.0	0.5	0.0	0.2
Prop In Lane	1.00		0.18	1.00		0.34	1.00		0.82	1.00		1.00
Lane Grp Cap(c), veh/h	114	921	487	125	923	473	86	0	274	93	0	272
V/C Ratio(X)	0.47	0.23	0.24	0.44	0.38	0.39	0.35	0.00	0.18	0.24	0.00	0.04
Avail Cap(c_a), veh/h	587	2435	1288	751	2653	1359	885	0	1470	1182	0	1705
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	16.7	10.6	10.7	16.6	11.0	11.2	17.1	0.0	13.5	16.8	0.0	13.1
Incr Delay (d2), s/veh	3.0	0.1	0.3	2.4	0.3	0.5	2.4	0.0	0.3	1.3	0.0	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	0.9	1.0	0.6	1.5	1.6	0.4	0.0	0.5	0.2	0.0	0.1
LnGrp Delay(d),s/veh	19.7	10.7	10.9	19.0	11.3	11.7	19.4	0.0	13.8	18.1	0.0	13.2
LnGrp LOS	B	B	B	B	B	B	B		B	B		B
Approach Vol, veh/h		386			589			79			33	
Approach Delay, s/veh		12.0			12.1			16.0			16.5	
Approach LOS		B			B			B			B	

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	6.1	10.4	6.6	14.1	6.0	10.6	6.6	14.2
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	2.5	3.0	3.1	3.9	2.7	2.2	3.2	5.2
Green Ext Time (p_c), s	0.1	0.1	0.1	3.4	0.0	0.1	0.1	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	12.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	290	19	52	440	58	28	8	38	20	0	10
Future Volume (veh/h)	51	290	19	52	440	58	28	8	38	20	0	10
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		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	55	315	21	57	478	63	30	9	41	22	0	11
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	1326	87	127	1244	161	86	49	224	93	0	271
Arrive On Green	0.07	0.27	0.25	0.07	0.27	0.25	0.05	0.17	0.15	0.06	0.00	0.15
Sat Flow, veh/h	1634	4865	319	1774	4540	586	1634	287	1306	1634	0	1544
Grp Volume(v), veh/h	55	218	118	57	354	187	30	0	50	22	0	11
Grp Sat Flow(s),veh/h/ln	1634	1695	1794	1774	1695	1736	1634	0	1593	1634	0	1544
Q Serve(g_s), s	1.2	1.9	1.9	1.2	3.2	3.3	0.7	0.0	1.0	0.5	0.0	0.2
Cycle Q Clear(g_c), s	1.2	1.9	1.9	1.2	3.2	3.3	0.7	0.0	1.0	0.5	0.0	0.2
Prop In Lane	1.00		0.18	1.00		0.34	1.00		0.82	1.00		1.00
Lane Grp Cap(c), veh/h	115	924	489	127	929	475	86	0	273	93	0	271
V/C Ratio(X)	0.48	0.24	0.24	0.45	0.38	0.39	0.35	0.00	0.18	0.24	0.00	0.04
Avail Cap(c_a), veh/h	585	2426	1284	749	2644	1354	881	0	1463	1178	0	1699
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	16.7	10.6	10.7	16.7	11.0	11.2	17.1	0.0	13.6	16.9	0.0	13.2
Incr Delay (d2), s/veh	3.0	0.1	0.3	2.4	0.3	0.5	2.4	0.0	0.3	1.3	0.0	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	0.9	1.0	0.6	1.5	1.6	0.4	0.0	0.5	0.2	0.0	0.1
LnGrp Delay(d),s/veh	19.8	10.7	10.9	19.1	11.3	11.7	19.5	0.0	13.9	18.2	0.0	13.3
LnGrp LOS	B	B	B	B	B	B	B		B	B		B
Approach Vol, veh/h		391			598			80			33	
Approach Delay, s/veh		12.1			12.2			16.0			16.5	
Approach LOS		B			B			B			B	

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	6.1	10.4	6.7	14.2	6.0	10.6	6.6	14.3
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	2.5	3.0	3.2	3.9	2.7	2.2	3.2	5.3
Green Ext Time (p_c), s	0.1	0.1	0.1	3.4	0.0	0.1	0.1	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	12.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	296	19	52	446	58	28	8	38	20	0	10
Future Volume (veh/h)	51	296	19	52	446	58	28	8	38	20	0	10
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		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	55	322	21	57	485	63	30	9	41	22	0	11
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	1338	86	127	1255	160	86	49	224	92	0	271
Arrive On Green	0.07	0.27	0.25	0.07	0.28	0.25	0.05	0.17	0.15	0.06	0.00	0.15
Sat Flow, veh/h	1634	4872	313	1774	4548	579	1634	287	1306	1634	0	1544
Grp Volume(v), veh/h	55	223	120	57	359	189	30	0	50	22	0	11
Grp Sat Flow(s),veh/h/ln	1634	1695	1795	1774	1695	1738	1634	0	1593	1634	0	1544
Q Serve(g_s), s	1.2	1.9	2.0	1.2	3.2	3.3	0.7	0.0	1.0	0.5	0.0	0.2
Cycle Q Clear(g_c), s	1.2	1.9	2.0	1.2	3.2	3.3	0.7	0.0	1.0	0.5	0.0	0.2
Prop In Lane	1.00		0.17	1.00		0.33	1.00		0.82	1.00		1.00
Lane Grp Cap(c), veh/h	115	931	493	127	935	479	86	0	273	92	0	271
V/C Ratio(X)	0.48	0.24	0.24	0.45	0.38	0.39	0.35	0.00	0.18	0.24	0.00	0.04
Avail Cap(c_a), veh/h	583	2419	1281	746	2636	1351	879	0	1459	1175	0	1694
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	16.8	10.6	10.7	16.7	11.0	11.2	17.2	0.0	13.6	16.9	0.0	13.2
Incr Delay (d2), s/veh	3.0	0.1	0.3	2.5	0.3	0.5	2.4	0.0	0.3	1.3	0.0	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	0.9	1.0	0.7	1.5	1.7	0.4	0.0	0.5	0.2	0.0	0.1
LnGrp Delay(d),s/veh	19.8	10.7	10.9	19.2	11.3	11.7	19.6	0.0	14.0	18.3	0.0	13.3
LnGrp LOS	B	B	B	B	B	B	B		B	B		B
Approach Vol, veh/h		398			605			80			33	
Approach Delay, s/veh		12.0			12.2			16.1			16.6	
Approach LOS		B			B			B			B	

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	6.1	10.4	6.7	14.3	6.0	10.6	6.6	14.4
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	2.5	3.0	3.2	4.0	2.7	2.2	3.2	5.3
Green Ext Time (p_c), s	0.1	0.1	0.1	3.5	0.0	0.1	0.1	3.5

Intersection Summary	
HCM 2010 Ctrl Delay	12.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	290	19	52	440	58	28	8	38	20	0	10
Future Volume (veh/h)	51	290	19	52	440	58	28	8	38	20	0	10
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		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	55	315	21	57	478	63	30	9	41	22	0	11
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	1326	87	127	1244	161	86	49	224	93	0	271
Arrive On Green	0.07	0.27	0.25	0.07	0.27	0.25	0.05	0.17	0.15	0.06	0.00	0.15
Sat Flow, veh/h	1634	4865	319	1774	4540	586	1634	287	1306	1634	0	1544
Grp Volume(v), veh/h	55	218	118	57	354	187	30	0	50	22	0	11
Grp Sat Flow(s),veh/h/ln	1634	1695	1794	1774	1695	1736	1634	0	1593	1634	0	1544
Q Serve(g_s), s	1.2	1.9	1.9	1.2	3.2	3.3	0.7	0.0	1.0	0.5	0.0	0.2
Cycle Q Clear(g_c), s	1.2	1.9	1.9	1.2	3.2	3.3	0.7	0.0	1.0	0.5	0.0	0.2
Prop In Lane	1.00		0.18	1.00		0.34	1.00		0.82	1.00		1.00
Lane Grp Cap(c), veh/h	115	924	489	127	929	475	86	0	273	93	0	271
V/C Ratio(X)	0.48	0.24	0.24	0.45	0.38	0.39	0.35	0.00	0.18	0.24	0.00	0.04
Avail Cap(c_a), veh/h	585	2426	1284	749	2644	1354	881	0	1463	1178	0	1699
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	16.7	10.6	10.7	16.7	11.0	11.2	17.1	0.0	13.6	16.9	0.0	13.2
Incr Delay (d2), s/veh	3.0	0.1	0.3	2.4	0.3	0.5	2.4	0.0	0.3	1.3	0.0	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	0.9	1.0	0.6	1.5	1.6	0.4	0.0	0.5	0.2	0.0	0.1
LnGrp Delay(d),s/veh	19.8	10.7	10.9	19.1	11.3	11.7	19.5	0.0	13.9	18.2	0.0	13.3
LnGrp LOS	B	B	B	B	B	B	B		B	B		B
Approach Vol, veh/h		391			598			80			33	
Approach Delay, s/veh		12.1			12.2			16.0			16.5	
Approach LOS		B			B			B			B	

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	6.1	10.4	6.7	14.2	6.0	10.6	6.6	14.3
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	2.5	3.0	3.2	3.9	2.7	2.2	3.2	5.3
Green Ext Time (p_c), s	0.1	0.1	0.1	3.4	0.0	0.1	0.1	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	12.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	296	19	52	446	58	28	8	38	20	0	10
Future Volume (veh/h)	51	296	19	52	446	58	28	8	38	20	0	10
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		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	55	322	21	57	485	63	30	9	41	22	0	11
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	1338	86	127	1255	160	86	49	224	92	0	271
Arrive On Green	0.07	0.27	0.25	0.07	0.28	0.25	0.05	0.17	0.15	0.06	0.00	0.15
Sat Flow, veh/h	1634	4872	313	1774	4548	579	1634	287	1306	1634	0	1544
Grp Volume(v), veh/h	55	223	120	57	359	189	30	0	50	22	0	11
Grp Sat Flow(s),veh/h/ln	1634	1695	1795	1774	1695	1738	1634	0	1593	1634	0	1544
Q Serve(g_s), s	1.2	1.9	2.0	1.2	3.2	3.3	0.7	0.0	1.0	0.5	0.0	0.2
Cycle Q Clear(g_c), s	1.2	1.9	2.0	1.2	3.2	3.3	0.7	0.0	1.0	0.5	0.0	0.2
Prop In Lane	1.00		0.17	1.00		0.33	1.00		0.82	1.00		1.00
Lane Grp Cap(c), veh/h	115	931	493	127	935	479	86	0	273	92	0	271
V/C Ratio(X)	0.48	0.24	0.24	0.45	0.38	0.39	0.35	0.00	0.18	0.24	0.00	0.04
Avail Cap(c_a), veh/h	583	2419	1281	746	2636	1351	879	0	1459	1175	0	1694
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	16.8	10.6	10.7	16.7	11.0	11.2	17.2	0.0	13.6	16.9	0.0	13.2
Incr Delay (d2), s/veh	3.0	0.1	0.3	2.5	0.3	0.5	2.4	0.0	0.3	1.3	0.0	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	0.9	1.0	0.7	1.5	1.7	0.4	0.0	0.5	0.2	0.0	0.1
LnGrp Delay(d),s/veh	19.8	10.7	10.9	19.2	11.3	11.7	19.6	0.0	14.0	18.3	0.0	13.3
LnGrp LOS	B	B	B	B	B	B	B		B	B		B
Approach Vol, veh/h		398			605			80			33	
Approach Delay, s/veh		12.0			12.2			16.1			16.6	
Approach LOS		B			B			B			B	

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	6.1	10.4	6.7	14.3	6.0	10.6	6.6	14.4
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	2.5	3.0	3.2	4.0	2.7	2.2	3.2	5.3
Green Ext Time (p_c), s	0.1	0.1	0.1	3.5	0.0	0.1	0.1	3.5

Intersection Summary	
HCM 2010 Ctrl Delay	12.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	286	19	51	434	57	28	8	37	20	0	10
Future Volume (veh/h)	50	286	19	51	434	57	28	8	37	20	0	10
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		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	54	311	21	55	472	62	30	9	40	22	0	11
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	1320	88	125	1237	159	86	50	224	93	0	272
Arrive On Green	0.07	0.27	0.25	0.07	0.27	0.25	0.05	0.17	0.15	0.06	0.00	0.15
Sat Flow, veh/h	1634	4860	323	1774	4542	584	1634	293	1301	1634	0	1544
Grp Volume(v), veh/h	54	215	117	55	350	184	30	0	49	22	0	11
Grp Sat Flow(s),veh/h/ln	1634	1695	1793	1774	1695	1736	1634	0	1594	1634	0	1544
Q Serve(g_s), s	1.2	1.8	1.9	1.1	3.1	3.2	0.7	0.0	1.0	0.5	0.0	0.2
Cycle Q Clear(g_c), s	1.2	1.8	1.9	1.1	3.1	3.2	0.7	0.0	1.0	0.5	0.0	0.2
Prop In Lane	1.00		0.18	1.00		0.34	1.00		0.82	1.00		1.00
Lane Grp Cap(c), veh/h	114	921	487	125	923	473	86	0	274	93	0	272
V/C Ratio(X)	0.47	0.23	0.24	0.44	0.38	0.39	0.35	0.00	0.18	0.24	0.00	0.04
Avail Cap(c_a), veh/h	587	2435	1288	751	2653	1359	885	0	1470	1182	0	1705
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	16.7	10.6	10.7	16.6	11.0	11.2	17.1	0.0	13.5	16.8	0.0	13.1
Incr Delay (d2), s/veh	3.0	0.1	0.3	2.4	0.3	0.5	2.4	0.0	0.3	1.3	0.0	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	0.9	1.0	0.6	1.5	1.6	0.4	0.0	0.5	0.2	0.0	0.1
LnGrp Delay(d),s/veh	19.7	10.7	10.9	19.0	11.3	11.7	19.4	0.0	13.8	18.1	0.0	13.2
LnGrp LOS	B	B	B	B	B	B	B		B	B		B
Approach Vol, veh/h		386			589			79			33	
Approach Delay, s/veh		12.0			12.1			16.0			16.5	
Approach LOS		B			B			B			B	

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	6.1	10.4	6.6	14.1	6.0	10.6	6.6	14.2
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	2.5	3.0	3.1	3.9	2.7	2.2	3.2	5.2
Green Ext Time (p_c), s	0.1	0.1	0.1	3.4	0.0	0.1	0.1	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	12.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	391	26	67	574	75	37	14	51	27	0	13
Future Volume (veh/h)	68	391	26	67	574	75	37	14	51	27	0	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		0.97	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	74	425	28	73	624	82	40	15	55	29	0	14
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	127	1515	99	137	1411	183	94	55	201	101	0	253
Arrive On Green	0.08	0.31	0.29	0.08	0.31	0.29	0.06	0.16	0.14	0.06	0.00	0.14
Sat Flow, veh/h	1634	4868	317	1774	4539	588	1634	343	1258	1634	0	1543
Grp Volume(v), veh/h	74	294	159	73	464	242	40	0	70	29	0	14
Grp Sat Flow(s),veh/h/ln	1634	1695	1795	1774	1695	1737	1634	0	1601	1634	0	1543
Q Serve(g_s), s	1.8	2.7	2.8	1.6	4.5	4.6	1.0	0.0	1.6	0.7	0.0	0.3
Cycle Q Clear(g_c), s	1.8	2.7	2.8	1.6	4.5	4.6	1.0	0.0	1.6	0.7	0.0	0.3
Prop In Lane	1.00		0.18	1.00		0.34	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	127	1055	559	137	1054	540	94	0	256	101	0	253
V/C Ratio(X)	0.58	0.28	0.28	0.53	0.44	0.45	0.42	0.00	0.27	0.29	0.00	0.06
Avail Cap(c_a), veh/h	534	2215	1173	683	2413	1236	805	0	1343	1075	0	1550
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	18.3	10.7	10.7	18.2	11.3	11.5	18.7	0.0	15.5	18.4	0.0	14.8
Incr Delay (d2), s/veh	4.2	0.1	0.3	3.2	0.3	0.6	3.0	0.0	0.6	1.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.2	1.4	0.9	2.1	2.3	0.5	0.0	0.8	0.4	0.0	0.1
LnGrp Delay(d),s/veh	22.5	10.8	11.0	21.4	11.6	12.0	21.7	0.0	16.0	19.9	0.0	14.9
LnGrp LOS	C	B	B	C	B	B	C		B	B		B
Approach Vol, veh/h		527			779			110			43	
Approach Delay, s/veh		12.5			12.6			18.1			18.3	
Approach LOS		B			B			B			B	

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	6.5	10.6	7.2	16.8	6.4	10.7	7.2	16.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	2.7	3.6	3.6	4.8	3.0	2.3	3.8	6.6
Green Ext Time (p_c), s	0.1	0.2	0.1	4.7	0.1	0.1	0.1	4.7

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)	68	397	26	67	580	75	37	14	51	27	0	13
Future Volume (veh/h)	68	397	26	67	580	75	37	14	51	27	0	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		0.97	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	74	432	28	73	630	82	40	15	55	29	0	14
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	1525	98	136	1420	182	94	55	201	101	0	253
Arrive On Green	0.08	0.31	0.29	0.08	0.31	0.29	0.06	0.16	0.14	0.06	0.00	0.14
Sat Flow, veh/h	1634	4874	312	1774	4544	584	1634	343	1258	1634	0	1543
Grp Volume(v), veh/h	74	299	161	73	468	244	40	0	70	29	0	14
Grp Sat Flow(s),veh/h/ln	1634	1695	1796	1774	1695	1738	1634	0	1601	1634	0	1543
Q Serve(g_s), s	1.8	2.7	2.8	1.6	4.5	4.7	1.0	0.0	1.6	0.7	0.0	0.3
Cycle Q Clear(g_c), s	1.8	2.7	2.8	1.6	4.5	4.7	1.0	0.0	1.6	0.7	0.0	0.3
Prop In Lane	1.00		0.17	1.00		0.34	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	126	1061	562	136	1059	543	94	0	256	101	0	253
V/C Ratio(X)	0.59	0.28	0.29	0.54	0.44	0.45	0.43	0.00	0.27	0.29	0.00	0.06
Avail Cap(c_a), veh/h	532	2209	1170	681	2407	1234	802	0	1339	1073	0	1546
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	18.3	10.6	10.7	18.3	11.3	11.4	18.7	0.0	15.5	18.4	0.0	14.9
Incr Delay (d2), s/veh	4.2	0.1	0.3	3.2	0.3	0.6	3.0	0.0	0.6	1.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.3	1.4	0.9	2.1	2.3	0.5	0.0	0.8	0.4	0.0	0.1
LnGrp Delay(d),s/veh	22.6	10.8	11.0	21.5	11.6	12.0	21.8	0.0	16.1	20.0	0.0	15.0
LnGrp LOS	C	B	B	C	B	B	C		B	B		B
Approach Vol, veh/h		534			785			110			43	
Approach Delay, s/veh		12.5			12.6			18.1			18.4	
Approach LOS		B			B			B			B	

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	6.5	10.6	7.2	16.9	6.4	10.7	7.2	16.8
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	2.7	3.6	3.6	4.8	3.0	2.3	3.8	6.7
Green Ext Time (p_c), s	0.1	0.2	0.1	4.7	0.1	0.1	0.1	4.8

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)	68	391	26	67	574	75	37	14	51	27	0	13
Future Volume (veh/h)	68	391	26	67	574	75	37	14	51	27	0	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		0.97	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	74	425	28	73	624	82	40	15	55	29	0	14
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	127	1515	99	137	1411	183	94	55	201	101	0	253
Arrive On Green	0.08	0.31	0.29	0.08	0.31	0.29	0.06	0.16	0.14	0.06	0.00	0.14
Sat Flow, veh/h	1634	4868	317	1774	4539	588	1634	343	1258	1634	0	1543
Grp Volume(v), veh/h	74	294	159	73	464	242	40	0	70	29	0	14
Grp Sat Flow(s),veh/h/ln	1634	1695	1795	1774	1695	1737	1634	0	1601	1634	0	1543
Q Serve(g_s), s	1.8	2.7	2.8	1.6	4.5	4.6	1.0	0.0	1.6	0.7	0.0	0.3
Cycle Q Clear(g_c), s	1.8	2.7	2.8	1.6	4.5	4.6	1.0	0.0	1.6	0.7	0.0	0.3
Prop In Lane	1.00		0.18	1.00		0.34	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	127	1055	559	137	1054	540	94	0	256	101	0	253
V/C Ratio(X)	0.58	0.28	0.28	0.53	0.44	0.45	0.42	0.00	0.27	0.29	0.00	0.06
Avail Cap(c_a), veh/h	534	2215	1173	683	2413	1236	805	0	1343	1075	0	1550
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	18.3	10.7	10.7	18.2	11.3	11.5	18.7	0.0	15.5	18.4	0.0	14.8
Incr Delay (d2), s/veh	4.2	0.1	0.3	3.2	0.3	0.6	3.0	0.0	0.6	1.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.2	1.4	0.9	2.1	2.3	0.5	0.0	0.8	0.4	0.0	0.1
LnGrp Delay(d),s/veh	22.5	10.8	11.0	21.4	11.6	12.0	21.7	0.0	16.0	19.9	0.0	14.9
LnGrp LOS	C	B	B	C	B	B	C		B	B		B
Approach Vol, veh/h		527			779			110			43	
Approach Delay, s/veh		12.5			12.6			18.1			18.3	
Approach LOS		B			B			B			B	

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	6.5	10.6	7.2	16.8	6.4	10.7	7.2	16.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	2.7	3.6	3.6	4.8	3.0	2.3	3.8	6.6
Green Ext Time (p_c), s	0.1	0.2	0.1	4.7	0.1	0.1	0.1	4.7

Intersection Summary	
HCM 2010 Ctrl Delay	13.2
HCM 2010 LOS	B

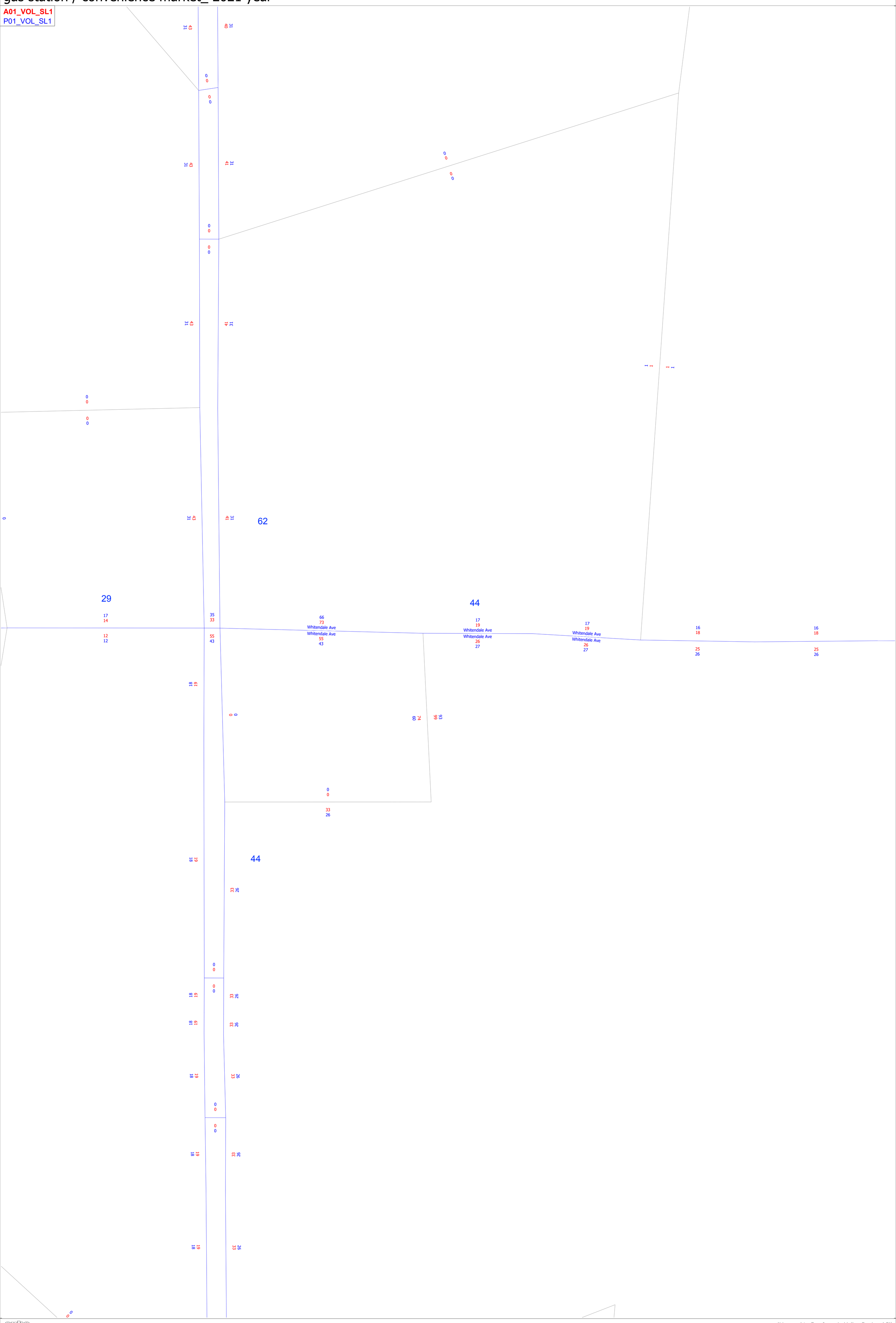
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	397	26	67	580	75	37	14	51	27	0	13
Future Volume (veh/h)	68	397	26	67	580	75	37	14	51	27	0	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	74	432	28	73	630	82	40	15	55	29	0	14
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	1525	98	136	1420	182	94	55	201	101	0	253
Arrive On Green	0.08	0.31	0.29	0.08	0.31	0.29	0.06	0.16	0.14	0.06	0.00	0.14
Sat Flow, veh/h	1634	4874	312	1774	4544	584	1634	343	1258	1634	0	1543
Grp Volume(v), veh/h	74	299	161	73	468	244	40	0	70	29	0	14
Grp Sat Flow(s),veh/h/ln	1634	1695	1796	1774	1695	1738	1634	0	1601	1634	0	1543
Q Serve(g_s), s	1.8	2.7	2.8	1.6	4.5	4.7	1.0	0.0	1.6	0.7	0.0	0.3
Cycle Q Clear(g_c), s	1.8	2.7	2.8	1.6	4.5	4.7	1.0	0.0	1.6	0.7	0.0	0.3
Prop In Lane	1.00		0.17	1.00		0.34	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	126	1061	562	136	1059	543	94	0	256	101	0	253
V/C Ratio(X)	0.59	0.28	0.29	0.54	0.44	0.45	0.43	0.00	0.27	0.29	0.00	0.06
Avail Cap(c_a), veh/h	532	2209	1170	681	2407	1234	802	0	1339	1073	0	1546
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	18.3	10.6	10.7	18.3	11.3	11.4	18.7	0.0	15.5	18.4	0.0	14.9
Incr Delay (d2), s/veh	4.2	0.1	0.3	3.2	0.3	0.6	3.0	0.0	0.6	1.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.3	1.4	0.9	2.1	2.3	0.5	0.0	0.8	0.4	0.0	0.1
LnGrp Delay(d),s/veh	22.6	10.8	11.0	21.5	11.6	12.0	21.8	0.0	16.1	20.0	0.0	15.0
LnGrp LOS	C	B	B	C	B	B	C		B	B		B
Approach Vol, veh/h		534			785			110			43	
Approach Delay, s/veh		12.5			12.6			18.1			18.4	
Approach LOS		B			B			B			B	

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	6.5	10.6	7.2	16.9	6.4	10.7	7.2	16.8
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	2.7	3.6	3.6	4.8	3.0	2.3	3.8	6.7
Green Ext Time (p_c), s	0.1	0.2	0.1	4.7	0.1	0.1	0.1	4.8

Intersection Summary	
HCM 2010 Ctrl Delay	13.2
HCM 2010 LOS	B

SELECT ZONE ANALYSIS

gas station / convenience market_ 2021 year



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VEHICLE TURNING MOVEMENT COUNTS

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION Mooney Blvd @ Beech Ave

LATITUDE 36.3094

COUNTY Tulare

LONGITUDE -119.3138

COLLECTION DATE Tuesday, October 05, 2021

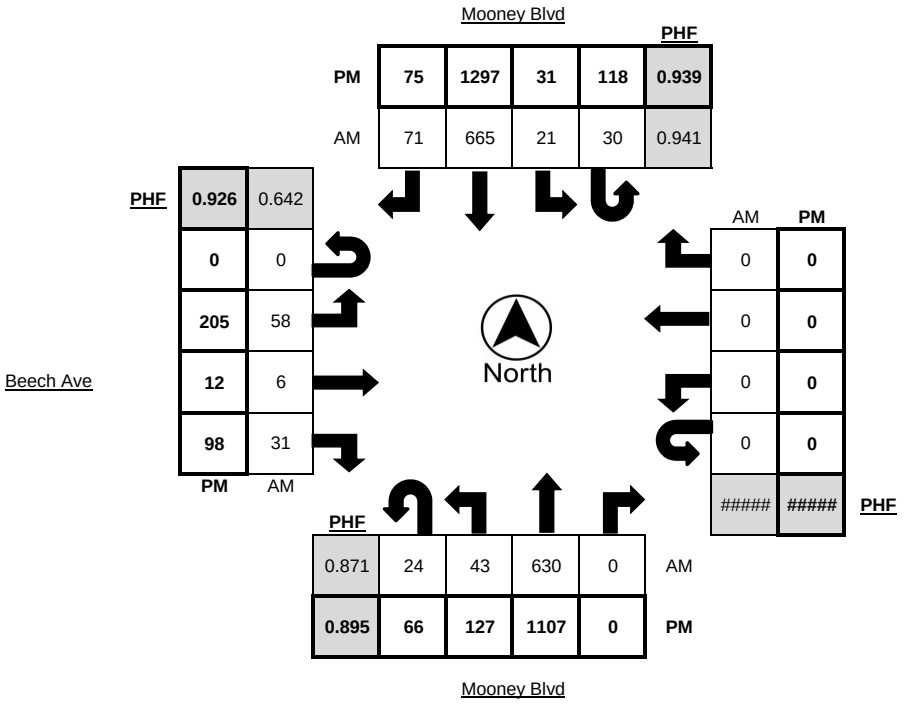
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	1	2	84	0	5	1	2	62	7	3	0	12	1	8	2	0	0	0	0	0
7:15 AM - 7:30 AM	6	3	97	0	2	2	0	95	8	5	0	7	1	1	0	0	0	0	0	0
7:30 AM - 7:45 AM	1	9	131	0	6	2	3	132	9	3	0	13	2	1	2	0	0	0	0	0
7:45 AM - 8:00 AM	2	13	181	0	2	3	5	153	5	6	0	10	0	7	0	0	0	0	0	0
8:00 AM - 8:15 AM	3	12	181	0	1	5	6	159	28	1	0	16	2	5	0	0	0	0	0	0
8:15 AM - 8:30 AM	6	12	146	0	1	14	5	199	17	2	0	16	2	3	1	0	0	0	0	0
8:30 AM - 8:45 AM	3	10	199	0	8	8	6	208	12	2	0	10	0	12	0	0	0	0	0	0
8:45 AM - 9:00 AM	15	16	199	0	3	8	8	199	25	7	0	24	2	16	1	0	0	0	0	0
TOTAL	**33**	**67**	**1058**	**0**	**25**	**38**	**30**	**1050**	**96**	**26**	**0**	**94**	**10**	**46**	**6**	**0**	**0**	**0**	**0**	**0**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	14	32	279	0	3	24	12	390	18	3	0	61	3	23	0	0	0	0	0	0
4:15 PM - 4:30 PM	16	46	304	1	3	13	13	355	35	5	0	56	1	26	1	0	0	0	0	0
4:30 PM - 4:45 PM	15	37	283	0	2	24	2	389	31	1	0	70	2	26	0	0	0	0	0	0
4:45 PM - 5:00 PM	9	43	308	0	2	23	8	305	31	0	0	36	0	30	1	0	0	0	0	0
5:00 PM - 5:15 PM	17	33	313	0	1	21	8	397	22	8	0	64	3	28	2	0	0	0	0	0
5:15 PM - 5:30 PM	21	43	354	0	2	41	10	383	13	5	0	63	3	31	0	0	0	0	0	0
5:30 PM - 5:45 PM	22	38	312	0	1	38	10	393	24	2	0	54	2	26	0	0	0	0	0	0
5:45 PM - 6:00 PM	16	32	294	0	1	36	7	319	28	1	0	54	5	28	0	0	0	0	0	0
TOTAL	**113**	**264**	**2128**	**1**	**15**	**191**	**61**	**2548**	**175**	**22**	**0**	**399**	**18**	**190**	**4**	**0**	**0**	**0**	**0**	**0**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	24	43	630	0	12	30	21	665	71	11	0	58	6	31	2	0	0	0	0	0
5:00 PM - 6:00 PM	66	127	1107	0	5	118	31	1297	75	14	0	205	12	98	2	0	0	0	0	0

	PHF	Trucks
AM	0.885	1.6%
PM	0.937	0.7%



Metro Traffic Data Inc.
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Hanford, CA 93230

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Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION Mooney Blvd @ Whitendale Ave

LATITUDE 36.3058

COUNTY Tulare

LONGITUDE -119.3138

COLLECTION DATE Tuesday, October 05, 2021

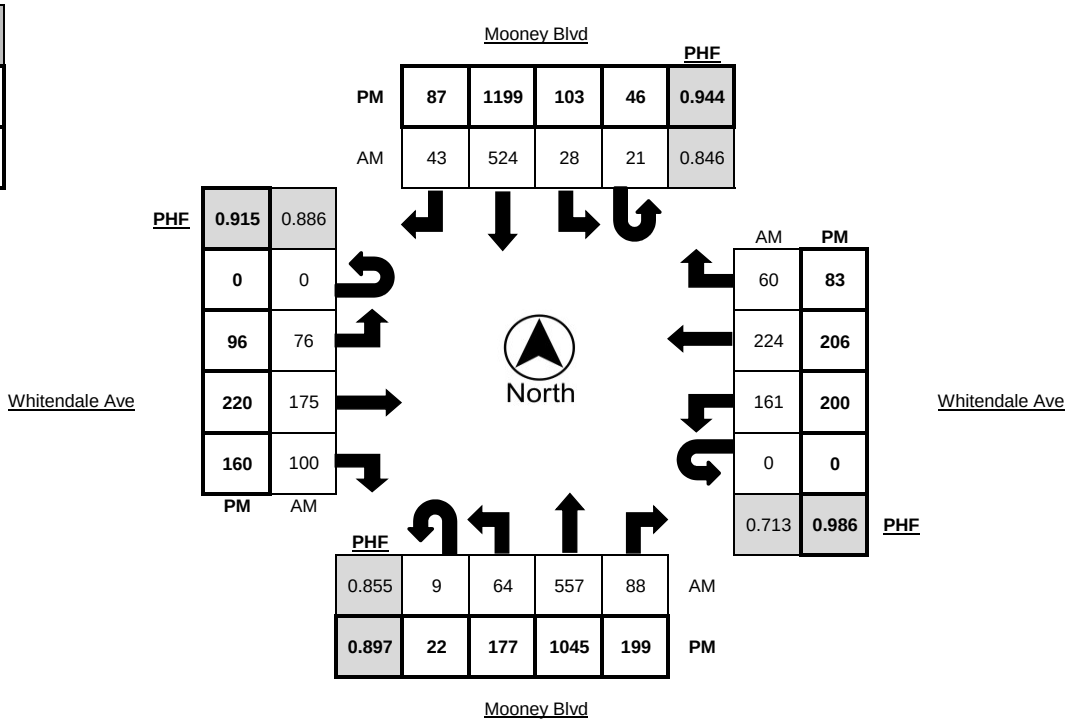
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	1	8	69	7	5	1	3	53	9	2	0	2	15	13	0	0	21	43	12	1
7:15 AM - 7:30 AM	0	8	84	16	2	2	0	77	12	7	0	7	24	9	5	0	25	37	9	0
7:30 AM - 7:45 AM	0	12	117	15	3	5	7	98	14	3	0	15	30	13	0	0	28	78	21	0
7:45 AM - 8:00 AM	3	17	171	18	2	9	5	132	8	6	0	29	47	31	0	0	56	102	21	1
8:00 AM - 8:15 AM	6	21	133	29	2	7	7	116	18	0	0	20	64	29	0	0	47	72	25	1
8:15 AM - 8:30 AM	0	15	145	25	5	5	10	169	13	3	0	25	60	29	1	0	52	56	13	0
8:30 AM - 8:45 AM	1	21	191	29	8	3	10	185	10	9	0	14	30	26	0	0	30	26	10	1
8:45 AM - 9:00 AM	2	17	173	24	3	10	7	177	9	2	0	18	23	22	3	0	26	37	20	1
TOTAL	**12**	**103**	**942**	**142**	**27**	**37**	**43**	**876**	**81**	**29**	**0**	**113**	**255**	**149**	**8**	**0**	**248**	**393**	**113**	**5**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	5	62	268	51	2	16	18	382	18	3	0	24	69	46	0	0	58	64	13	1
4:15 PM - 4:30 PM	9	47	301	37	5	21	24	320	25	5	0	21	63	39	1	0	59	49	21	1
4:30 PM - 4:45 PM	5	62	279	67	1	14	30	367	26	0	0	30	71	48	0	0	48	59	30	0
4:45 PM - 5:00 PM	3	40	266	48	3	13	32	297	25	1	0	30	68	37	1	0	56	67	18	0
5:00 PM - 5:15 PM	9	51	300	67	1	16	23	361	22	10	0	26	66	54	1	0	66	59	18	0
5:15 PM - 5:30 PM	8	51	357	47	2	10	33	354	26	3	0	24	48	45	0	0	60	53	29	0
5:30 PM - 5:45 PM	6	54	329	39	1	9	25	339	29	2	0	30	36	33	0	0	62	41	22	1
5:45 PM - 6:00 PM	10	53	273	49	2	16	15	306	23	1	0	25	45	38	0	0	48	51	9	0
TOTAL	**48**	**365**	**2063**	**352**	**16**	**100**	**175**	**2370**	**170**	**23**	**0**	**183**	**405**	**296**	**3**	**0**	**397**	**385**	**139**	**3**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:45 AM - 8:45 AM	9	64	557	88	15	21	28	524	43	16	0	76	175	100	1	0	161	224	60	3
4:30 PM - 5:30 PM	22	177	1045	199	7	46	103	1199	87	13	0	96	220	160	2	0	200	206	83	0

	PHF	Trucks
AM	0.941	1.6%
PM	0.965	0.6%



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Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION Whitendale Ave @ Driveway

LATITUDE 36.3056

COUNTY Tulare

LONGITUDE -119.3125

COLLECTION DATE Tuesday, October 05, 2021

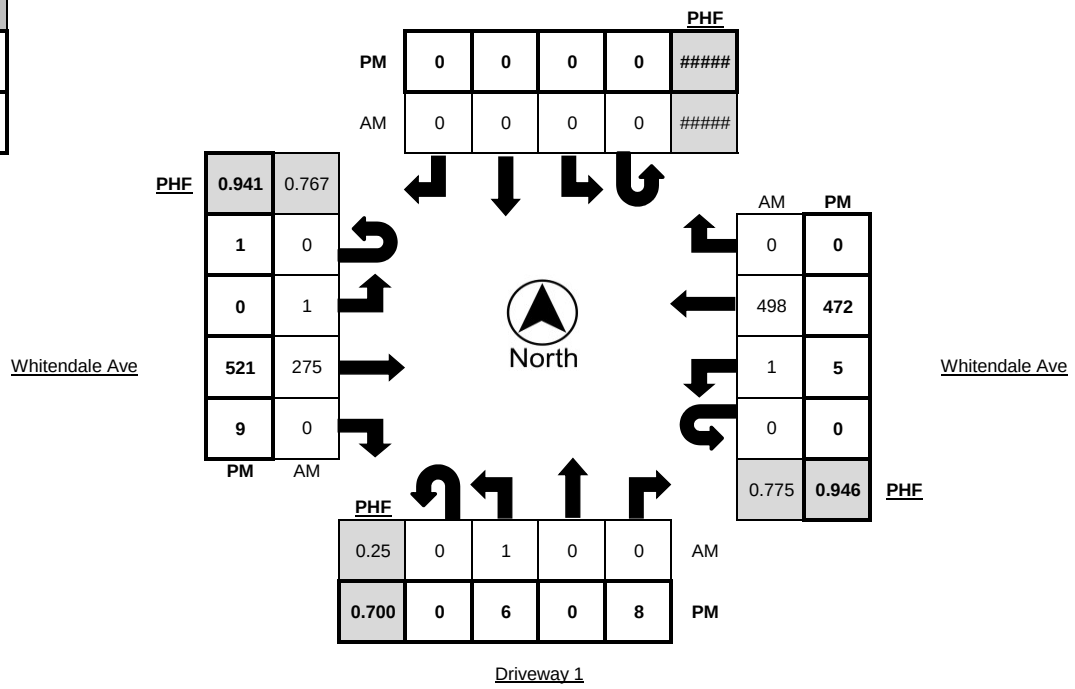
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	79	0	1
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	41	0	2	0	0	72	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	54	0	1	0	0	130	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	68	0	1	0	0	185	0	1
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	102	0	0	0	1	141	0	1
8:15 AM - 8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	92	0	1	0	0	116	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	70	0	2	0	0	71	0	1
8:45 AM - 9:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	58	1	2	0	1	87	0	1
TOTAL	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**444**	**1**	**9**	**0**	**2**	**768**	**0**	**5**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	138	5	0	0	1	133	0	1
4:15 PM - 4:30 PM	0	3	0	5	0	0	0	0	0	0	1	0	118	6	2	0	0	128	0	2
4:30 PM - 4:45 PM	0	0	0	3	0	0	0	0	0	0	1	0	158	3	0	0	2	121	0	1
4:45 PM - 5:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	155	3	1	0	2	136	0	0
5:00 PM - 5:15 PM	0	3	0	1	0	0	0	0	0	0	0	0	160	0	0	0	1	144	0	1
5:15 PM - 5:30 PM	0	2	0	3	0	0	0	0	0	0	0	0	127	3	0	0	0	143	0	1
5:30 PM - 5:45 PM	0	3	0	2	0	0	0	0	0	0	0	0	104	3	0	0	2	117	0	0
5:45 PM - 6:00 PM	0	5	0	2	0	0	0	0	0	0	0	0	104	6	0	0	3	106	0	0
TOTAL	**0**	**17**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**924**	**26**	**3**	**0**	**11**	**893**	**0**	**6**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	0	1	0	0	0	0	0	0	0	0	0	1	275	0	3	0	1	498	0	2
4:30 PM - 5:30 PM	0	6	0	8	0	0	0	0	0	0	1	0	521	9	1	0	5	472	0	3

	PHF	Trucks
AM	0.882	0.6%
PM	0.950	0.4%



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Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION Giddings St @ Whitendale Ave

LATITUDE 36.3057

COUNTY Tulare

LONGITUDE -119.3051

COLLECTION DATE Tuesday, October 05, 2021

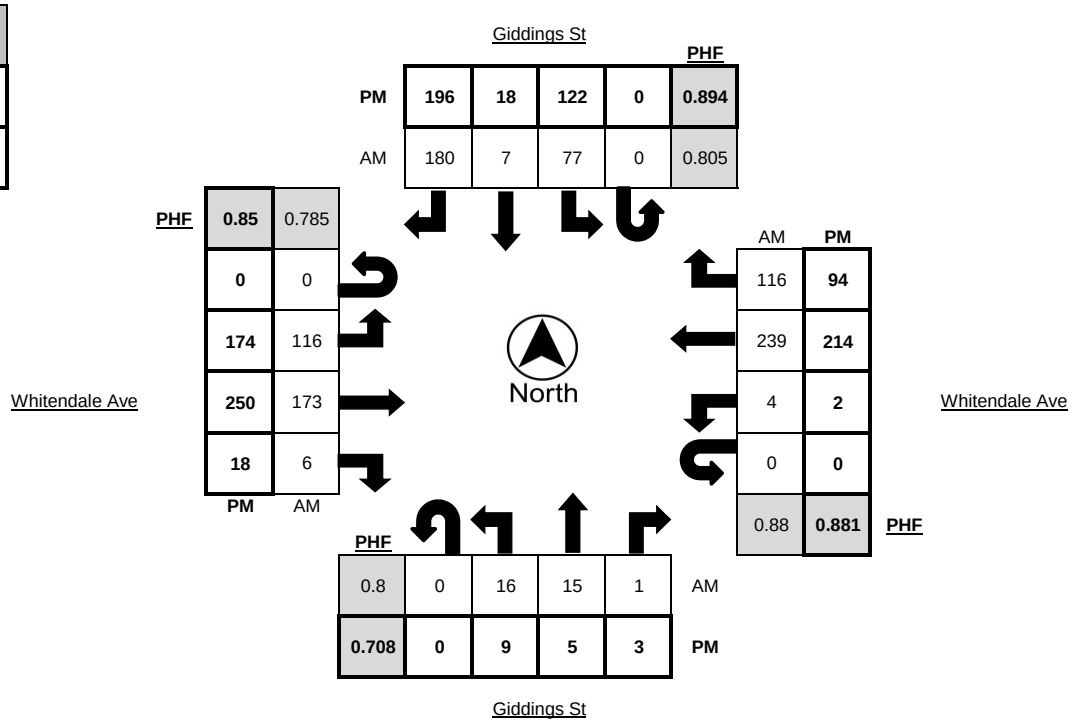
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	2	6	2	0	0	10	2	30	0	0	10	23	1	0	0	0	20	20	0
7:15 AM - 7:30 AM	0	3	2	0	0	0	15	1	24	0	0	24	22	1	1	0	0	36	28	0
7:30 AM - 7:45 AM	0	6	6	0	0	0	12	2	38	0	0	26	45	2	1	0	0	74	35	0
7:45 AM - 8:00 AM	0	7	3	0	0	0	22	1	71	1	0	32	60	1	0	0	0	71	46	0
8:00 AM - 8:15 AM	0	3	6	1	0	0	23	5	49	0	0	45	62	1	0	0	5	74	32	3
8:15 AM - 8:30 AM	0	2	2	0	0	0	32	0	48	1	0	30	32	2	1	0	0	56	21	1
8:30 AM - 8:45 AM	0	2	5	3	1	0	20	1	29	0	0	29	43	5	1	0	0	32	7	1
8:45 AM - 9:00 AM	0	1	3	0	1	0	15	1	21	1	0	18	28	1	3	0	0	41	20	1
TOTAL	**0**	**24**	**29**	**6**	**2**	**0**	**129**	**12**	**270**	**3**	**0**	**187**	**273**	**13**	**7**	**0**	**4**	**351**	**180**	**6**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	2	6	2	0	0	26	2	45	1	0	52	61	9	0	0	1	58	24	1
4:15 PM - 4:30 PM	1	2	3	1	0	0	38	6	58	1	0	36	68	3	1	0	1	46	25	0
4:30 PM - 4:45 PM	0	5	2	0	0	0	33	7	46	0	0	43	78	7	0	0	0	60	17	0
4:45 PM - 5:00 PM	0	1	1	1	0	0	36	2	48	0	0	54	60	3	0	0	0	72	29	0
5:00 PM - 5:15 PM	0	1	2	0	0	0	33	2	72	0	0	66	79	5	0	0	1	48	43	0
5:15 PM - 5:30 PM	0	3	0	2	0	0	38	9	59	1	0	38	70	6	0	0	1	66	20	0
5:30 PM - 5:45 PM	0	0	6	0	0	0	39	6	54	0	0	31	63	2	0	0	0	49	29	0
5:45 PM - 6:00 PM	0	2	5	1	0	0	32	9	45	0	0	36	46	7	0	0	1	49	32	0
TOTAL	**1**	**15**	**22**	**7**	**0**	**0**	**240**	**38**	**371**	**3**	**0**	**308**	**457**	**37**	**1**	**0**	**5**	**390**	**190**	**1**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	0	16	15	1	0	0	77	7	180	2	0	116	173	6	2	0	4	239	116	4
4:30 PM - 5:30 PM	0	9	5	3	0	0	122	18	196	1	0	174	250	18	0	0	2	214	94	0

	PHF	Trucks
AM	0.867	0.8%
PM	0.900	0.1%



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION Mooney Blvd @ Driveway / Monte Vista Ave

LATITUDE 36.3050

COUNTY Tulare

LONGITUDE -119.3136

COLLECTION DATE Wednesday, October 13, 2021

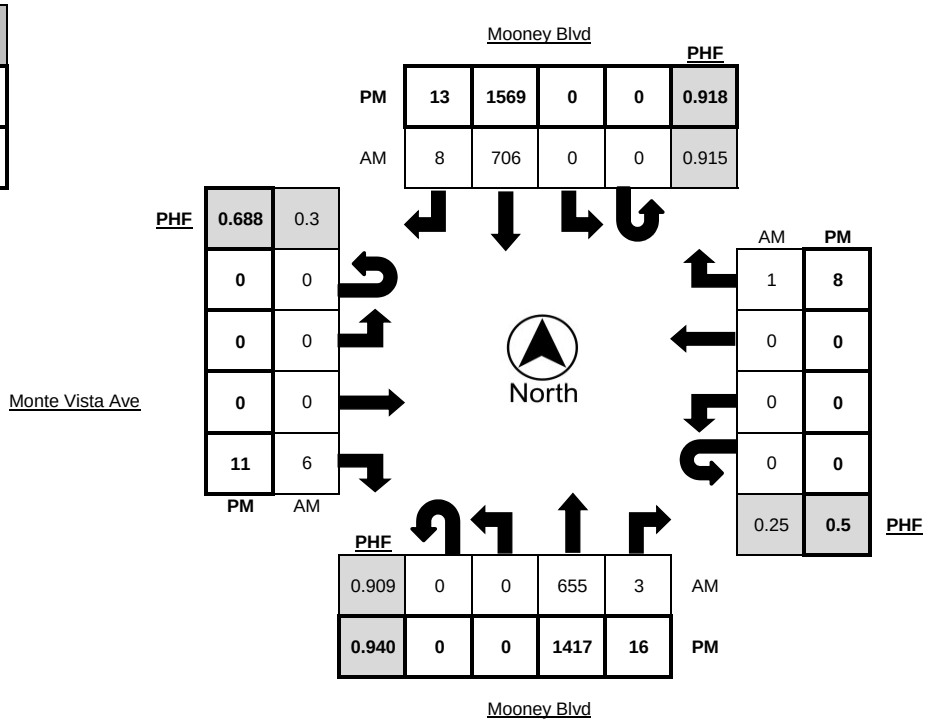
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	107	2	3	0	0	118	0	3	0	0	0	0	0	0	0	0	1	1
7:15 AM - 7:30 AM	0	0	132	0	5	0	0	113	0	3	0	0	0	1	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	146	1	6	0	0	131	0	1	0	0	0	1	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	199	1	2	0	0	198	1	5	0	0	0	2	0	0	0	0	1	0
8:00 AM - 8:15 AM	0	0	185	0	3	0	0	204	0	0	0	0	0	1	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	176	3	5	0	0	222	2	6	0	0	0	0	0	0	0	0	1	0
8:30 AM - 8:45 AM	0	0	184	0	1	0	0	184	5	6	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	208	0	5	0	0	202	2	3	0	0	0	6	0	0	0	0	0	0
TOTAL	0	**0**	**1163**	**7**	**26**	**0**	**0**	**1193**	**9**	**24**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**3**	**1**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	417	1	2	0	0	481	5	6	0	0	0	6	0	0	0	0	2	0
4:15 PM - 4:30 PM	0	0	351	8	2	0	0	416	1	5	0	0	0	0	0	0	0	0	1	0
4:30 PM - 4:45 PM	0	0	350	5	2	0	0	455	1	3	0	0	0	1	0	0	0	0	8	0
4:45 PM - 5:00 PM	0	0	368	3	7	0	0	437	3	2	0	0	0	0	0	0	0	0	2	0
5:00 PM - 5:15 PM	0	0	431	3	1	0	0	496	0	5	0	0	0	3	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	399	5	3	0	0	446	7	3	0	0	0	5	0	0	0	0	5	0
5:30 PM - 5:45 PM	0	0	431	7	2	0	0	426	5	1	0	0	0	5	0	0	0	0	2	0
5:45 PM - 6:00 PM	0	0	368	3	3	0	0	403	5	3	0	0	0	3	0	0	0	0	0	0
TOTAL	**0**	**0**	**2709**	**31**	**21**	**0**	**0**	**3095**	**23**	**25**	**0**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**18**	**0**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	0	0	655	3	12	0	0	706	8	13	0	0	0	6	0	0	0	0	1	0
4:45 PM - 5:45 PM	0	0	1417	16	12	0	0	1569	13	10	0	0	0	11	0	0	0	0	8	0

	PHF	Trucks
AM	0.947	1.8%
PM	0.934	0.7%



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Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION Mooney Blvd @ Sunnyside Ave

LATITUDE 36.3035

COUNTY Tulare

LONGITUDE -119.3137

COLLECTION DATE Tuesday, October 05, 2021

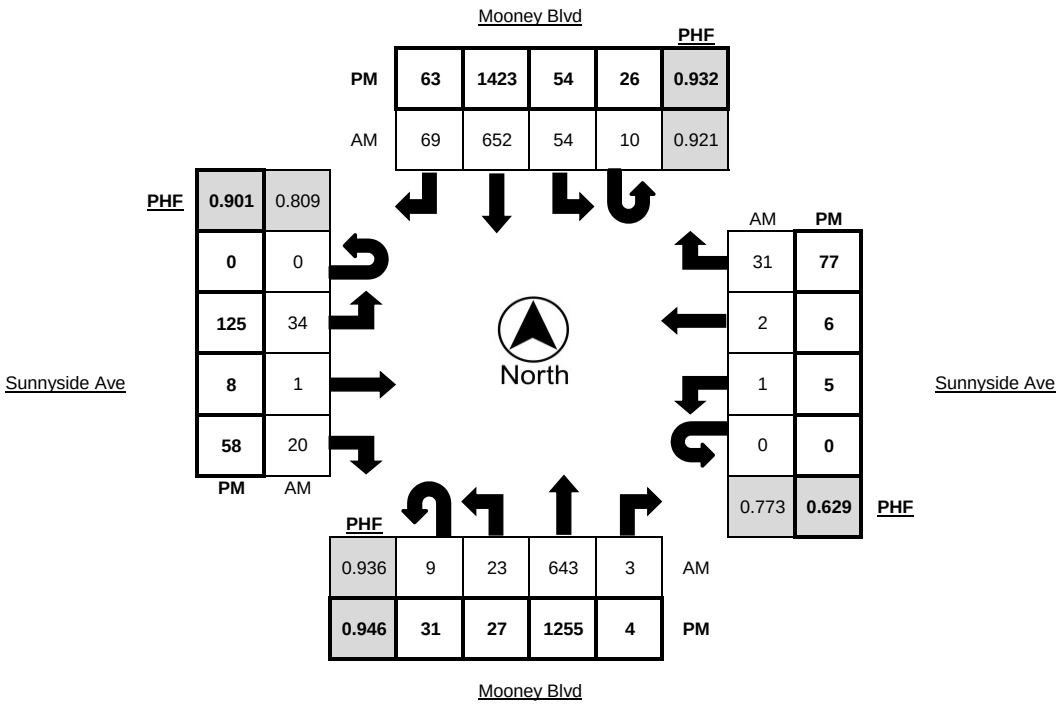
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	1	1	83	0	5	0	3	81	3	1	0	2	0	5	0	0	0	0	6	0
7:15 AM - 7:30 AM	2	1	107	0	3	0	8	100	7	3	0	6	0	0	0	0	0	0	6	0
7:30 AM - 7:45 AM	0	7	130	0	2	0	9	117	8	3	0	6	2	3	0	0	0	0	3	0
7:45 AM - 8:00 AM	2	12	190	0	3	0	30	155	35	3	0	8	0	5	0	0	1	1	6	1
8:00 AM - 8:15 AM	2	3	176	1	1	1	16	159	22	1	0	8	0	5	0	0	0	0	5	0
8:15 AM - 8:30 AM	6	7	182	0	3	2	16	199	28	2	0	13	1	6	0	0	0	1	10	0
8:30 AM - 8:45 AM	0	8	199	1	5	3	15	199	17	7	0	9	0	7	0	0	0	0	10	1
8:45 AM - 9:00 AM	2	8	183	1	3	5	15	193	13	5	0	9	0	6	0	0	1	1	10	0
TOTAL	16	**41**	**1086**	**3**	**23**	**10**	**98**	**1046**	**115**	**23**	**0**	**53**	**3**	**31**	**0**	**0**	**2**	**3**	**49**	**2**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	12	9	309	2	2	14	13	458	21	2	0	33	0	22	0	0	0	1	22	1
4:15 PM - 4:30 PM	10	14	359	2	2	5	21	376	22	3	0	40	1	18	1	0	3	0	9	0
4:30 PM - 4:45 PM	10	8	322	1	2	5	15	431	22	0	0	37	3	14	0	0	1	0	33	0
4:45 PM - 5:00 PM	12	10	335	2	2	5	15	346	22	1	0	30	1	14	0	0	0	3	14	0
5:00 PM - 5:15 PM	3	5	352	0	1	8	16	444	15	10	0	36	3	22	0	0	5	0	36	0
5:15 PM - 5:30 PM	8	10	375	2	2	7	15	428	21	5	0	40	2	18	0	0	0	2	20	0
5:30 PM - 5:45 PM	13	6	382	0	1	10	16	419	15	2	0	38	2	13	0	0	1	1	20	0
5:45 PM - 6:00 PM	14	9	330	2	2	2	12	346	20	1	0	25	0	3	0	0	1	0	13	0
TOTAL	**71**	**62**	**2403**	**11**	**14**	**48**	**106**	**2824**	**136**	**22**	**0**	**243**	**12**	**108**	**1**	**0**	**10**	**7**	**144**	**1**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	9	23	643	3	11	10	54	652	69	13	0	34	1	20	0	0	1	2	31	1
4:45 PM - 5:45 PM	31	27	1255	4	6	26	54	1423	63	16	0	125	8	58	0	0	5	6	77	0

	PHF	Trucks
AM	0.949	1.6%
PM	0.958	0.7%



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Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION Mooney Blvd @ Orchard Ave

LATITUDE 36.3003

COUNTY Tulare

LONGITUDE -119.3137

COLLECTION DATE Tuesday, October 05, 2021

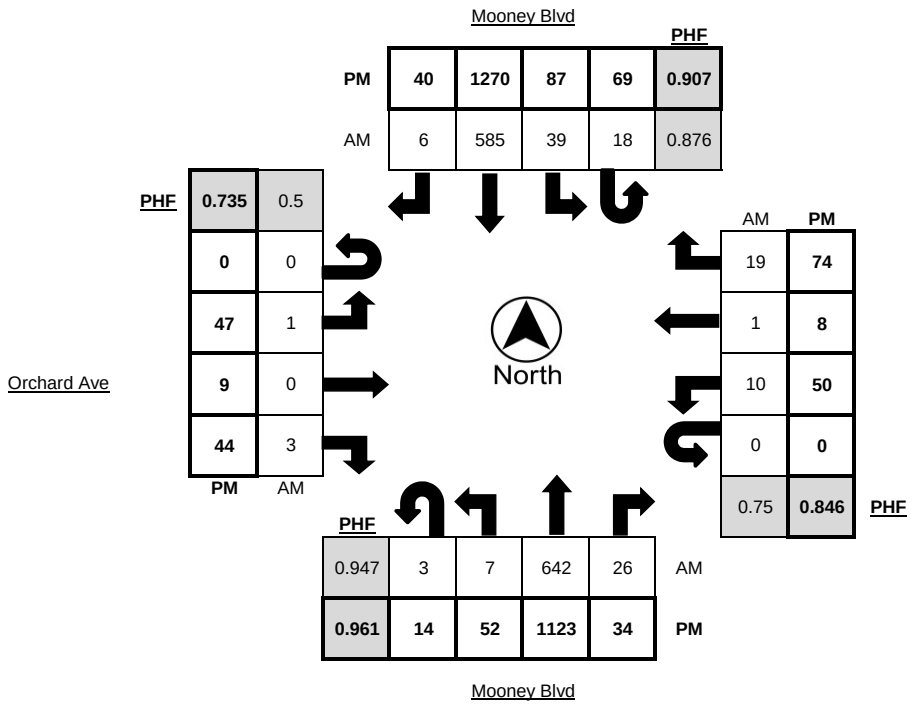
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	85	5	6	0	6	82	0	2	0	0	0	0	0	0	2	0	1	1
7:15 AM - 7:30 AM	0	0	93	2	3	3	3	89	0	2	0	1	0	0	0	0	2	0	3	2
7:30 AM - 7:45 AM	0	0	143	8	6	1	6	110	2	3	0	1	0	1	0	0	3	0	5	1
7:45 AM - 8:00 AM	0	0	198	15	2	3	15	145	0	5	0	1	0	1	0	0	2	1	0	1
8:00 AM - 8:15 AM	1	2	192	10	5	1	3	133	2	1	0	0	0	2	0	0	3	0	7	1
8:15 AM - 8:30 AM	1	1	176	9	7	6	8	198	1	2	0	1	0	0	0	0	2	0	1	1
8:30 AM - 8:45 AM	1	2	190	7	7	5	18	175	1	5	0	0	0	0	0	0	3	0	6	1
8:45 AM - 9:00 AM	0	2	181	3	3	9	15	167	2	3	0	0	0	1	0	0	2	1	8	1
TOTAL	**3**	**7**	**1093**	**52**	**34**	**25**	**65**	**955**	**8**	**21**	**0**	**4**	**0**	**5**	**0**	**0**	**19**	**2**	**27**	**9**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	3	8	271	10	3	26	23	407	16	3	0	12	6	5	0	0	10	2	16	1
4:15 PM - 4:30 PM	5	14	334	5	3	14	22	348	7	2	0	9	1	22	0	0	7	3	20	1
4:30 PM - 4:45 PM	1	16	277	7	5	14	23	393	17	1	0	9	1	12	0	0	13	1	17	1
4:45 PM - 5:00 PM	2	15	306	12	2	18	22	314	18	1	0	16	5	18	0	0	15	1	17	1
5:00 PM - 5:15 PM	7	15	315	14	3	24	32	400	8	10	0	13	0	6	0	0	15	1	21	1
5:15 PM - 5:30 PM	1	13	335	7	2	20	24	378	12	5	0	17	3	15	0	0	16	3	25	1
5:30 PM - 5:45 PM	6	17	336	7	5	17	22	368	8	2	0	8	2	12	0	0	12	3	22	1
5:45 PM - 6:00 PM	3	14	311	7	2	16	21	344	2	1	0	14	1	14	0	0	13	0	17	1
TOTAL	**25**	**97**	**2160**	**59**	**23**	**130**	**164**	**2568**	**77**	**23**	**0**	**85**	**17**	**89**	**0**	**0**	**87**	**14**	**135**	**8**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	3	7	642	26	19	18	39	585	6	10	0	1	0	3	0	0	10	1	19	4
4:45 PM - 5:45 PM	14	52	1123	34	11	69	87	1270	40	16	0	47	9	44	0	0	50	8	74	4

	PHF	Trucks
AM	0.958	2.4%
PM	0.965	1.1%



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Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION Mooney Blvd @ Caldwell Ave

LATITUDE 36.2985

COUNTY Tulare

LONGITUDE -119.3137

COLLECTION DATE Tuesday, October 05, 2021

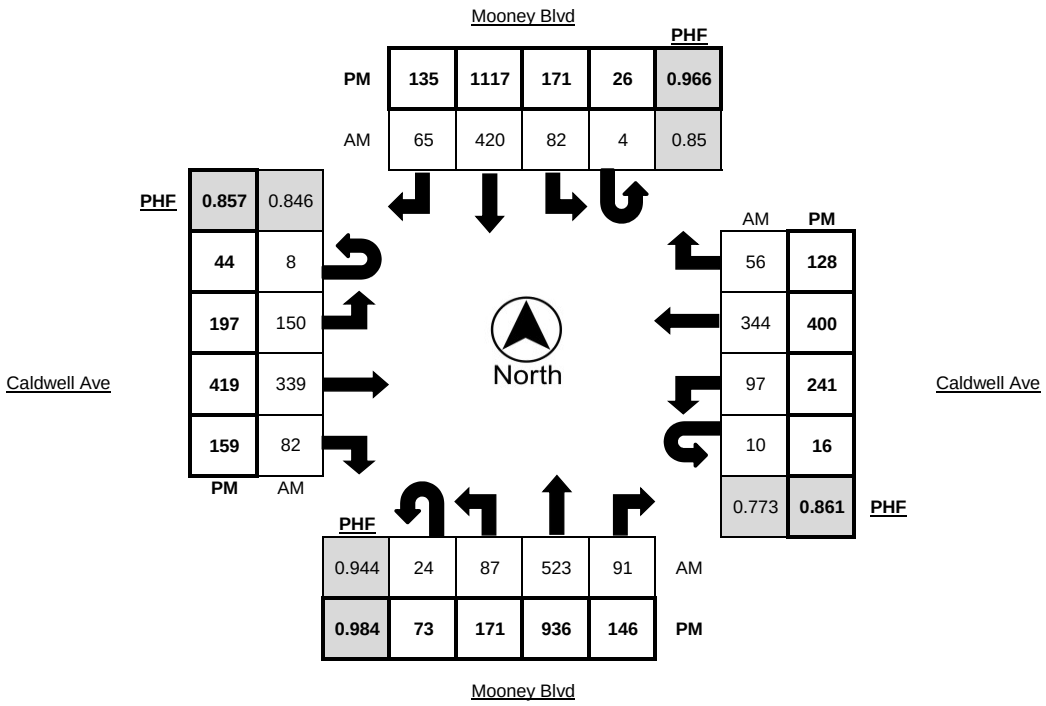
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	9	14	75	20	7	0	7	69	8	3	3	14	48	22	2	0	15	44	6	0
7:15 AM - 7:30 AM	6	13	90	20	3	0	9	68	6	2	2	18	51	13	8	0	21	60	7	1
7:30 AM - 7:45 AM	8	21	114	18	7	1	13	90	12	6	0	20	66	17	3	0	29	89	10	3
7:45 AM - 8:00 AM	6	24	164	23	3	1	18	101	15	5	0	35	94	23	1	1	25	147	15	1
8:00 AM - 8:15 AM	7	23	159	22	8	3	22	98	24	3	2	47	100	24	3	1	32	82	18	3
8:15 AM - 8:30 AM	7	30	118	30	3	0	20	155	18	2	5	56	113	23	8	6	21	82	12	0
8:30 AM - 8:45 AM	8	23	160	30	9	0	35	129	17	7	2	35	83	24	0	3	33	85	20	0
8:45 AM - 9:00 AM	12	36	132	24	2	2	20	120	21	5	1	41	85	20	9	0	29	74	20	0
TOTAL	**54**	**159**	**880**	**162**	**38**	**7**	**124**	**721**	**105**	**29**	**14**	**231**	**556**	**144**	**31**	**10**	**178**	**575**	**93**	**8**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	22	52	222	52	2	2	75	299	23	5	17	63	141	43	1	3	53	117	37	0
4:15 PM - 4:30 PM	26	60	263	37	2	13	63	263	37	3	15	58	99	41	2	8	60	93	30	3
4:30 PM - 4:45 PM	21	49	273	40	3	8	47	309	30	3	15	39	130	49	1	1	49	93	33	0
4:45 PM - 5:00 PM	25	52	246	52	3	8	53	311	38	2	9	61	117	38	1	3	63	93	30	0
5:00 PM - 5:15 PM	17	39	282	37	2	8	62	329	32	12	14	54	135	72	1	5	77	154	26	0
5:15 PM - 5:30 PM	14	52	284	38	2	9	36	335	40	5	10	53	129	40	2	5	68	100	45	1
5:30 PM - 5:45 PM	28	54	265	41	5	5	46	311	45	5	17	59	101	32	1	6	69	113	46	0
5:45 PM - 6:00 PM	24	51	267	45	1	5	48	251	33	2	10	52	132	59	2	6	63	108	29	0
TOTAL	**154**	**355**	**1827**	**297**	**19**	**50**	**374**	**2093**	**242**	**32**	**94**	**381**	**856**	**326**	**11**	**32**	**437**	**758**	**240**	**4**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:45 AM - 8:45 AM	24	87	523	91	21	4	82	420	65	15	8	150	339	82	11	10	97	344	56	4
4:45 PM - 5:45 PM	73	171	936	146	11	26	171	1117	135	20	44	197	419	159	5	16	241	400	128	1

	PHF	Trucks
AM	0.986	2.1%
PM	0.937	0.8%



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION Fairway St @ Caldwell Ave

LATITUDE 36.2985

COUNTY Tulare

LONGITUDE -119.3107

COLLECTION DATE Thursday, October 07, 2021

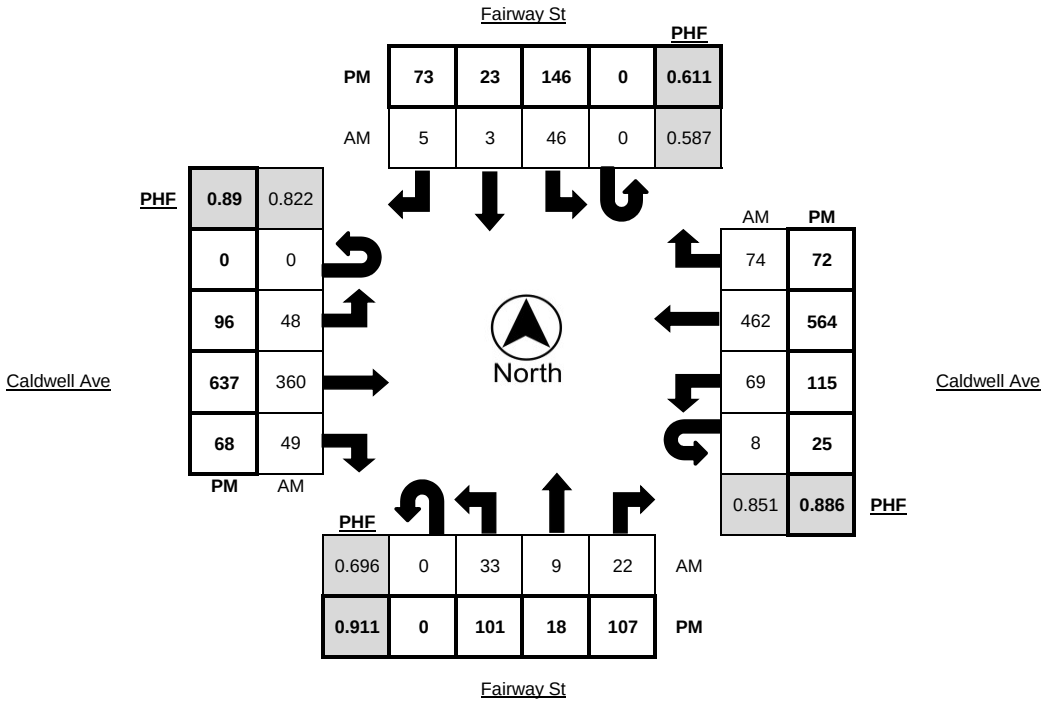
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	10	2	9	0	0	2	0	1	1	0	2	41	8	3	0	10	61	3	1
7:15 AM - 7:30 AM	0	7	2	13	3	0	2	0	2	0	0	8	71	1	5	0	9	86	12	1
7:30 AM - 7:45 AM	0	3	2	9	0	0	8	0	5	1	0	12	82	8	3	0	13	132	10	5
7:45 AM - 8:00 AM	0	8	2	6	2	0	8	0	2	3	0	28	92	2	1	3	16	155	32	1
8:00 AM - 8:15 AM	0	5	1	2	0	0	14	0	1	1	0	9	104	13	3	1	22	132	20	2
8:15 AM - 8:30 AM	0	12	2	9	0	0	10	0	0	0	0	13	128	20	2	2	28	132	16	5
8:30 AM - 8:45 AM	0	14	5	8	2	0	21	3	2	1	0	6	91	22	3	2	14	112	17	2
8:45 AM - 9:00 AM	0	10	5	8	0	0	15	3	2	1	0	5	75	17	3	3	46	115	28	2
TOTAL	**0**	**60**	**19**	**56**	**7**	**0**	**70**	**6**	**14**	**8**	**0**	**71**	**594**	**79**	**22**	**11**	**137**	**805**	**120**	**17**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	26	7	40	0	0	37	5	16	1	0	29	170	35	1	7	33	148	28	2
4:15 PM - 4:30 PM	0	20	7	25	0	0	37	6	7	1	0	31	155	30	3	8	30	139	28	0
4:30 PM - 4:45 PM	0	30	7	35	0	0	43	7	15	2	0	25	184	22	3	7	31	145	21	0
4:45 PM - 5:00 PM	0	30	6	29	0	0	26	3	10	1	0	28	161	15	1	7	35	162	20	5
5:00 PM - 5:15 PM	0	31	5	24	0	0	59	9	46	2	0	31	176	21	0	7	39	181	25	1
5:15 PM - 5:30 PM	0	25	3	36	0	0	40	7	13	0	0	26	212	21	0	8	28	161	17	3
5:30 PM - 5:45 PM	0	23	5	29	0	0	31	6	8	1	0	29	154	18	1	7	32	150	20	1
5:45 PM - 6:00 PM	0	30	10	31	0	0	38	7	18	2	0	26	164	25	1	2	29	133	20	0
TOTAL	**0**	**187**	**43**	**216**	**0**	**0**	**270**	**43**	**116**	**10**	**0**	**196**	**1197**	**162**	**10**	**46**	**223**	**1060**	**154**	**11**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:45 AM - 8:45 AM	0	33	9	22	4	0	46	3	5	5	0	48	360	49	9	8	69	462	74	9
4:30 PM - 5:30 PM	0	101	18	107	0	0	146	23	73	5	0	96	637	68	4	25	115	564	72	8

	PHF	Trucks
AM	0.920	2.3%
PM	0.900	0.8%



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Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION Mooney Blvd @ Beech Ave

LATITUDE 36.3094

COUNTY Tulare

LONGITUDE -119.3138

COLLECTION DATE Tuesday, November 16, 2021

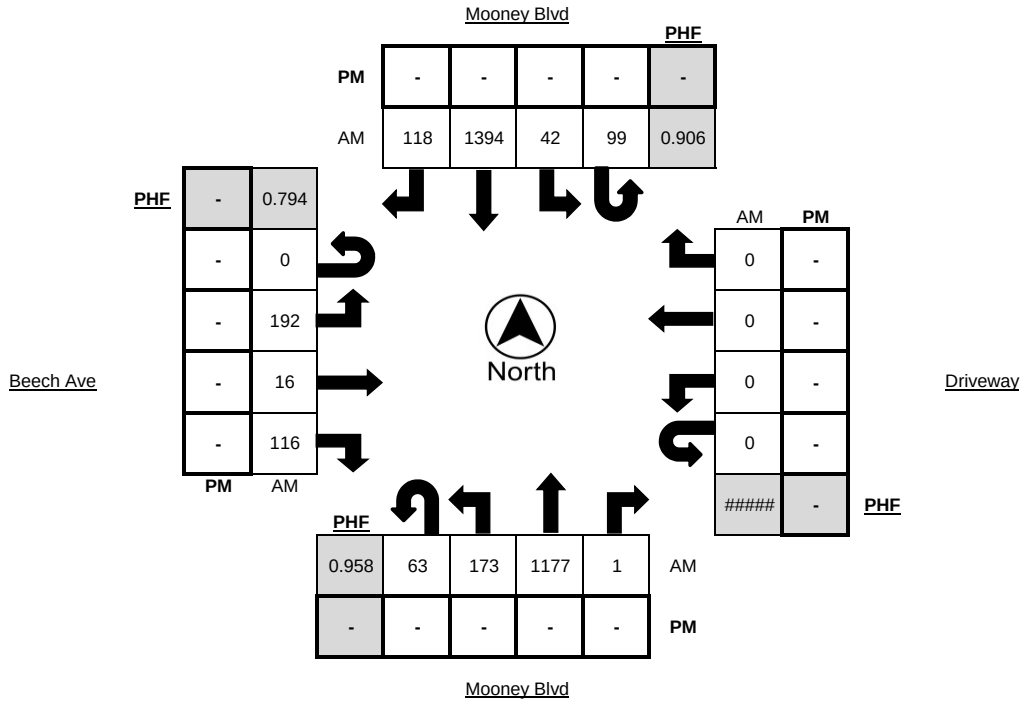
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	11	53	264	0	2	28	2	316	30	1	0	35	6	16	0	0	0	0	0	0
11:15 AM - 11:30 AM	17	35	255	0	3	28	6	311	31	2	0	51	8	39	0	0	0	0	0	0
11:30 AM - 11:45 AM	13	33	267	2	1	25	5	338	26	2	0	40	5	32	0	0	0	0	0	0
11:45 AM - 12:00 PM	13	32	248	0	3	27	11	332	26	3	0	50	4	26	1	0	0	0	0	0
12:00 PM - 12:15 PM	17	43	286	1	2	23	11	347	32	0	0	44	1	31	0	0	0	0	0	0
12:15 PM - 12:30 PM	15	41	291	0	1	27	12	384	33	2	0	38	3	23	0	0	0	0	0	0
12:30 PM - 12:45 PM	14	34	321	0	1	24	7	323	24	1	0	51	6	25	1	0	0	0	0	0
12:45 PM - 1:00 PM	17	55	279	0	1	25	12	340	29	3	0	59	6	37	0	0	0	0	0	0
TOTAL	**117**	**326**	**2211**	**3**	**14**	**207**	**66**	**2691**	**231**	**14**	**0**	**368**	**39**	**229**	**2**	**0**	**0**	**0**	**0**	**0**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:15 PM - 4:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM - 4:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:45 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM - 5:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:15 PM - 5:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30 PM - 5:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:45 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
12:00 PM - 1:00 PM	63	173	1177	1	5	99	42	1394	118	6	0	192	16	116	1	0	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.978	0.4%
PM	-	-



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Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION Mooney Blvd @ Whitendale Ave

LATITUDE 36.3058

COUNTY Tulare

LONGITUDE -119.3138

COLLECTION DATE Tuesday, November 16, 2021

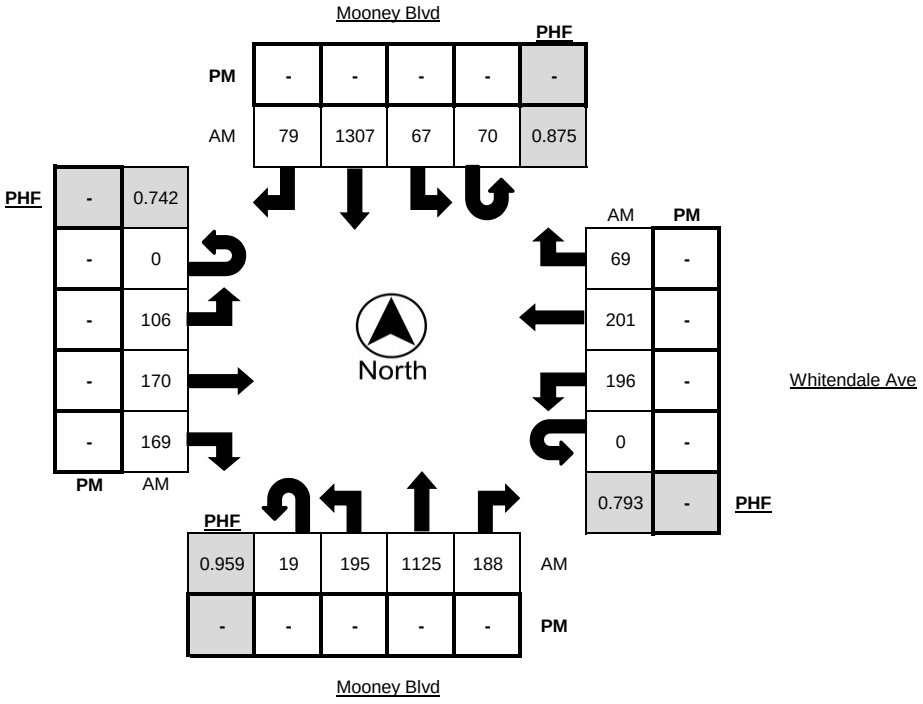
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	6	48	278	19	3	10	8	285	22	2	0	19	40	38	1	0	32	41	16	0
11:15 AM - 11:30 AM	2	33	253	37	4	16	17	318	18	2	0	14	26	39	2	0	44	36	19	1
11:30 AM - 11:45 AM	4	47	275	21	5	8	13	312	15	9	0	24	21	41	1	0	48	39	12	1
11:45 AM - 12:00 PM	4	35	244	34	3	9	21	299	23	4	0	29	33	39	0	0	42	43	11	3
12:00 PM - 12:15 PM	3	47	260	44	4	19	15	319	23	4	0	26	33	36	2	0	36	46	11	3
12:15 PM - 12:30 PM	2	48	291	43	1	12	21	380	22	4	0	23	44	34	1	0	47	42	14	2
12:30 PM - 12:45 PM	6	52	298	35	3	18	12	291	18	4	0	23	37	39	1	0	49	54	20	3
12:45 PM - 1:00 PM	8	48	276	66	4	21	19	317	16	2	0	34	56	60	1	0	64	59	24	2
TOTAL	**35**	**358**	**2175**	**299**	**27**	**113**	**126**	**2521**	**157**	**31**	**0**	**192**	**290**	**326**	**9**	**0**	**362**	**360**	**127**	**15**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:15 PM - 4:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM - 4:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:45 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM - 5:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:15 PM - 5:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30 PM - 5:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:45 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
12:00 PM - 1:00 PM	19	195	1125	188	12	70	67	1307	79	14	0	106	170	169	5	0	196	201	69	10
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.927	1.0%
PM	-	-



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Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION Whitendale Ave @ Driveway

LATITUDE 36.3056

COUNTY Tulare

LONGITUDE -119.3125

COLLECTION DATE Tuesday, November 16, 2021

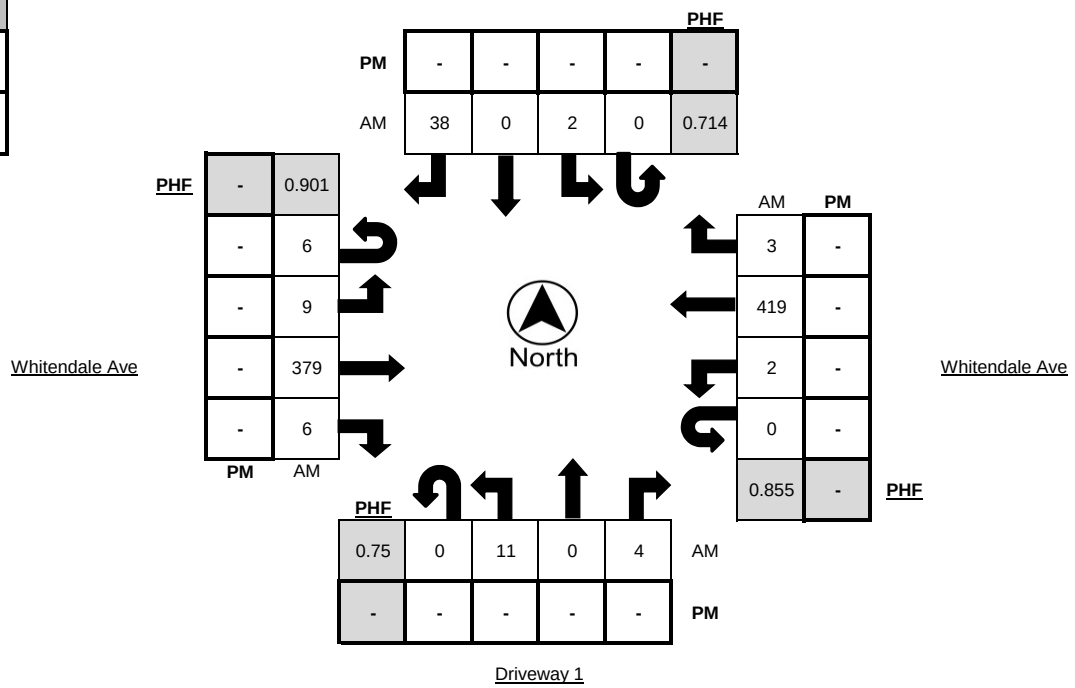
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	0	3	0	0	0	0	1	0	11	0	0	2	64	2	0	0	2	74	3	0
11:15 AM - 11:30 AM	0	3	0	1	1	0	0	0	8	0	0	4	79	1	1	0	0	89	1	0
11:30 AM - 11:45 AM	0	1	0	1	0	1	2	0	6	0	0	1	55	0	0	0	0	101	2	0
11:45 AM - 12:00 PM	0	1	0	0	0	0	0	0	11	0	2	2	82	2	1	0	0	71	1	0
12:00 PM - 12:15 PM	0	1	0	0	0	0	2	0	6	0	1	1	94	2	1	0	0	83	3	1
12:15 PM - 12:30 PM	0	2	0	2	0	0	0	0	14	0	2	1	107	1	0	0	1	96	0	0
12:30 PM - 12:45 PM	0	5	0	0	0	0	0	0	5	0	1	5	77	0	0	0	1	116	0	0
12:45 PM - 1:00 PM	0	3	0	2	0	0	0	0	13	0	2	2	101	3	1	0	0	124	0	0
TOTAL	**0**	**19**	**0**	**6**	**1**	**1**	**5**	**0**	**74**	**0**	**8**	**18**	**659**	**11**	**4**	**0**	**4**	**754**	**10**	**1**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:15 PM - 4:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM - 4:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:45 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM - 5:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:15 PM - 5:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30 PM - 5:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:45 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
12:00 PM - 1:00 PM	0	11	0	4	0	0	2	0	38	0	6	9	379	6	2	0	2	419	3	1
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.879	0.3%
PM	-	-



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Prepared For:

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1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION Giddings St @ Whitendale Ave

LATITUDE 36.3057

COUNTY Tulare

LONGITUDE -119.3051

COLLECTION DATE Tuesday, November 16, 2021

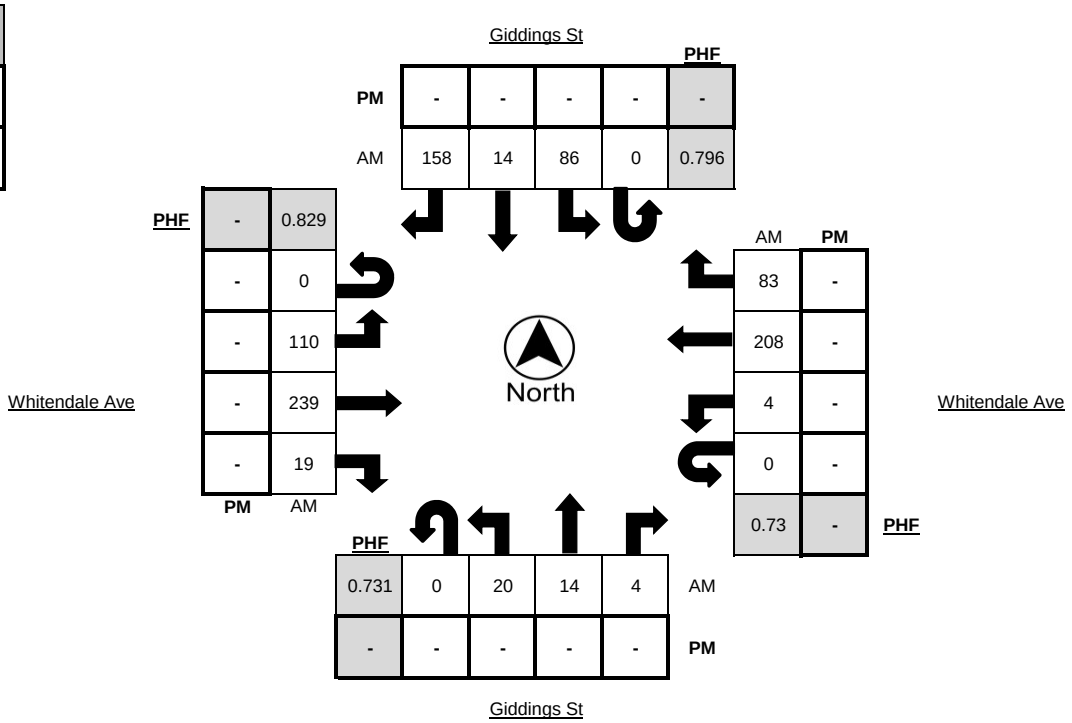
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	0	2	0	0	0	0	9	3	32	0	0	21	39	5	1	0	0	31	13	1
11:15 AM - 11:30 AM	0	2	5	0	0	0	16	4	38	1	0	25	36	3	1	0	0	34	11	0
11:30 AM - 11:45 AM	0	3	5	1	0	0	12	3	43	3	0	21	37	5	2	0	0	39	21	2
11:45 AM - 12:00 PM	0	2	3	1	0	0	18	6	23	0	0	19	44	0	0	0	1	30	13	0
12:00 PM - 12:15 PM	0	2	1	2	0	0	14	6	35	3	0	19	56	4	2	0	2	38	19	1
12:15 PM - 12:30 PM	0	6	4	0	0	0	20	2	26	0	0	37	68	6	0	0	0	42	17	1
12:30 PM - 12:45 PM	0	6	5	2	0	0	23	3	48	0	0	34	43	4	1	0	2	51	23	0
12:45 PM - 1:00 PM	0	6	4	0	0	0	29	3	49	0	0	20	72	5	0	0	0	77	24	3
TOTAL	**0**	**29**	**27**	**6**	**0**	**0**	**141**	**30**	**294**	**7**	**0**	**196**	**395**	**32**	**7**	**0**	**5**	**342**	**141**	**8**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:15 PM - 4:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM - 4:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:45 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM - 5:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:15 PM - 5:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30 PM - 5:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:45 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
12:00 PM - 1:00 PM	0	20	14	4	0	0	86	14	158	3	0	110	239	19	3	0	4	208	83	5
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.830	1.1%
PM	-	-



Metro Traffic Data Inc.
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Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION Mooney Blvd @ Driveway / Monte Vista Ave

LATITUDE 36.3050

COUNTY Tulare

LONGITUDE -119.3136

COLLECTION DATE Tuesday, November 16, 2021

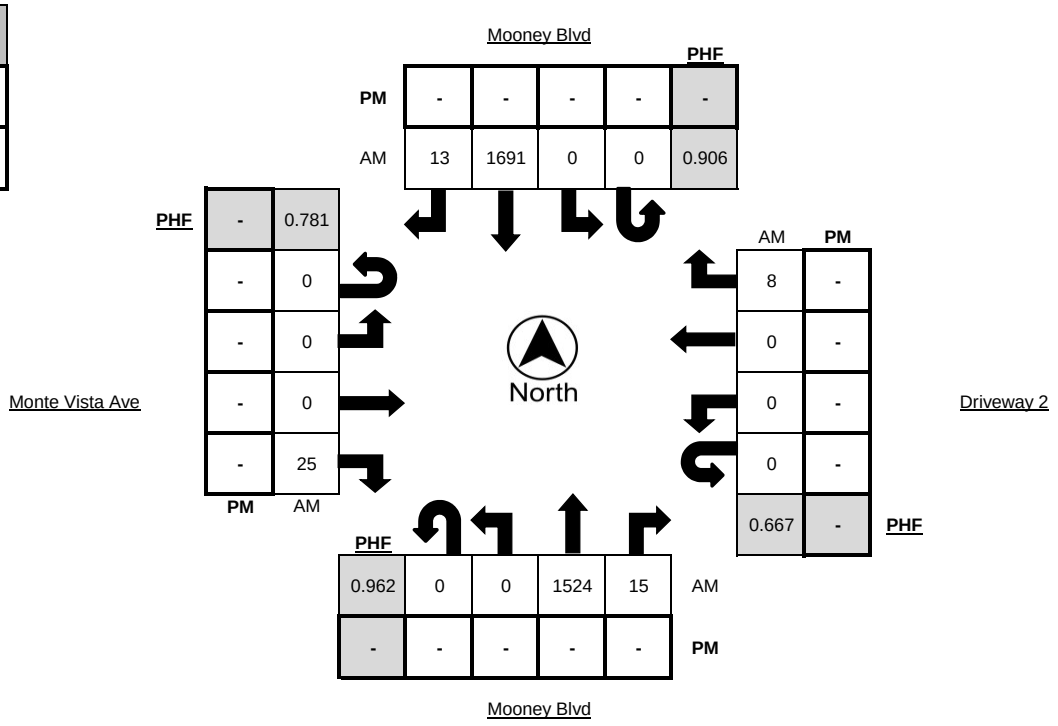
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	0	0	325	2	2	0	0	369	1	0	0	0	0	2	0	0	0	0	1	0
11:15 AM - 11:30 AM	0	0	341	3	5	0	0	418	3	4	0	0	0	3	0	0	0	0	2	0
11:30 AM - 11:45 AM	0	0	344	1	7	0	0	405	1	4	0	0	0	5	1	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	349	2	3	0	0	384	1	5	0	0	0	2	0	0	0	0	1	0
12:00 PM - 12:15 PM	0	0	372	6	4	0	0	386	4	4	0	0	0	4	1	0	0	0	1	0
12:15 PM - 12:30 PM	0	0	371	4	1	0	0	470	0	5	0	0	0	5	0	0	0	0	3	0
12:30 PM - 12:45 PM	0	0	381	5	3	0	0	383	2	4	0	0	0	8	0	0	0	0	2	0
12:45 PM - 1:00 PM	0	0	400	0	3	0	0	452	7	2	0	0	0	8	0	0	0	0	2	0
TOTAL	**0**	**0**	**2883**	**23**	**28**	**0**	**0**	**3267**	**19**	**28**	**0**	**0**	**0**	**37**	**2**	**0**	**0**	**0**	**12**	**0**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:15 PM - 4:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM - 4:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:45 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM - 5:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:15 PM - 5:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30 PM - 5:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:45 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
12:00 PM - 1:00 PM	0	0	1524	15	11	0	0	1691	13	15	0	0	0	25	1	0	0	0	8	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.942	0.8%
PM	-	-



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Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION Mooney Blvd @ Sunnyside Ave

LATITUDE 36.3035

COUNTY Tulare

LONGITUDE -119.3137

COLLECTION DATE Tuesday, November 16, 2021

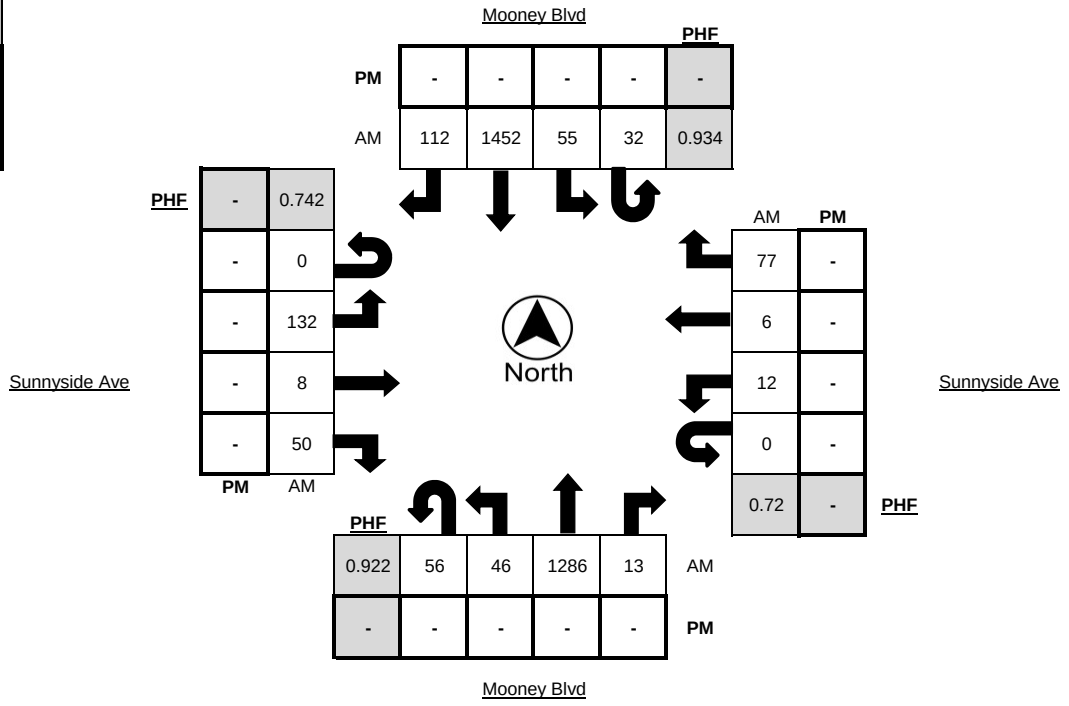
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	6	9	281	1	3	2	8	289	26	2	0	22	0	14	1	0	1	2	7	0
11:15 AM - 11:30 AM	8	8	294	3	4	5	21	388	24	3	0	32	0	11	0	0	1	1	13	0
11:30 AM - 11:45 AM	7	13	279	2	6	8	14	352	27	5	0	31	0	17	0	0	5	1	17	0
11:45 AM - 12:00 PM	13	9	301	2	3	7	14	329	24	6	0	28	2	22	1	0	1	1	18	0
12:00 PM - 12:15 PM	14	7	305	2	4	15	11	318	32	5	0	31	2	14	0	0	2	3	28	0
12:15 PM - 12:30 PM	13	8	296	2	1	10	13	375	22	4	0	47	4	13	0	0	3	2	14	0
12:30 PM - 12:45 PM	15	14	340	5	3	6	12	371	24	5	0	28	2	8	0	0	3	0	19	0
12:45 PM - 1:00 PM	14	17	345	4	3	1	19	388	34	5	0	26	0	15	0	0	4	1	16	0
TOTAL	**90**	**85**	**2441**	**21**	**27**	**54**	**112**	**2810**	**213**	**35**	**0**	**245**	**10**	**114**	**2**	**0**	**20**	**11**	**132**	**0**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:15 PM - 4:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM - 4:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:45 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM - 5:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:15 PM - 5:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30 PM - 5:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:45 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
12:00 PM - 1:00 PM	56	46	1286	13	11	32	55	1452	112	19	0	132	8	50	0	0	12	6	77	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.944	0.9%
PM	-	-



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1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION Mooney Blvd @ Orchard Ave

LATITUDE 36.3003

COUNTY Tulare

LONGITUDE -119.3137

COLLECTION DATE Tuesday, November 16, 2021

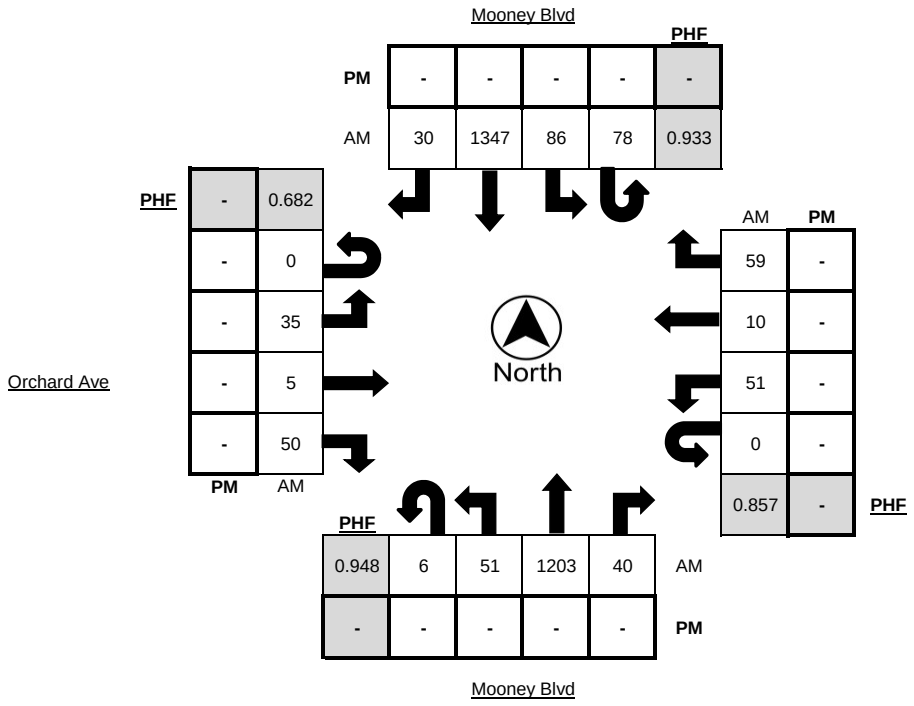
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	2	15	246	12	4	20	20	270	9	2	0	8	1	8	0	0	5	0	20	1
11:15 AM - 11:30 AM	3	15	270	7	3	17	15	343	3	1	0	7	3	10	0	0	11	1	11	1
11:30 AM - 11:45 AM	1	15	248	13	5	15	21	347	6	2	0	5	1	10	0	0	6	2	16	1
11:45 AM - 12:00 PM	0	18	295	7	3	20	15	329	8	6	0	5	4	16	0	0	10	0	18	1
12:00 PM - 12:15 PM	1	17	297	14	6	12	24	323	7	5	0	6	0	5	0	0	9	1	11	1
12:15 PM - 12:30 PM	1	17	279	9	1	29	23	351	10	2	0	9	3	21	0	0	20	4	11	1
12:30 PM - 12:45 PM	0	9	305	8	4	19	20	312	6	5	0	12	2	14	0	0	9	4	22	0
12:45 PM - 1:00 PM	4	8	322	9	1	18	19	361	7	2	0	8	0	10	1	0	13	1	15	1
TOTAL	**12**	**114**	**2262**	**79**	**27**	**150**	**157**	**2636**	**56**	**25**	**0**	**60**	**14**	**94**	**1**	**0**	**83**	**13**	**124**	**7**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:15 PM - 4:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM - 4:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:45 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM - 5:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:15 PM - 5:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30 PM - 5:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:45 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
12:00 PM - 1:00 PM	6	51	1203	40	12	78	86	1347	30	14	0	35	5	50	1	0	51	10	59	3
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.959	1.0%
PM	-	-



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LOCATION Mooney Blvd @ Caldwell Ave

LATITUDE 36.2985

COUNTY Tulare

LONGITUDE -119.3137

COLLECTION DATE Tuesday, November 16, 2021

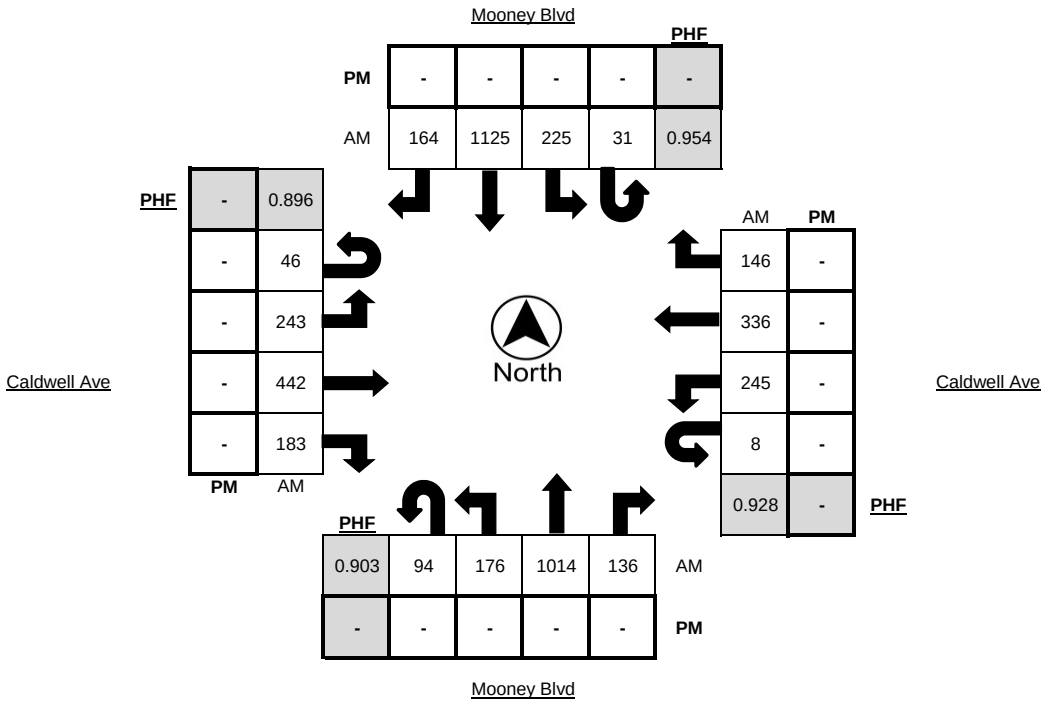
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	22	42	226	24	2	5	49	218	28	5	9	39	77	52	1	4	51	68	34	3
11:15 AM - 11:30 AM	14	41	240	31	3	8	42	273	38	4	9	51	74	40	5	4	64	73	27	1
11:30 AM - 11:45 AM	24	48	251	35	6	6	46	266	41	5	10	48	88	41	6	2	50	68	29	0
11:45 AM - 12:00 PM	34	56	240	34	3	9	54	268	46	8	9	46	89	45	5	8	52	87	32	2
12:00 PM - 12:15 PM	31	53	274	35	3	6	60	279	35	6	10	50	96	53	5	0	72	91	35	2
12:15 PM - 12:30 PM	18	39	242	31	4	7	57	297	44	4	15	56	119	48	3	3	46	84	31	2
12:30 PM - 12:45 PM	25	39	255	32	4	10	55	267	38	5	8	65	97	42	5	2	60	83	31	0
12:45 PM - 1:00 PM	20	45	243	38	3	8	53	282	47	6	13	72	130	40	3	3	67	78	49	0
TOTAL	**188**	**363**	**1971**	**260**	**28**	**59**	**416**	**2150**	**317**	**43**	**83**	**427**	**770**	**361**	**33**	**26**	**462**	**632**	**268**	**10**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:15 PM - 4:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM - 4:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:45 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM - 5:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:15 PM - 5:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30 PM - 5:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:45 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
12:00 PM - 1:00 PM	94	176	1014	136	14	31	225	1125	164	21	46	243	442	183	16	8	245	336	146	4
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.971	1.2%
PM	-	-



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

LOCATION Fairway St @ Caldwell Ave

LATITUDE 36.2985

COUNTY Tulare

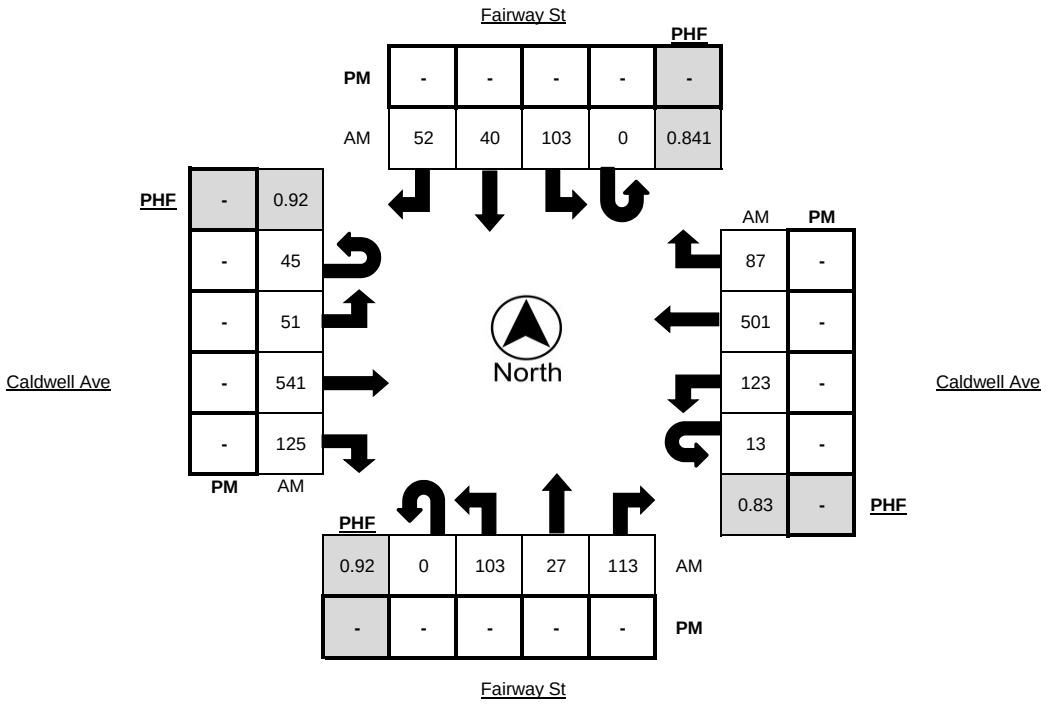
LONGITUDE -119.3107

COLLECTION DATE Tuesday, November 16, 2021

WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	0	17	3	30	0	0	22	7	9	2	9	4	96	20	0	2	24	104	11	2
11:15 AM - 11:30 AM	0	25	9	24	0	0	16	5	6	0	15	9	105	20	2	2	26	131	16	2
11:30 AM - 11:45 AM	0	18	6	25	0	0	22	5	9	1	9	9	115	27	2	4	33	113	9	0
11:45 AM - 12:00 PM	0	22	11	21	1	0	19	9	6	2	6	9	136	23	5	4	30	136	25	3
12:00 PM - 12:15 PM	0	29	9	28	0	0	24	16	14	1	17	11	125	29	1	4	31	118	23	1
12:15 PM - 12:30 PM	0	24	7	25	0	0	30	5	7	0	5	16	128	34	3	2	33	108	21	4
12:30 PM - 12:45 PM	0	25	5	33	1	0	19	7	15	1	11	11	136	32	4	3	21	128	14	0
12:45 PM - 1:00 PM	0	25	6	27	0	0	30	12	16	1	12	13	152	30	2	4	38	147	29	1
TOTAL	**0**	**185**	**56**	**213**	**2**	**0**	**182**	**66**	**82**	**8**	**84**	**82**	**993**	**215**	**19**	**25**	**236**	**985**	**148**	**13**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:15 PM - 4:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM - 4:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:45 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM - 5:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:15 PM - 5:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30 PM - 5:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:45 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
12:00 PM - 1:00 PM	0	103	27	113	1	0	103	40	52	3	45	51	541	125	10	13	123	501	87	6
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.889	1.0%
PM	-	-